

NEWSLETTER OF THE ORANGE COIN & STAMP CLUB FOR 28th JULY 2026

#284



Coin & silver bullion dealers' tables at the back of the Orange High School Hall at our 2026 Orange Coin & Stamp Expo

Our web-site is <https://orangecoinsandstamps.org/>

The current Club meeting is on this Tuesday 28th July 2026 at 7.30pm.

Our next Mini-fair is on Saturday morning 1st August 2026, from 9-12ish, at the Orange Cultural Centre in Sale St. with

The next night meeting after the June one is on Tuesday 25th August 2026.

The Club normally meets on the last Tuesday of each month (except January) at 7.30pm.

Our mini-fairs are on the first Saturday of each month (except January, from 9 to 12ish.

Our 2-day, 2025 Spring Fair will be held at the Orange High School on Saturday 14th and Sunday 15th November, 2026



Our meetings and the monthly fair are held in the Orange Cultural Centre building Sale St, Orange. It's the building that used to be a school. It's on the right hand side as you enter the Woolworths Car Park.

OUR 2026 CLUB AUCTION IS ON SATURDAY 5th SEPTEMBER 2026, FOLLOWING THE MORNING'S MINI-FAIR

It's usually a big auction with 200-400 lots. It also usually attracts non-Club members.

The auction venue is the usual one: - the **Orange Cultural Centre** on Saturday 5th September 2026. It will commence straight after the monthly September mini-fair finishes after 12 midday. In past years it has all finished by about 2p.m.

So members need to quickly sort out what they want to put in the auction. Then they need to supply a list of their lots with lot descriptions as well as provide a reserve price for each lot.

You will need to either e-mail your auction lists to either the secretary or Tony Read, or hand in your lists of auction preferably before by the 1st August 2026 mini-fair.

THE CLUB'S ANNUAL GENERAL MEETING IS ON TUESDAY 29TH SEPTEMBER 2026

Our 2026 annual general meeting is being held straight after the September Monthly Meeting on Tuesday night 29th September. That starts at 7.30pm. The following annual general meeting usually only lasts about 30 minutes.

All positions are up for election.

THE CLUB'S 2-DAY SPRING FAIR IS ON 14TH & 15TH NOVEMBER 2026

Our 2-day 2026 Spring Fair will be held at the Orange High School Hall on Saturday 14th and Sunday 15th November. There is a \$2 entry charge, but accompanied kids are free.

Dealers come from around the State and the A.C.T. to buy and sell coins, stamps, banknotes and silver bullion.

It's a great chance for the general public to get your collectables valued.

DATES FOR 2026

Orange Coin & Stamp Club's monthly meeting, 28th July 2026, 7.30pm at the Orange Cultural Centre, Sale St, Orange

Orange Coin & Stamp Club mini-fair, Saturday 1st August 2026, 9 to 12ish, at the Orange Cultural Centre, Sale St, Orange

Shoalhaven Philatelic Society Stamp & Coin Day, Saturday 15th August 2026, 9.30-3 at Wesley Centre, 29 Berry St, Nowra. For information phone John on 0414 634 55

Brisbane 2026 – Australian Full National
Date: 13th to 16th August 2026 Venue:
Sleeman Sports Complex, Old Cleveland Road
and Tilley Road, Chandler, Qld Entries close

31st May 2026 Contact: Joan Orr NSW
Commissioner: Bruce Chadderton Email:
kiwibrooce@yahoo.com Website:
www.qpc.org.au/queensland2026

Orange Coin & Stamp Club's monthly meeting, 25th August 2026, 7.30pm at the Orange Cultural Centre, Sale St, Orange

Bendigo Stamp Fair, 29th August 2026, 9.30-2.30, St Andrews Uniting Church Hall, 24 Myers St, Bendigo. Local & Melbourne dealers.

Petersham Stamp & Coin Fair, Sunday 30th August at Petersham Town Hall, 107 Crystal St.

Orange Coin & Stamp Club mini-fair, Saturday 5th September 2026, 9 to 12ish, at the Orange Cultural Centre, Sale St, Orange
FOLLOWED BY OUR ANNUAL CLUB AUCTION

Orange Coin & Stamp Club monthly meeting, followed by our **Annual General Meeting** on Tuesday night, 29th September 2026. 7.30pm at the Orange Cultural Centre, Sale St, Orange

Orange Coin & Stamp Club mini-fair, Saturday 3rd October 2026, 9 to 12ish, at the Orange Cultural Centre, Sale St, Orange

Orange Coin & Stamp Club's monthly meeting, 27th October 2026, 7.30pm at the Orange Cultural Centre, Sale St, Orange

Orange Coin & Stamp Club's 2-day Spring Fair at the Orange High School Hall. Dates are Saturday & Sunday, 14th & 15th November 2026.

Wagga Club's 2-day Stamp & Coin Fair, Saturday 21st November (9 to 5) and Sunday 22nd November 2026 (9 to 3). At the Sturt Primary School, White Avenue, Koorringal. Enquiries to mobile 0488 081 943.

OUR EXPO 2026 COIN & STAMP DEALERS - PLEASE KEEP SUPPORTING THEM IN 2026

- **M.R. Roberts' Wynyard Coins**, 3 Barrack St Sydney 2000; Ph (02) 9299 2047 & Fax (02) 9290 3710 Their e-mail address is sales@wynyardcoins.com
- **Orange Stamps & Coins** (Howard Lyons), PO Box 9288, Orange, 2800; Mobile 0427 107 554 Phone/fax (02) 6362 2368, E-mail: - howard.lyons@bigpond.com
Buying and Selling – Stamps, Coins, Banknotes, Accessories, etc.
- **Phil & Win Morehouse**, Bankstown. NSW 2200 Ph: (02)9707 4087, New e-mail is: - phillipmorehouse401@gmail.com
- **Top End Coins:** Les Robinson, P.O. Box 381, Nelson Bay. 2315 Phone: 0455 660
email: topendcoins@gmail.com
- **Peter Neville Stamps.** Orange. Phone 0400754209
peternevillestamps@gmail.com or www.ebay.com/str/stampsorangens
- **Larry's Bullion** (Glenn Deveigne), silver bullion bought and sold; phone 0458262302,
stillafriend2025@gmail.com
- **Roman Strausov, Canberra ACT** Phone 0424 907 2132
Email: - roman.strausov@SBLinternational.net
Selling Coins, etc.
- **Pacific Rim Coins.** Level 3, 1 Central Ave., Lane Cove, 2066. (02) [9418 6593](tel:94186593)

TURN YOUR STAMPS INTO CASH! GET SOME PAGES READY FOR THE CLUB'S EXCHANGE BOOK

Colin needs members' stamp pages for the next stamp circuit book and the next coin/note circuit books

Colin can be contacted direct at Email: ptilinopus1@bigpond.com Ph: 63690634.

ITEMS FOR THIS NEWSLETTER AND CORRESPONDENCE TO THE CLUB

Items for this newsletter are always required. You do not have to be a member of the Orange Club. They need to be posted to the Editor, Derek Dolstra, who is also the secretary at the Club's postal address: -PO Box 9113, ORANGE 2800 or better still e-mailed in Word format (pictures as jpg files) to: - ddolstra@bigpond.net.au or Phone 02 63 614 872.

CLUB CONTACT DETAILS

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remains the same. Their e-mail address is
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AND YES, THERE ARE NOW DONALD TRUMP COINS

We notice from even the local press that the U.S. Mint has begun producing a new \$1 coin bearing President Donald Trump's face to help celebrate America's 250th birthday, the Treasury Department said Wednesday.

The final design for the commemorative coin, being released in the Northern Spring, was approved earlier this year by the U.S. Commission of Fine Arts, whose members were appointed by Trump. But the finished product unveiled Wednesday differs from that version in a few aspects, including that it is not made of gold but rather has a gold finish.



The idea move to put his face on the gold coin has drawn criticism in particular because federal law prohibits the depiction of a living president on U.S. currency, though the treasury secretary has the authority to authorize the minting and issuance of coins in some circumstances.

The front of the coin features an image of Trump in a suit and tie and with a stern look on his face. Lettering on the top half of the coin's arc spells "LIBERTY," with the dates 1776-2026 on the bottom half of the arc. The words "IN GOD WE TRUST" are in the middle.

The reverse side depicts the traditional image of the bald eagle in the Great Seal of the U.S., with "UNITED STATES OF AMERICA" on the top half of the coin and the Latin phrase "E PLURIBUS UNUM," meaning "Out of many, one," on the shield emblazoned on the bird's breast.

Also the Treasury Department announced in March that it would be putting Trump's signature on all new U.S. paper currency.

Traditionally, U.S. paper currency carries the signatures of the treasury secretary and the treasurer, not the president.

Source was PBS News

MORETON, Queensland

The story of Moreton, on the Cape York Peninsula started with a cover that was postmarked after the Post Office at the isolated Telegraph Station had closed: -

MORETON TYPE 5s DATE-STAMP

Dell & Price (2017) have recorded the use of a Type 5s date-stamp at Moreton from 30 JA 1964 to -9 JU 76. They gave it an "R" rarity rating.



The C.H. White cover, above, was addressed to Mr White at PO Box 36 / Childers / Queensland 4660”.

It shows two impressions of the Type 5s, 31mm-diameter (arcs 9mm, 10mm), "MORETON / [????]79 / QLD-AUST" purple-ink date-stamp cancelling a 2c *Sturt's Desert Rose* coil stamp of 1st October 1971 and an 18c *Establishment of Government in the Northern Territory: Rose* stamp of 19th June 1978.

The back of the cover shows a weak, machine, “CAIRNS / 10 –AM / 8 MCH / 1979 / QUEENSLAND” date-case with a “ADDRESS MAIL TO / PRIVATE BOX NO’s / IT EXPEDITES DELIVERY” slogan.

The Moreton Post Office had closed earlier on 28th February 1977. Mr White, an inveterate postmark collector, had sent a postmarking request to what he thought was the Moreton Post Office. The Moreton Telegraph Station, however, was still open. It did not close until 1987. The remaining telegraphists appear to have despatched Mr White’s cover, cancelled by Type 5s postmarker, that had been retained by them. Bush Pilots Airways, at that time had a mail contract to carry mail to and from remote Cape York locations to Cairns.

THE MORETON STORY

Moreton was never a town. It was a telegraph repeater station on the Overland Telegraph Line on Cape York. It was 300km north of Coen and 300km south of Cape York.

MORETON POST OFFICE

The Moreton Receiving Office opened at the Moreton Telegraph Office in 1896. It was where the Overland Telegraph Line crossed the Wenlock River, 160km north of Coen on the Cape York Peninsular.

It was updated to an Official Post Office, staffed by the telegraph repeater station staff from late-1927. It lost its Official Post Office status in about September 1961. The Moreton Post Office closed on 28th February 1977.



MORETON TELEGRAPH STATION



The Moreton Telegraph Station in 1890

The Moreton Telegraph Station was completed in 1887. All the stations were built like forts to protect staff and equipment from "wild blacks". Buildings were constructed of heavy gauge galvanised iron and on two diagonally opposite corners a protruding 'turret' was built with gun ports allowing each an uninterrupted view along two sides as well as forward. All windows were fitted with iron shutters which could be bolted from within.

The only transport at this time was by horse, so Electric Telegraph Stations were strategically placed close to water. Hence the Moreton Electric Telegraph Station could draw on water from the Wenlock (originally called the Batavia) River. Most water tanks were built inside the station to protect them from being punctured by poisoned spears from hostile Aboriginal people. An 1888 report requested a police station in the Moreton area because of increasing Aboriginal problems.

By the time Roth arrived in the area, 11 years later, it seemed times were more peaceful. He wrote in his Report of the Northern Protector of Aborigines for 1899 that as well as work carried out by Missions and Stations, the government had established various food-relieving centres in different parts of the Northern districts of the colony. The Moreton Electric Telegraph Office was one of these centres. It had a regular monthly expenditure of five pounds, distributed by post and telegraph officials.



The former Moreton Telegraph Station is now used as a camping ground for travellers on the track north to the Cape.



The Telegraph Station building has been renovated and includes a small museum featuring the telegram transmission equipment.



Original steel pole and insulators near the Moreton camping ground.

THE BUILDING OF THE CAPE YORK OVERLAND TELEGRAPH LINE

In 1880 the countryside north of the Palmer River gold-fields to the tip of Cape York was unknown.

There was a 'push' from shipping interests for a telegraph line extension from the Palmer River north to Cape York and Thursday Island. Shipping from Queensland ports to Asia and Europe mostly passed through the Torres Strait. Also, Queensland politicians in the 1880's saw a need for better communications with the rest of the World direct from Queensland, rather than through the recently-opened Adelaide to Darwin Overland Telegraph Line link.

Politicians also had an eye on Papua. In February 1883 the Colony of Queensland attempted to annex the southern half of New Guinea (now part of Papua New Guinea) out of fear of German expansion. However, the British government initially repudiated the action, deeming it an over-step of colonial authority, before formally establishing a British protectorate in 1884. Queensland, however, continued to be primarily responsible for its upkeep. Queensland postage stamps were used in the British New Guinea protectorate from 1885 until 1901. Because the territory lacked its own postal system, Queensland stamps were used to pay postage.

Additionally gold had been discovered at Coen River, north of Cairns in 1876. It unfortunately petered out and the settlement of Coen didn't recover until 1883.

J.R. Bradford was an Inspector of Lines and Mail Route Services for the Queensland Electric Telegraph Department (and later the Postmaster Generals' Department) from 1882-1895. He was responsible for the Cooktown-Palmerville telegraph line was, at that time. He was appointed to be in charge of the initial Cape York surveying expedition.

Upon receiving his commission, Bradford sailed for Cooktown from Brisbane in May 1883. Obtaining provisions and 36 horses and increasing his party to seven men — five white men, a Chinese and an aborigine, the expedition set out on 9th June for the Laura Telegraph Station, north of Cooktown. After arriving, several days were spent there. Their camp was then moved to "The

Lagoon" on "The Blacksoil", the point where the new line was to branch off from the existing Cooktown-Palmerville telegraph line,' 15 miles from Laura. They left on 18th June.

At each camp site on their journey northwards, a tree was marked with a broad arrow over the letter 'B' under which was the number of the camp in Roman numerals. They made 50 such camps - also marking the bloodwood trees he thought suitable for telegraph poles. Bradford noted the areas that were well timbered, well-watered and suitable for setting up camp along the route.

Of the original 36 horses, only 13 reached Somerset on Cape York. Horses were given a regular spell and the "going was good". But just two weeks after the expedition left Cooktown, the horses began to die. Bradford later surmised that they had been poisoned by eating the young shoots of ironwood trees that were common to the area.

By July 1883, Bradford had come down with fever and ague. He struggled onward through increasingly treacherous country. As the expedition continued its move north, conditions became even more inhospitable. The men lived on a diet of damper, cured meat and the occasional sweet potato. They struggled with limited water rations. They battled bushfires, dense scrub and shifting sand as they travelled across some of the most rugged country in Australia.

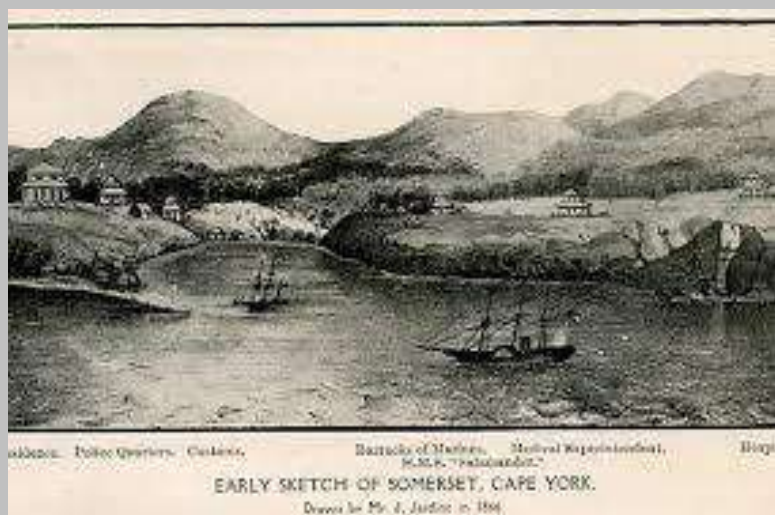
At every point Bradford considered the practicalities of building the telegraph line and marked the bloodwood trees he thought suitable for telegraph poles. He noted the areas that were well timbered, well-watered and suitable for setting up camp along the route.

As time went on, he began feeding the horses flour to keep them alive. They threw away horse shoes and other items to lighten the packs. By August, the expedition had run into serious trouble. Bradford expressed heartache at the prospect of leaving behind sick and injured horses, and concern at dwindling rations.

Their journey, which had commenced on 18 June 1883, was successfully completed to Somerset at the tip of Cape York on 29 August 1883, 83 days later. Somerset had been established as a government outpost in 1864 by John Jardine (the first Police Magistrate). This remote outpost was intended to be a port and administrative centre for the Torres Strait, Somerset, now abandoned, is roughly 35 km northeast of the township of Bamaga.



John Jardine



Somerset in 1867

After sending his men, except Healy, his second-in-command, back to Cooktown on S.S. *Gympie*, Bradford and Healy crossed over to Thursday Island by boat the next morning Sunday, 2 September 1883. They had spent the night at Roko, a Torres Strait islander fishing station.

The two men obtained information locally on the soundings, bottom, currents, shortest route[^] tide and prevailing winds of the passage for cable laying operations. With their epic journey fully complete, Bradford and Healy left for Brisbane on the S.S. *Corea* on 5 September 1883. Bradford's detailed report to the Postmaster-Generals Department was followed by the calling of tenders in 1884 for the construction of a "Telegraph line from Fairview near Laura to Cape York and Thursday Island".

On the basis of Bradford's findings, tenders for the construction of the line were called and let in 1884.

THE TELEGRAPH LINE EXTENSION TO CAPE YORK (Thursday Island)

Tenders were called for erection of the line to Cape York. They would be received up to 13th July 1884. It was divided into two sections of approximately 300 kilometres each. The iron poles requisite has been ordered by wire from England, and will no doubt arrive here before the acceptance of tenders is decided upon.

The successful tender for the southern section was Messrs Brodziak and Degen. They started at Laura (Fairview of Black Soil) with a gang of 47 men and completed the 300km to Mein (just below the level of where Weipa is now) by October 1886. This was ahead of schedule.

The *Queensland Times* of 19th January 1886 records progress: -

"The party who are erecting the first section of the Cape York telegraph-line have returned (to Cooktown) until after the wet season. The line has been cut for a distance of sixty nine miles and erected for twenty eight miles. There is heavy timber in places, but easy cutting ahead. The blacks did not interfere with the main party, but attacked two men who were packing rations on the Morehead River. One of the men was pulling his horse out of a bog by the tail when a spear passed between the man and the horse's tail. The other man got a rifle and fired and the blacks then cleared. One horse died from eating poison-grass and three bullocks were speared. One died with five spears in it. Only four of the party are remaining behind as camp keepers".

The contractor for the 308km northern section was the English firm of Messrs Gordon and Moreton. Work started at the northern end at what was then called Paterson. It progressed slowly. Work had to be stopped in November 1886 with the advent of the wet season but by that time, the following had been achieved: -

- The completion of only 35 kilometres of line from Paterson;
- About 200 kilometres of clearing completed;
- The construction of the Telegraph Stations at both Paterson and McDonnell;
- The laying of the cable from Paterson to Thursday Island. The 1887 Annual Report states "This cable in length about 18 knots is double-cored and weighs from twelve to thirteen tons per mile at the shore ends and eight tons per mile in the middle. A very good course was taken by the Cable ship "Recorder" through the boat channel. The work was completed on the night of November 17th last. The contract of the Eastern Extension Company with the Government to supply, bring out and lay the cable was faithfully and successfully carried through...The acting Government resident, Mr. Milnam, gave much assistance and the use of the "Albatross" in carrying out this work and, but for this, there would probably have been a delay".

Frank Jardine, after whom Australia's most northerly river is named, was given the job of arranging delivery of materials to work gangs along the line. During the wet summer season of 1886-87 this was not easy.

There were other continuing difficulties too. For example: -

- In September 1886, the *Brisbane Courier* noted "A Report has been received by the Post and Telegraph Department from Inspector Healy, dated 28th August, in reference to the work on the inner section of the Cape York telegraph line. The route has been cleared for 185 miles, poles have been set up for 100 miles and the wires have been stretched for 100 miles. The blacks have continued their depredations and have stolen 107 earth plates, 161 top pins, 105 straps and bolts and a lot of clips. They have also damaged 7 coils of wire and broken 72 insulators".
- And in November 1886 the paper reported: "A telegram from Thursday Island, via Cooktown, states that the contractors for the second section of telegraph line have been compelled to knock off work owing to the bullocks and horses dying from poison. Line contractors have gone south to purchase fresh teams".

After the wet season finished, construction resumed. *The Week* of 9th July 1887 printed a memo received by the Electric Telegraph Department from McDonnell (Cape York extension) stating: -

"That (the McDonnell) station was connected with Patterson, the northern station, at 4 p.m. on the 23rd June. Teams were then starting for the next station (Moreton) with material, and it was expected that Moreton and Paterson would be connected in three weeks' time. There will then only be the gap between Mein and Moreton - some 70 miles - and, when this line is stretched, Brisbane and Thursday Island will be connected by wire".

The final join was made somewhere between Mein and Moreton. Before the final connection was actually made, a "pony express" operated across the 100km interval between those two places for a short period.

Construction of the line to the Cape was finally completed for opening on 25th August 1887.

Telegraph Relay Stations were opened at Fairview, Musgrave, Coen, Mein, Moreton, McDonnell, Paterson (later named Cape York) and at Thursday Island by 1887. The mainland buildings were constructed as fortresses to withstand native attack and up to 25 years later were used intermittently for defence.

“The completed line provided more than communication with a strategic outpost of civilisation or comfort to the cattlemen and miners who followed the explorers. It meant Australia uniquely, was spanned from Cape York in the far north, to Hobart, Tasmania, in the south, more than 4,000km miles. The construction of this overland telegraph line with undersea cable near both ends was an engineering feat of which Australians can be justly proud.”

The Cape York line was viewed by the Queensland Government as being an essential component of communication with British-annexed New Guinea and the Torres Straits from 1885. It was also considered important for the overall defence of Queensland in the late 19th Century.

Direct Telegraphic connection with Port Moresby, however, took till 1916 when an undersea cable was laid from Thursday Island. When the Bank of New South Wales first opened in Papua, telegraphic transfers were sent to (and from) Thursday Island and then taken by ship from there to (and from) Port Moresby.

The Cape York telegraph line was also seen as critical part of Australia's defences during World War II. In the 60 years to the 1940's, little had been done to upgrade the communications equipment. In only four months during 1942, 1,200 U.S. Army Signal Corps members and 70 Australian Postmaster General's Department staff added cross-arms and an additional four lines to the existing poles. The transmission equipment was also updated.

After more than 100 years of service, the line was closed in 1987. Although as early as 1939 Australia was ranked 7th in terms of telephony traffic, Cape York was still very much disadvantaged in this regard, with mail being delivered by pack horse until after the end of the Second World War. It was only in 1987 that the construction of microwave telecommunications towers allowed residents throughout Cape York to at last be able to communicate via dial telephones. Telegraphic communication ceased.

Tenders were called initially for removal of the wire, and later for removal of the poles and cross arms but insulators, wires and even poles had already been removed, many for use in stockyards, gates and sheds. A testament to the durability of the galvanised poles, which were reused without further coating, even though they were by this time 110 years old.

UNITED STATES STATE TAX TOKENS OF THE DEPRESSION YEARS

WASHINGTON STATE TAX TOKEN, 1935.

The Washington State tax token of 1935 was introduced during the Great Depression, when every penny mattered.

These were issued by the State of Washington Tax Commission when they introduced its first state-wide sales tax of 2% on retail transactions.

The problem was how to collect tax on very small items without forcing the customer to overpay. At that time a loaf of bread or a newspaper might cost only a few cents. Rounding up wasn't considered fair, nor was rounding down.

Because there were no coins small enough for fractions of a one cent, the state minted these tokens in half-cent, one-mill (one-tenth of a cent) and 5-mills (half of a cent).



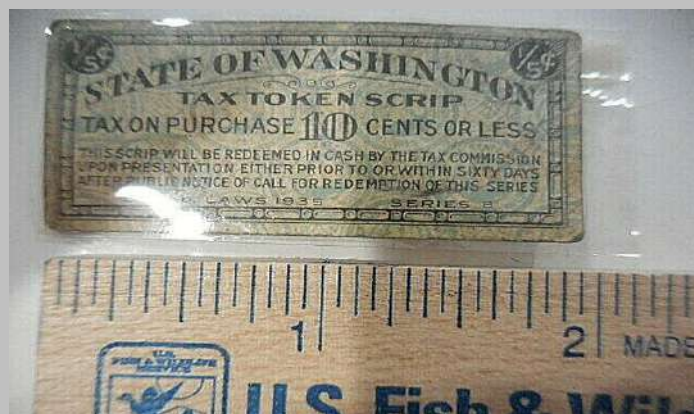
So to help merchants and consumers manage the collection of sales tax on very small purchases an aluminum token was introduced. They represented fractional sales tax. It was often one tenth of a cent. Merchants could then give exact change. Customers could save them up and use them on future purchases.

They all had the notation "10 CENTS OR LESS", meaning they were meant for transactions of 10 cents or less. They were made of aluminium and had a holed centre. The most frequent denominations were 1 mils and 5 mills.

Some were denominations were manufactured in brass and durable fibreboard (usually red or green).



Due to the millions struck to support commerce, these tokens remain relatively abundant and hold little numismatic premium, except in rare uncirculated grades.



Paper versions were also produced.

They didn't last long. Rounding rules and inflation made them obsolete by the early-1940's. They were officially abolished in 1951.

MISSOURI SALES TAX TOKENS

The State of Missouri also produced sales tax tokens in 1935, for the same reason as Washington State. The last were issued in 1943. Missouri's tokens were made out of, either zinc or fibre-board, and even plastic.



Missouri 1 mills zinc token

One and 5 mills tokens were the most common denominations.



The zinc Missouri tokens were made by the Scovill Manufacturing Company of Waterbury, Connecticut. They produced sales tax tokens like this one, from 1935. The Scovill Company was established in 1802 as a button manufacturer. Being a button-maker made it easy to produce produced plastic tokens (in both red and green).



Missouri plastic 5 mills token



5 mills (½cent) fibre-board token.

OKLAHOMA CONSUMER'S TAX TOKENS

As the Great Depression hit and state sales taxes were introduced, Oklahoma issued its own "Consumers Tax" tokens between years 1934 and the mid-1950s. This helped citizens pay fractional sales taxes on small purchases.

Oklahoma minted in 1 mill (\$0.001) and 5 mills (\$0.005) denominations as either aluminum or hard red plastic tokens. These were redeemable at the Oklahoma Tax Commission. They became obsolete in the 1950's.



Oklahoma aluminium 1 millls Consumer's Tax token



Oklahoma 5 mills brass Consumer's Tax token



Oklahoma – set of Consumer's Tax tokens, aluminum, brass and plastic

Items were provided by Tony Read

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GENISE FLYNN'S DISPLAY OF CHINESE POSTAL HISTORY

Genise Flynn brought along a 12-page display on Chinese Postal History to the Club's June 2026 meeting. It followed on from her just-returned trip to China.

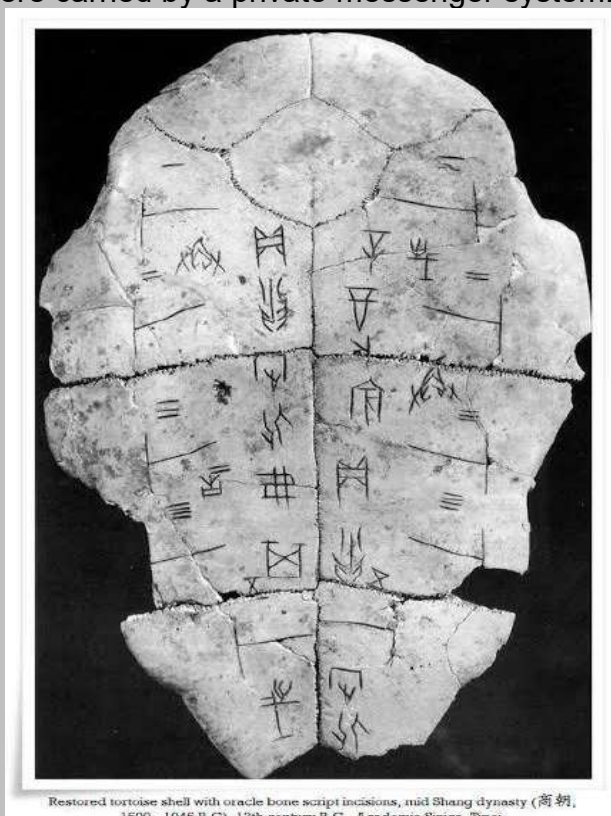




Genise related that her trip included a visit to the Shanghai Postal Museum (shown above). This first opened in 2006, but was officially reopened in December 2023 following an extensive renovation.

The museum is located in the iconic General Post Office Building, a historic landmark in Shanghai that was built in 1924, which celebrates its centenary this year. The General Post Office Building continues to function as a postal service centre while serving as a popular attraction.

Genise's display explained that "letters" had their origin in the Shang Dynasty (1,500BC) when fragments of tortoise shell (oracle bones") were inscribed with characters. These were carried by a private messenger system.



Restored tortoise shell with oracle bone script incisions, mid Shang dynasty (商朝, 1600 - 1046 B.C.), 13th century B.C., Academia Sinica, Taipei.

During the Tang Dynasty (607 to 900A.D.) the Silk Road opened to the West. A postal service developed along this Road that involved 4,000 horses for the relays.



Painted tile showing a messenger on horseback in the Wei-Jin period on the Silk Road.

Foreign legations were the first to set up 'modern' postal systems in China. The British established a postal system between their Legation offices and Hong Kong as early as 1844. The French and German Post offices in China followed suit.

The Chinese Empire set up an Imperial Customs Post in the 1860's. It took delivery of mail bags for the various foreign legations in China, as well as despatches to members of the Customs Service. It grew rapidly and issued its first stamps in 1878.



Genise also mentioned the Chinese Imperial Post which commenced in 1896. It put the Customs Service Post out of business.

China Imperial Post stamps from the 1890s include key landmark issues such as the 1894 *Empress Dowager 60th Birthday* set, the 1897 *Red Revenue* surcharges, and the 1898 *Coiling Dragon* series. These emissions mark the transition from the old Customs Post to the official national Imperial Postal Service.



1898 Coiling Dragon stamp series

Genise's display also featured China's deepest underwater post office, the "Blue Tears Dive Post," opened in November 2025 at a restored quarry lake in Nanshan Town, Foshan. Situated 10 meters below the surface, it allows divers to mail waterproof postcards that are later collected and processed through the national postal system



Genise also went to the Tombs of the Terra Cotta Warriors. Genise bought the set he official China Post **T88 Terracotta Army** stamp set issued in June 1983 features four stamps and a souvenir sheet depicting figures from the Mausoleum of the First Qin Emperor. She added that it was “expensive”.



Genise related how she also saw Chinese ‘space mail’ at the museum. Space mail refers to special postal and digital message services created by China Post linked to its orbiting space modules, featuring unique space postmarks and orbital data relays.



AN OLD TOKEN FOUND INFRANCE IN 1917

Tony Read related to the June Club meeting that a Club member had given him a small envelope labelled “*Heirlooms*”.

It included a “World War I” coin found during Service in France in 1917 at Fremicourt, northeast of Bapaume. It was found at a depth of 4 feet while digging a trench. The accompanying note explained:-

“About August 1917, during World War I the 1st Field Coy, Engineers were billeted in a village, named Fremicourt, in the Pas de Calais, Northern France.’

“As a training exercise, a ‘strong point’ was dug in an adjoining piece of nearby land which had apparently been cultivated for many years, perhaps for centuries.’

“The ‘strong point’ consisted of short lengths of trenches, connected in a way to maximise protection from shell-fire. At a depth of about four feet, this coin was found and kept.’

“It was offered many years ago to the Australian War Museum about fifty years ago, which suggested it be referred to a Numismatic body for identification.”

Tony said that he was able to identify it as a 1693 Mayor of Dijon jetton, a French copper token minted for Philibert Jannon, the mayor (mair) featuring his family coat of arms on the obverse and an interlaced grapevine and orange tree on the reverse. These were used on abacus-like counting boards, not as currency. Th token was only 20mm in diameter.



The 1st Australian Division remained at Fermicourt for several weeks before moving north to Belgium in September 1917 to participate in the Third Battle of Ypres. Tony Read also showed a small collection of early Australian Army badges that came with the 'coin'. The donor had gone to Sydney University before the War. . Previous to the War, from 1910, all boys 13 years old and over had to join the Citizens' Military Forces for training. Sydney University had such a C.M.F. regiment which he joined. He later joined the A.I.F. in World War I as a sapper in an engineering unit.

Corporal Nicholson was awarded a medal for leading a charge of 25 infantrymen against a German position. For this he was awarded a Military Medal.

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JOHN PATRICK HAMILTON, ORANGE V.C. RECIPIENT

Peter Neville spoke briefly at the Club's June 2026 meeting, saying that he had previously talked about Orange local, Sir Neville Howse, who had been awarded a Victoria Cross in the Boer War. He added that another Orange resident, James Patrick Hamilton, had also won a Victoria Cross was worth knowing about.

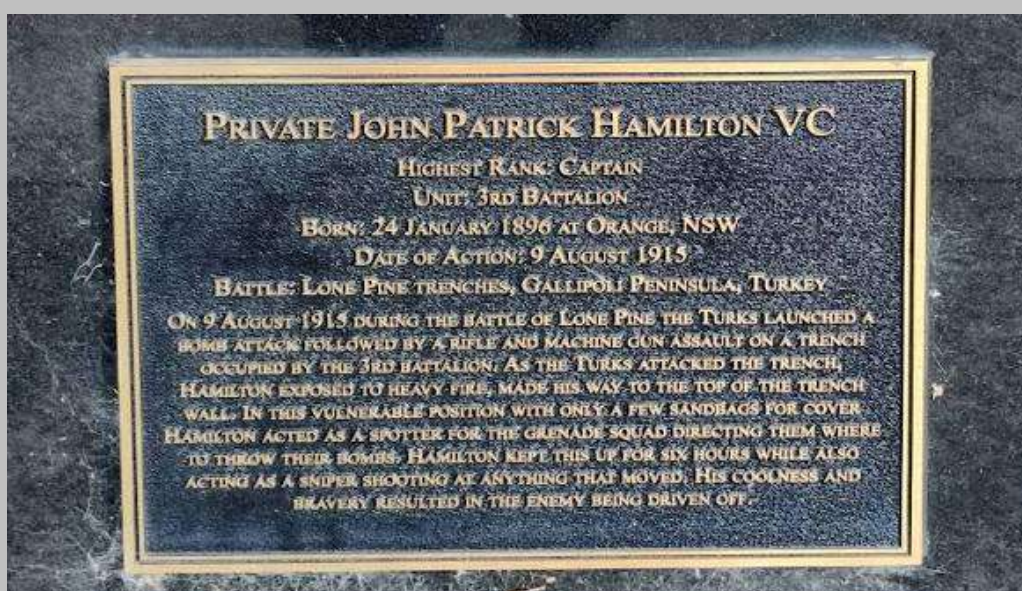


John Hamilton V.C.'s statue is outside OCTEC (the original Orange Council Chambers) in Anson Street, close to the corner of Byng Street.

Born in Orange, New South Wales, in January 1896, John Hamilton was working as a butcher near Lithgow when he enlisted in the AIF in September 1914. John was related to the Frost family that had run the brickworks in Orange, where the 10-Pin Bowling Alley now stands. John was posted to the 3rd Battalion and after training in Egypt, took part in the landing on Gallipoli on 25 April 1915

On 9th August, during the battle of Lone Pine, the Turks launched a violent assault with intense rifle and machine-gun fire. John Hamilton, then only 19 years old, together with several other men, was ordered out of the trenches onto the parapet, to halt the enemy advance. For six hours he lay in the open. Hamilton was only protected only by a few sandbags. He told those in the trenches behind him where to throw their bombs. At the same time he kept up constant sniper fire.

For his "coolness and daring example" Hamilton received the Victoria Cross, the only one awarded to his unit during the war. Hamilton later served in France, and he was eventually commissioned as a second lieutenant after the Armistice.



The plaque underneath John Hamilton's statue in Orange

The 3rd Battalion was decimated at Lone Pine but, after the withdrawal from Gallipoli and reorganization in Egypt the Battalion was redeployed to the Western Front in March 1916 and went into the line at Armentières. Hamilton was promoted corporal on 3 May and fought at the Battle of Pozières in July, the Battle of Mouquet Farm in August and Flers in November. He was promoted sergeant in May 1917 and that year his battalion served at Bullecourt and at the Menin Road and Broodseinde theatres of the Battle of Passchendaele.

He received officer cadet training at Cambridge, England, from July 1918. Hamilton was commissioned a second lieutenant in January 1919 and promoted lieutenant in April 1919. After demobilisation, he was discharged in September 1919.

John Hamilton re-joined the Army in 1940 at the age of 44. He served as a lieutenant with the 16th Garrison Battalion and several training battalions. In 1942 he went to New Guinea with the 2/3rd Pioneer Battalion, then served with Australian Labour Employment Companies until 1944 when he transferred to the Australian Army

Labour Service. He was promoted captain in the Australian Military Forces in October 1944.



John Hamilton V.C. as a lieutenant (AWM Photo)

John Hamilton died in the Concord Repatriation General Hospital on 27 February 1961 and is buried in Woronora cemetery. His Victoria Cross is displayed at the Australian War Memorial and was the only one awarded to Hamilton's unit during the war.

Everyone is welcome to come to the
Orange Coin & Stamp Club Inc.'s

2025 Spring Fair

Saturday 14th November, 2025

From 9am to 3pm

Sunday 15th November, 2025

9am to 2pm

**At the Orange High School Hall,
Cnr Summer and Woodward Streets, Orange**

(Off-street parking available, turn left opposite
United Petrol Station in Woodward St, just prior to the traffic lights.)

**NSW & ACT dealers will be offering a range of Australian & World stamps,
coins, banknotes & accessories. They also come to Orange to buy.**

