

The New CartoPhilatelist

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Urban Rail Systems and Maps on Stamps, by David Wolfersberger.

In the October 2009 issue of *The New CartoPhilatelist*, two stamps featuring railroad routes were noted (Bosnia & Herzegovina [Serb] Sc # 346 and Syria Sc #1641). At the time I thought it might be interesting to put together a collection of stamps that have both maps and trains. A review of the Checklist (see article "Lesson Learned," p13, for comments about searching the Checklist) showed there are more than 200 stamps in this category. Some have simple globes on stamps issued in conjunction with a railway meeting or congress while others have quite detailed maps.

After studying these stamps, they can be organized into four broad categories: Stamps showing famous routes, such as the Orient Express; those that have specific routes within a country; stamps that show many routes within a country; and those featuring urban rail systems. This article will focus on the last; future articles will discuss the others.

Urban transport systems can be traced back several hundred years to things such as ferry boats, ox carts, and other primitive forms of transportation. But here the emphasis is on urban rail transportation systems.

Urban rail systems take many forms: Undergrounds or subways; trams; light rail systems; monorails; or heavy rail. Their tracks can be below grade; at grade; or above grade (the elevated lines famous in Chicago and New York for example). They all have common goals to move large numbers of people within densely populated areas quickly and inexpensively.

There are about 136 metro systems worldwide, ranging from the largest in Tokyo which transports almost 3.2 billion passengers each year to one of the smallest, the Teresina (Brazil) Metro, with under 2 million annual passengers. In addition, there are many hundreds of tram or street car lines throughout the world.

The underground or subway systems go by various names but "metro" is by far the most popular. "Subway" is the next most popular. Other names include U-Bahn, S-Bahn, light rail, rapid transit system, and more specific names such as the Detroit People Mover.

Many stamps have been issued showing maps of urban rail systems. This article will examine these along with a brief history of the systems shown on the stamps.

London Underground: The first underground was the London Underground, which commenced service on January 10, 1863. It was a three and half mile run between Paddington Station and Farringdon Street – now the Metropolitan Line. It took three years to build and had 9 million riders in its first year. Coal fired steam engines were used so the environment in the tunnels must have been unpleasant. Figure 1, Cuba Sc 4814, shows this original steam powered engine and cars. The cut and cover building technique was used, where the path for the subway was excavated from the surface then enclosed after the rails were laid.

(Continued on page 2)

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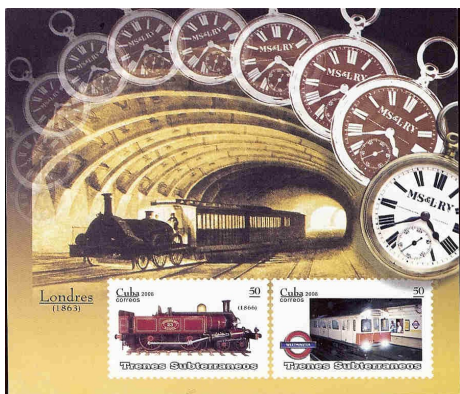


Figure 1, Sc 4814

The second line began operations in 1890. This was an actual “tube” construction with bored tunnels. By this time the coal fired engines had been replaced by electric engines. Extensive expansion has taken place over the years, with the last one being an extension of the Piccadilly line to Heathrow Airport which opened in 2008. There are now about 253 miles of track in the system.

Early Underground maps had the system laid out over normal street maps. This slowly evolved into a more schematic design, but still to scale and showing the lines as they were physically found in the field. This caused the maps to be rather large and cumbersome. An example, from 1908, is shown in Figure 2.



Figure 2 London Underground 2-1908 (http://en.wikipedia.org/wiki/Tube_map)

This changed with the now famous map designed by Harry Beck in 1931. Beck based his design on electric circuit diagrams, eliminating all but the essential items to help a traveler get from A to B. The only ground element shown on the map is the River Thames.

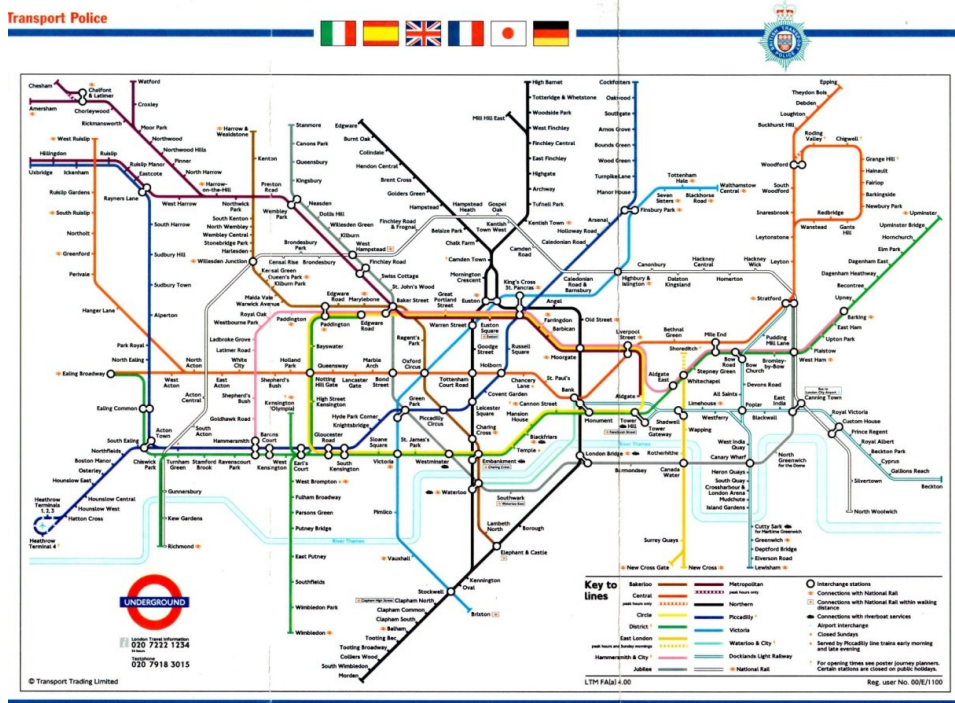


Figure 3, Modern Map of London Underground (Courtesy of Susan Featherstone.)

First appearing in public in 1933, there was some initial concern, but it quickly became a smash hit selling the initial 700,000 print run in a month. Since its first publication, the map has been updated on numerous occasions, mainly adding lines and stations. The basic design, however, remains unchanged.

This map has become the standard to which most urban transport maps are designed. It shows point to point connections, with little regard to scale; it is somewhat laid out the way the actual system is but eliminates most of the twists and turns; and there are few if any ground features shown. A current version of the map is shown in Figure 3. The map is also available on-line in several formats, including an interactive version.

An interesting and well illustrated history of maps of the London Underground can be found at <http://homepage.ntlworld.com/clivebillson/tube/tube.html#top>.

Beck’s achievement was commemorated on a Great Britain stamp of 2009 (Figure 4, Sc 2623). This shows a partial map of the Underground and appears to be from a 2002 map issue.

A booklet featuring “British Design Classics” includes a short history of Beck’s map along with some early sketches he made of the proposed design.



Figure 4, Sc 2623

In celebration of the 130th anniversary of the London Underground, Laos issued two stamps. One of these, Figure 5, Sc 1112, shows both old and more modern London Underground trains.



Figure 5, Sc 1112.

(Continued on p3.)



Figure 6, Sc 3435

Parts of the modern Underground map are shown on the margin of two souvenir sheets from St. Vincent (Figure 6, Sc 3435 and Figure 7, 3438). These sheets also illustrate some historic photos of Underground trains.

New York City: The New York City subway system was placed in service October 27, 1904. This followed a demonstration project where a 300 foot tunnel was dug under lower Manhattan to show how a pneumatic tube subway would work. A system based on this technology was never built because of cost and politics. The first two locomotive powered lines were built by private companies, the Brooklyn Rapid Transit Company and the Interborough Rapid Transit Company. Eventually these were combined with a publicly built system which was later named the New York City Transit Authority.

Early lines were built using the cut and cover technique but tunnel boring was used later as needed. The system consists of both underground and elevated sections. New York subways carried 1.62 billion passengers in 2008, making it the fourth busiest in the world after Tokyo, Moscow and Seoul. It has 229 miles of track, ranking second in length to the London Underground.

St. Vincent issued a souvenir sheet (Figure 8, Sc 3433) featuring the NYC subway. The stamps show various scenes of the construction of the subway, cars, and a station. An old map of the system is on the margin including an



Figure 7, Sc 3438

elevation of part of the system clearly showing the parts that are underground and the parts that are elevated. The cross section is from a 1904 Interborough Rapid Transit map. The map itself is from an IRT map of Manhattan, probably from about 1906.

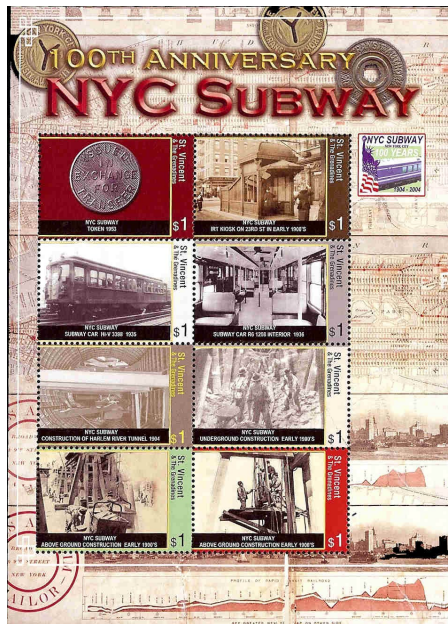


Figure 8, Sc 3433

Another St. Vincent sheet (Figure 9, Sc 3436) shows a modern NYC subway car on the stamp. On the margin of the sheet is an old map of the Interborough Rapid Transit system. This map is probably from the '30s. A 2008 stamp from Cuba (Figure 10, Sc. 4808) also shows a modern car from New York.

The current map of the New York subway is similar to the iconic London Un-



Figure 9, Sc 3436

derground map but is more geographically accurate although most distances are not to scale. While all of us are probably interested in seeing current maps of the various systems discussed, in order to save space, most images will be omitted. An on-line search under each systems name will lead you to a selection of maps. A great website that has maps of many subways and undergrounds, including historic maps of some of the lines is:

<http://people.reed.edu/~reyn/transport.html#T>



Figure 10, Sc 4808.

(Continued on p 4.)

(Urban rail, continued from p 3)



Figure 11, Sc 6907

Moscow Metro: The Moscow Metro is the second busiest in the world carrying an estimated 2.6 billion passengers in 2008. The first line was opened March 15, 1935. This initial 7 mile line is shown on one of the stamps on a Russian souvenir sheet (Figure 11, Sc 6907) issued to commemorate the 75th anniversary of the opening. Expansion has continued up to the present and now comprises 12 lines with 186 miles of track, covering almost the entire city. The complete modern map of the Moscow Metro is shown on the second stamp of the above souvenir sheet. There are numerous plans for significant expansion, which could add 20-30 miles of track if completed.

The stations of the Moscow Metro are considered to be the most beautiful and ornate in the world. Many have been featured on stamps from Russia (I have identified 22, there may well be more). An example is shown in Figure 12, Sc 1659, the Komsomolskaya Station. Another interesting set was issued by Russia in 1935 to commemorate the completion of the first phase of construction. One of this set is shown in Figure 13, Sc. 552, showing a cross section of a subway tunnel.

The early maps of the Moscow Metro were normal street maps with the subways system drawn on them. These slowly evolved into the schematic type



Figure 12, Sc 1659



Figure 13, Sc 552

map. Along the way, some versions included sketches of historic buildings or sites along the routes. It was not until the early 1960s that the conversion to an all schematic map was complete, similar in design to the London Underground map.

Seoul: The Seoul, Korea, subway was opened in 1974. The beginning of construction of the first line, naturally called Line 1, is commemorated on Korea Sc 750, Figure 14.



Figure 14, Korea Sc 550



Figure 17, Sc TBD (2009)

The stamp shows the 7.8 km section of line that is the only part underground, being built or planned. Since the humble start with this short section, the Seoul subway system now has about 195 miles of track and carries 2.05 billion passengers annually making it the third busiest and fourth longest in the world. Expansion continues today with several projects.

Singapore: The Singapore subway began operation in 1987. It now has about 74 miles of track and has 660 million passengers annually. The system has been shown on several stamps from Singapore. The first, Figure 15, Sc 522, issued in 1988, shows the initial routes in a schematic format overlaid on a map of Singapore. This schematic representation is similar to the current map that can be found at http://www.smrt.com.sg/trains/network_map.asp.



Figure 15, Sc 522

The next stamp issued was in 2003, Sc 1061. This shows the newly built North East Line in purple with the older part of the system shown in white. This stamp is shown on a souvenir sheet (Figure 16, Sc 1064) which also has a stamp similar to Sc. 522 (only with a different denomination), along with 4 other stamps with scenes of the North East line. Finally, in 2009 a set of 4 stamps was issued (Scott numbers not yet available) to commemorate the opening of the new Circle Line. The first stamp of the set has a map of Singapore with the Circle Line shown, but not to scale. This is shown in Figure 17, Sc TBD. The other stamps in the set have images of a train, passengers, and staff with a small map of Singapore with the Circle Line shown on each.

(Continued on p 5.)

(Urban rail, continued from p4.)

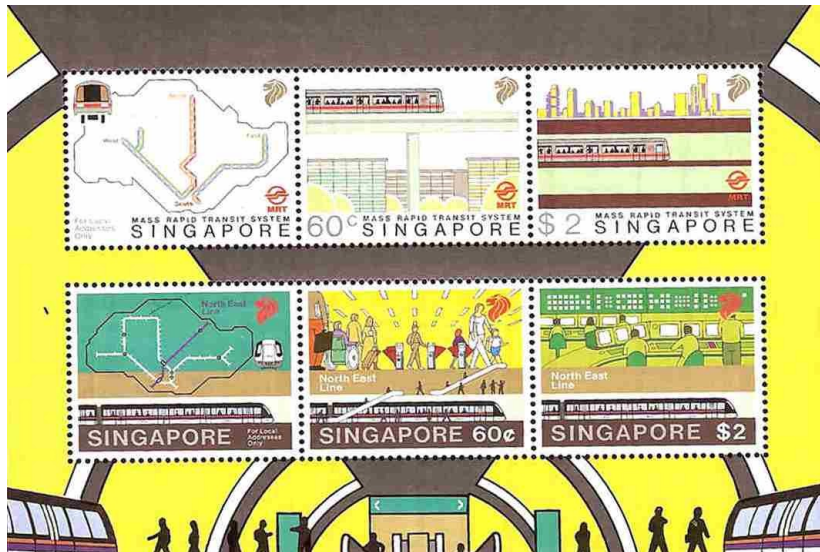


Figure 16, Sc 1064

Hong Kong Metro: Construction of the Hong Kong Metro began in 1975 and the first train began operation in 1979. A set of stamps were issued in 1979 in conjunction with the opening of the initial lines, Kwun Tong – Shek Kip Mei Line, Shek Kip Mei –Tsim Sha Tsui Line and the Tsim Sha Tsui–Chater Line. The original plan called for this line plus another line from Mong Kok to Tsuen Wan West. However, the later line was eliminated from the original plan and was not placed in service until 1982. One stamp of the set, Figure 18, Hong Kong Sc 360, shows both the line opened in 1979 (red line on stamp) plus the line that opened later (white line). These lines are shown as an overlay on a map of Hong Kong.



Figure 18, Sc 360

Another stamp in the set Figure 19, Sc358, shows a cross section of a station. The third stamp in the set Figure 20, Sc359, shows a subway car. The Hong Kong Metro now has 127 miles of track and 1.2 billion passengers each year.



Figure 19, Sc 358



Figure 20, Sc 359

Budapest Metro: The Budapest Metro went into operation in May, 1896, making it the second oldest underground system in the world. (The Glasgow underground opened in December, 1896.) It is about 20 miles long with 297 million annual passengers. A Metro route is shown on one stamp from Hungary (Figure 21, Sc 1081). Issued in 1953, it shows the route for an expansion that began in 1950 with the planned completion in 1955. However, because of financial and other concerns, construction was stopped in 1954 and the line was not completed until 1963. The second stamp in the set (Figure 22, Sc1080) shows a worker in a subway tunnel. A fourth Metro line is currently under construction with a planned completion in 2011.



Figure 21, Sc1081



Figure 22, Sc1080

Cairo Metro: The first subway line in Cairo was opened in 1987 but construction continued until 1989. Completion was commemorated on a 1989 stamp (Figure 23, Egypt Sc 1391) which shows the route of the line and a subway car. This line is about 24 miles long and only about 10% is underground. The map on this stamp shows this underground portion as a large red wide spot in the line.



Figure 23, Sc1391

The second line was completed in 2000. This 13 mile line is mostly underground, including a tunnel under the Nile. A 1996 stamp from Egypt (Figure 24, Sc 1626) shows the route of this new line. Further expansion is underway, with Line 3 (extension to Cairo Airport) under construction and Line 4 construction to commence in 2011, with completion in phases between now and 2020. The Cairo Metro ranks as the world's 13th busiest, with 700 million passengers annually.

(Continued on p 8.)

The Fourth Part of the World - a book review by Volker Woesner.



The Waldseemüller Map of 1507. www.loc.gov/rr/geogmap/waldexh.html

Going from north to south in Germany by high-speed train I had a lot of time reading the 480 pages of the book “The fourth part of the world”. It chronicles the European discoveries and explorations in the European Middle Ages until the publishing of the Waldseemüller Map in 1507.

The book is divided into four parts and

has nineteen chapters. Each chapter has several medieval historical maps and charts mostly in black and white. Altogether there are 93 images of such maps.

The book starts around 1200 with Marco Polo’s journey to Asia and ends in 1507 with the production of the Waldseemüller map in which America is given its name.

All the voyages of Portuguese and Spaniards like Columbus, Cabot, Dias, and Amerigo Vespucci etc. are described down to the last detail with numerous citations. Of course the making of the map by the German cartographer Martin Waldseemüller is described extensively too.

The combining link between all chapters is the Waldseemüller map as all 19 chapters start with a picture of a part of the map. The text is written in a beautiful narrative style that makes reading very easy.

Although the aims of our brochure “America on the Map” (2007) and this book (2009) are quite different, the topic is similar. If you are interested in the background of every dot in Waldseemüller’s map, read the book. You will be delighted. If you want a short overview of the time and its maps opt for our brochure.

For all those who just want a close look at the map take the URL as stated above.

Toby Lester, The Fourth Part of the World, 480 pages, Free Press, NY, 2009; US \$18. ■

“Rare” Tonga and Niuafo’ou Stamps, by Mark Honig.

Recently there was an auction on ebay where Niuafo’ou 19 (SG) was offered with inverted value (please see picture). According the seller (tonga2) this was recently found in the printers archives where it has been since these stamps were issued by Niuafo’ou back in 1983.

The seller advertised this stamp as “*AN ERROR SO FAR UNREPORTED OR KNOWN ABOUT.*”

The seller further says that this is the only stamp known with this error, but I have found another auction where he offers the stamp for €100. He further recommends this stamp for exhibitions.

It is true that judges love these kind of errors. However, this seller has a huge lot of stamps, specimens and colour proofs from Tonga and Niuafo’ou for sale. This indicates that he bought the printer’s waste or that he bought the stock of the printer who may have become bankrupt. This makes it very likely that this 3s print error was never sold at

the counter and should be much less valuable than suggested.

A couple of years ago I visited a stamp exhibition in Luxemburg. This exhibition was focused on Earth Sciences. About seven members of the German Cartophilatelists took part in that exposition. There were also some frames with proofs and specimens of Tongan stamps from another exhibitor (not a member of Ger-

man CP.) His exhibition was outside the competition (if I remember correctly).

I personally think that these items may be a nice addition to a collection, however one should be aware that the items may not have been sold over the counter and that more copies may surface, thus decreasing the value of your “unique error”. ■



The Editor
welcomes articles
of any length.

Heave Ho, the Continents Go, by Martin Oakes.

They Rise and Fall.....

In 1857 James Hall, a respected paleontologist, proposed a theory to explain the origin of mountains and layers of sediment. The idea was that a huge trough-like depression known as a geosyncline became filled with sediments, subsided under its own weight, then folded and was elevated by the earth's heat.

Eduard Suess was born in London in 1831. His family relocated to Prague and in 1857 he became a professor of geology at the University of Vienna.

Suess believed that the oceans flooded the spaces between continents, and sediments built them up.

Based on the now obsolete geosyncline theory, he concluded that the Alps were once at the bottom of a sea, the remnants of which is the Mediterranean.



Austria Sc 1454, Eduard Suess.

Noting that similar fern fossils occur in South America, Africa, and India he postulated that they had once been joined together as a super continent called Gondwana by land bridges which later sank.

In 1859, Antonio Snider noticed the remarkable jigsaw puzzle fit of the continents.

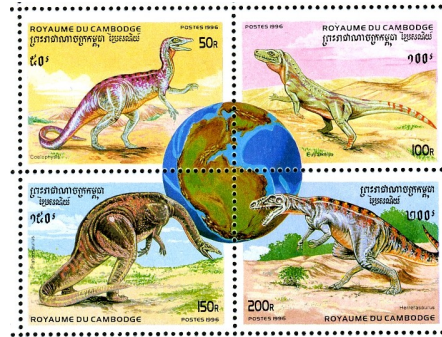


Germany (Berlin) Sc 9N451

and Drift Apart.....

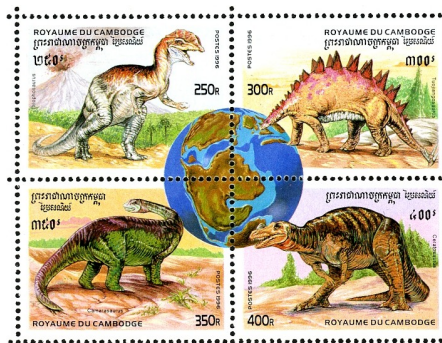
Alfred Wegener was born in Berlin in 1880. He studied at UC Berkley earning degrees in astronomy and biology then went on to receive a Ph.D in astronomy from the University of Berlin. He was interested in meteorology and climatology and made several expeditions to Greenland to study polar ice. On his last trip he died there in 1930.

In 1912 Wegener noticed that the earth's large land masses could be made to fit together and postulated that the continents had drifted apart. Wegener published the theory that 250 million years ago there had once been a giant continent, named "Pangaea" (meaning "All-Lands" or "All-Earth".) He presented a large amount of circumstantial evidence in support of continental drift, but was unable to come up with a mechanism.



Cambodia Sc 1548 a-d, Pangaea

His work was largely ignored until the early 1950's when the study of paleomagnetism began to produce data supporting his theory. Paleomagnetism is the study of direction and strength of magnetism in various minerals.



Cambodia Sc 1549 a-d, Gondwana & Laurasia separate from Pangaea.

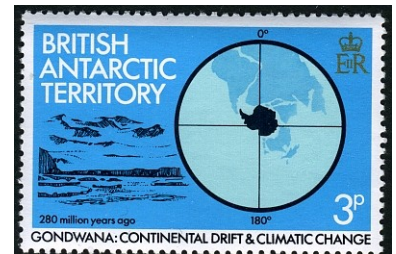
About 180 Ma, Laurasia (north) and Gondwana (south) separated from Pangea.

....Riding on Plates.

The key principle of plate tectonics is that the lithosphere exists as separate and distinct tectonic plates, which float on the fluid-like (visco-elastic solid) asthenosphere. The relative fluidity of the asthenosphere allows the tectonic plates to undergo motion in different directions.

The plates move because the Earth's lithosphere has a higher strength and lower density than the underlying asthenosphere, driven by heat dissipated from the mantle by convection. This causes tectonic plate motion through some combination of drag, downward suction at the subduction zones, and variations in topography and density of the crust that result in differences in gravitational forces.

The formation and subsequent breakup of supercontinents appears to be cyclical. There may have been several before Pangaea which existed 250 million years ago. After its breakup Gondwana existed about 180 million years ago before the continents began moving to their present location 65 million years ago. This is traced by a series of six stamps from the British Antarctic Territory.



British Antarctic Territory Sc 86, 91.

(Continued on p 8)

(Continued from p 6.)

Wegner thought the continents "plowed" through the sea. In the 1960's Harry Hess of Princeton University proposed that the seafloor moves and expands carrying the continents with it. Seafloor spreading occurs at mid-ocean ridges, where new oceanic crust is formed through volcanic activity and then gradually moves away from the ridge.

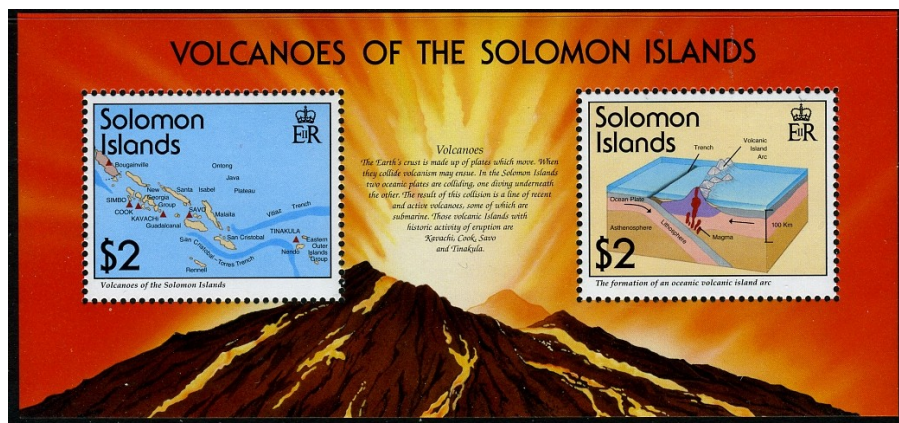


Ascension Sc 268 the mid Atlantic Ridge & Sea Floor Spreading.

The French Cartoker Program studied the geology of the island of Kerguelen, located in the South Indian Ocean, close to the Antarctic. They concluded



Australia & French Antarctica, Sc 311 Kerguelen.



Volcanoes at a Subduction layer.

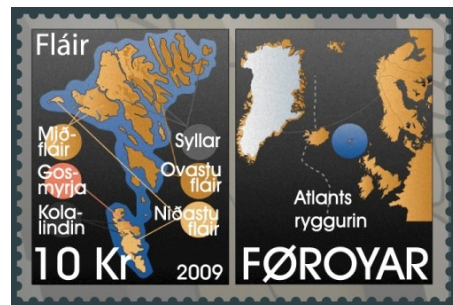
that it sat on a hot spot volcanic plume (uprising magma,) part of a larger plate that had risen and fallen at least three times before disappearing 20 million years ago.

When a plate subducts, that is it is depressed under another pate, volcanoes frequently erupt.



The sea floor spread between Canada, Greenland & Scandinavia.

About 60 million years ago the seafloor started to spread between Canada and Greenland along the Labrador Ridge, and between Greenland and the Faroe-Rockall plateau along the Mid Atlantic Ridge. This was the start of an era of intense volcanic activity along the entire continental shelf. Volcanoes appeared all the way from Greenland, on the Faroe-Rockall Plateau along the west coast of Scotland down to the south eastern corner of Ireland. Parts of the Faroe-Rockall Plateau as well as parts of the British Plateau sank below sea level.



Faroe-Rockall and British Plateaus.

So in summary there are several mechanisms involving plate movement, sea floor spreading, subduction, those that float on a plume of magma and when plates slide against each other, seismic events occur. ■

Acknowledgements.
Reference sources Wikipedia and the Faroes web site.

(Urban Rail, continued from p 5)

An interesting sidelight is that all Cairo Metro trains have two cars that are for women only, although women can ride in any car if they wish. The same policy is in effect on Tehran Metro.



Figure 24, Sc 1626

The current Cairo Metro map is in the familiar schematic format.

(To be continued in a future TNCP.)

Society News, by David Wolfersberger.

Elections

The following have been elected officers of the CartoPhilatelic Society for 2010-13:

President— David Wolfersberger (US)
Vice President — Mark Honig (NL)
Secretary/Treasurer — Alf Jordan (US)
European Rep. — Volker Woesner (DE)
Rep. at Large. — Ed Vallery (US)

Martin Oakes will continue as Editor of *The New CartoPhilatelist* and I will continue as Checklist Editor.

Although the next election is several years away, you might start considering if you would like to be nominated for one of the offices.

Thanks to all of the officers who have agreed to serve your Society for the next few years.

2010 Meeting

So far there are only two of us committed to attending the Society meeting to be held at the American Philatelic Society's StampShow 2010 in Richmond, VA, on August 14, 2010. Please let me know if you plan to attend by sending an email to me at dewolf2@swbell.net, mailing a note to me at the address shown on the last page of this issue, or calling me at 314-961-5032.

The show itself is from August 12-15 at the Richmond (VA) Convention Center. The recommended hotel is the Richmond Marriott, 500 East Broad Street, Richmond, VA 23219. The rate for those attending the StampShow is \$120, be sure to mention you are attending to get the special rate. You can make reservations on line at <http://www.stamps.org/Stampshow/Hotel.htm> or by calling 1-800-228-9290.

This will be a great show with at least 150 dealers and over 900 exhibit frames. Please plan to attend. I look forward to seeing many Society members at the show and our meeting.

Errors on Map Stamps

As many of you know, Dan Nelson has a great interest in errors on maps stamps. Many are illustrated and discussed on his website, www.danstopicals.com. Dan has now prepared a list of map stamp errors, with over 400 stamps included. This list is available in Excel format at no cost, or by hardcopy for \$1.50 to US addresses and \$2.50 to other locations. Please send your request for Excel copies directly to me at dewolf2@swbell.net. For hard copies, please remit the required amount to Alf Jordan by mail or for those outside the US by PayPal to mapsonstamps@swbell.net.

Website

If you have not recently visited our excellent website, www.mapsonstamps.com, please do so. Webmaster Reese Plewes does an excellent job keeping the site updated with lots of useful information. Don't forget to check out the New Issues Blog which has a lot of information on various new issues, and the archive of old issues of our journals (available to members only.) The Forum is an excellent place to ask questions related to cartophilately. If you have any questions or comments about the website, contact Reese at rplews@tkb.att.ne.jp. The website is a great asset to our Society — thanks to Reese for all of the work he does on it.

America on the Map

Remember that copies of *America on the Map* are still available for \$20 post-paid to US addresses and \$25 elsewhere. This book is a nice addition to

your library and makes a nice gift to anyone interested in maps or cartophilately. US orders should be sent directly to me including a check drawn on a US bank; orders from outside the US can be paid with PayPal to mapsonstamps@swbell.net.

Checklist

Revision 4 of the Maps on Stamps Checklist was issued February 1, 2008. There are about 1000 new issues to add, plus corrections, and the addition of older issues previously not recognized. I hope to have Revision 5 ready to go later this year. ■

New Issues, by D. W.

There are several great new issues to report. The beautiful historic maps from Denmark (Sc 1438-41) have been issued Scott numbers and are listed. These stamps were discussed and illustrated by Volker Woesner in the January issue of *The New CartoPhilatelist*.

Another great set was issued by Jersey featuring five maps of the island from 1655 to a current satellite view. (Because of the great interest in this set, it has been listed even though Scott numbers have not yet been assigned.) The presentation pack for these stamps has a detailed map of Jersey on the front cover and a map of the English Channel showing parts of England and France along with the Channel Islands.

Much more detail on these two issues can be found on the CartoPhilatelic Society's New Issue Blog at <http://blog.cartophilately.org/>.

The Netherlands and Brazil issued souvenir sheets commemorating the Dutch influence in Brazil. The Netherlands occupied several cities in the northeast part of Brazil in the period of 1630 to 1654, and at one time controlled

(Continued on p 10.)

(New Issues continued. from p 9.)

much of this part of the Brazilian territory. Their capital was in Recife. The Netherlands issued three sheets, each containing the same six stamps but with different illustrations in the margin. The one of interest to us (Sc 1339) has an early map of Mauritsstad, the Dutch capital of Brazil and now part of Recife. The main theme of these three sheets relates to Johan Maurits van Nassau, a leader in the Dutch settlement, and, who along with other scientists carefully described, drew and painted innumerable species of the Brazilian flora and fauna.

The Brazilian sheet has not yet been listed by Scott. However, it also contains six stamps related to Johan Maurits van Nassau, who had founded the city of Mauritsstad and palace Vrijburgh. The margin also has a map of Mauritsstad.

Vanuatu issued a souvenir sheet (Sc 977) highlighting the 200th anniversary of the first contact between the islanders and Russians. Vasily Mikhailovich Golovnin set sail on the *Diana* from Kronshtadt in Russia on the Gulf of Finland with the intent to sail around Cape Horn then into the northern Pa-

cific. However, bad weather prevented that and he had to go to Simon's Town, South Africa for supply. There the ship and crew were taken prisoner by the British and held for over a year. They escaped and continued to sail eastward and eventually entered Uea Bay on Tanna Island. In addition to restocking the ship, Golovnin and his crew surveyed the area and brought many island artifacts back to Russia that are still on display at the St. Petersburg Kunstkamera Museum. In the background of the two stamps on the sheet is a map showing the Pacific Ocean, Australia, the Pacific islands, western North America, and eastern Russia and Asia. I can find no hint of the ship's route on the map.

The October issue of *The New Carto-Philatelist* had a new listing for a nice Romanian souvenir sheet (Sc 5085); however it was not illustrated because I did not have the sheet. It is such a nice map I thought it would be useful to include it here, although it is a bit late. The sheet shows the two principalities of Romania that were united under Alexandru Ioan Cuza in 1859. The margin of the sheet shows a great map of these two principalities – Walachia to the south and Moldavia to the north.

Argentina issued two stamps (Sc 2538) relating to soil erosion – one stamp illustrated erosion by water, the other by air. Both show cross sections of the top layers of the Earth and how the erosions take place. France (Sc 3731) and Italy (Sc 2927) both issued stamps on different subjects that have the Mediterranean Sea and surrounding areas shown. A stamp from Greenland (Sc 543) shows part of Greenland, Iceland and the Arctic. It shows a portrait of Matthew Henson, who in 1909 accompanied Robert Peary and four Inuit to become the first men to reach the North Pole.

An interesting stamp from China (Sc 3770) has a stylized map of the Beijing-Hangzhou Grand Canal, reportedly the longest man-made canal in the world at over 1100 miles (1770 km). I found a translation of the stamp that calls it the Thousand-li Thoroughfare, so I suppose this relates to its length. I also guess that that the places identified along the Canal are various cities. Finally, a Papua New Guinea souvenir sheet (Sc 1388) features The Coral Triangle, an area around Malaysia, Indonesia, Papua New Guinea, and other Southeast Asian islands that have over 500 types of coral. A nice map of The Coral Triangle is on the margin of the sheet. ■

Date	Country	Issue	Scott	Format	Grade	Coverage	Face Value	Michel	SG
2009	Pitcarin Islands	Return of Pitcarin Islanders	684	Strip of 4 plus central label	A	Islands on label	60c, \$1, \$2, \$5.50	774-77	779-82
2009	Russia	Solovetski Islands	7156	S/S of 4, 7156a-d	A	Islands on stamps and margin	4x12r	B124	TBD
2009	San Marino	Europa Astronomy	1782		A	Earth with Europe and Africa	60c	2383	2195
2009	Slovakia	Union of Slovakian Philatelists	573	+ label	A	Europe with Slovakia highlighted	33c	613	565
2009	Tunisia	16th Mediterranean Games	1471		A	Mediterranean Sea and surrounding countries	600m	TBD	TBD
2009	Vanuatu	200th anniv. Contact between Russia and Vanuatu	977	S/S of 2	AR	Pacific, Asia on stamps and margin	130v, 350v	B67	MS1059

Date	Country	Issue	Scott	Format	Grade	Coverage	Face Value	Michel	SG
2009	Argentina	Preservation of Polar Regions	2520	S/S of 2	A	Antarctic, southern South America on margin	2p each	B105	TBD
2009	Argentina	Soil erosion	2538	Strip of 2, 2538a-b	A	Cross section of top layer of Earth	1p each	TBD	TBD
2009	Australia	Australia's Favorite Stamps	3095B	S/A perf variety	A	Australia #15, map of Australia, on stamp	55c	3219	3213?
2009	Australia	Australia's Favorite Stamps	3095Bc	Sheet of 13, 3091-95, 3095Bx8	A	Australia #15, map of Australia, on stamp	55c	3223 note	Not listed
2009	Austria	Excavations of Roman camps.		S/S of 2. Joint issue with Slovakia	AR	Austria/Slovakia	55c, 65c	B53	M2994
2009	Bangladesh	Daylight Savings Time	752		A	Outline of Bangladesh	5t	934	TBD
2008	Bulgaria	Railroad Anniversaries	4483	4483 is a pair; issued in sheets of 8 (2 ea 4483a-b) plus label.	A	Route of Orient Express on map of Europe.	60s, 1.50l	4863-64	4680-81
2009	Bulgaria	Introduction of the Euro 10th anniv.	4512		A	Europe	1l	4908	4728
2007	Cape Verde	Aviation	896		A	South America, Cape Verde, Africa	10e	910	TBD
2007	Cape Verde	Aviation	898		A	Africa, Asia	60e	912	TBD
2009	Cape Verde	Charles Darwin	918	Strip of 3, 918a-c	A	Mainly Southern Hemisphere showing Darwin's route	60e each	TBD	TBD
2009	China (People's Republic)	Beijing-Hangzhou Canal	3770	S/S	A	Canal route on margin	\$6	TBD	MS5394
2009	Colombia	Postal Network	1308		A	Colombia	600p	TBD	TBD
2009	Colombia	Inter-American Development Bank	1310		A	Western Hemisphere on globe	3700p	TBD	2559
2009	Cuba	Revolution	4921	Sheet of 24	A	Cuba on 4921r	15c	TBD	TBD
2009	Denmark	Historic Maps of Denmark	1438		AR	Royal Danish Academy of Science 1841	5.50k	1534	1559
2009	Denmark	Historic Maps of Denmark	1439		AR	Johannes Mejer 1650	6.50k	1535	1560
2009	Denmark	Historic Maps of Denmark	1440		AR	Marcus Jordan 1585	12k	1536	1561
2009	Denmark	Historic Maps of Denmark	1441		AR	Abraham Ortelius 1570	18k	1537	1562
2009	Ecuador	Polar Regions	1953		A	Partial globe with nice detail of most of Western Hemisphere	80c	TBD	3083b
2009	Egypt	African Nobel Laureates	2039	Sheet of 16+ 8 labels	A	Africa in emblem on each stamp and a one label; also map of Africa on two other labels	150p ea	1849-64	TBD
2009	Estonia	Lighthouse - Hara Tuletron	624		A	Gulf of Riga showing location of lighthouse	5.50k	645	604

Date	Country	Issue	Scott	Format	Grade	Coverage	Face Value	Michel	SG
2009	France	Helicopter Carrier Jeanne d'Arc	3746		A	North and South America, Europe, Africa	56c	TBD	TBD
2009	France	Red Cross	B717	S/S of 5, B717a-e	A	Globe showing Africa, part of Europe, Africa, part of Western Hemisphere, Atlantic Ocean	55c+40c each	B110	MS4693
2009	Great Britain (Isle of Man)	Cent. Sinking of Ellan Vannin	1340	S/S of 2	A	Isle of Man and route of ship	2x£1.50	B70	MS1548
2010	Great Britain (Jersey)	Old maps	TBD	Set of 5	AR	Maps from 1655 to a current satellite image	1st class rate	1462-66	TBD
2009	Greenland	Matthew Henson, polar explorer	543		A	Greenland, Arctic	9k	535	582
2009	Italy	16th Mediterranean Games	2924		A	Mediterranean, southern Europe, northern Africa	60c	3293	3195
2009	Italy	Europa	2927		A	Partial globe	65c	3295	3198
2006	Ivory Coast	China/Ivory Coast Forum	1183		A	China, Africa on globe	250fr	1488	TBD
2005	Mali	World Summit on the Information Society	1138.114	1139 is probably the same design.	A	World	195fr, 385fr	2614, 2616	TBD
2009	Monaco	Youth Hostels	2559		A	Globe	90c	2953	2910
2009	Netherlands	Friendship with Brazil	1339	Sheet of 6	AR	Recife. The 1st synagogue in the Americas was built here. On margin	6x95c	B120	TBD
2009	Netherlands	Europa	1335a	Pair, 1334-35	A	Northern Europe on 1334	77c	2651	2711-12
2009	Netherlands	Dutch Cancer Society	1337c		OC	Atlas with map on cover, part of globe on stamp and attached label	44c	2664	2718
2009	Nevis	Darwin	1561	S/S	A	World in background	\$6	TBD	MS2135
2009	Papua New Guinea	Coral Triangle	1387	Sheet of 4, 1387a-d	A	Map of Papua NG showing location of Coral Triangle (same map on 1387 and 1388)	85t, 3k, 3.70k, 6k	B83	MS1329
2009	Papua New Guinea	Coral Triangle	1388	S/S	A	Map of Papua NG showing location of Coral Triangle (same map on 1387 and 1388)	10k	B84	MS1330

Published in *The American Philatelist*.

An article my member Jack Child, "Semiotics and Stamps," appeared in the January 2010 issue of *The American Philatelist*. This article continues Jack's studies of how stamps are influenced by, and influence, political situations and activities in various countries. The current article focuses on the stamps of Argentina.

Searching the Check List

by David Wolfersberger.

In the process of preparing my articles on Trains and Maps on Stamps, I relied heavily on the Maps on Stamps Checklist. In doing so, I learned a few things:

1. Nomenclature in the Checklist is inconsistent. This is the result of several people contributing to the Checklist with no defined ways to prepare descriptions. For example, sometimes railroad is listed just like that. But other times it might be RR, train route, railway, or simply route. So when searching it is necessary to use multiple search terms. The same with subway and underground; a search on both is needed to be sure to locate stamps in this category. And be sure to include specific terms such as Metro, the name given to most urban subways or undergrounds.

2. At times the key word being searched appears in the "Issue" column, sometimes in the "Coverage" column. So it is necessary to search both columns to get a more complete list.

3. If you know a specific proper name (in this case such as Orient Express) search for that term.

4. Don't be put off by a grade of O thinking it is not a good or useful map. Grading is not always consistent (although I try to be). If the stamp seems interesting, find an image and decide if it is useful to you.

5. Searches of eBay and other on line sources such as

www.freestampcatalogue.com; the APS Stamp Store;

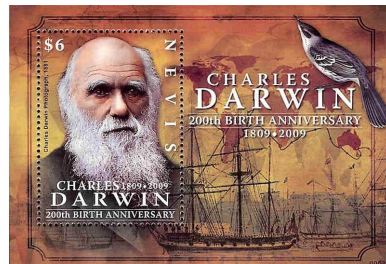
www.zillionsofstamps.com; and dealer sites can help locate items missing from the Checklist or that don't have maps that would be useful additions. For example Russia has issued a number of stamps showing the beautiful stations of the Moscow Metro. These make nice complementary material for a collection. The sites mentioned allow you to search specific terms (and sometimes multiple search terms).

6. Here is another tricky one: St. Vincent Grenadines Scott 780-90, issued for PhilaNippon '91 has various locomotives on the stamps and souvenir sheets, plus a map of Japan. Under *Issue* it is noted as "Phila Nippon '91, locomotives." So here is another situation where it is necessary to use your imagination while doing a search.

The current Checklist Editor (me!) tries to be consistent in describing the coverage, but inconsistencies will occur with regular frequency. ■

New Issue Illustrations.

Nevis Sc 1561.



Papua New Guinea Sc 1388.



Romania Sc 5085.



Vanuatu Sc 977.



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New Issue Illustrations.



Argentina Sc 2538.



China, Peoples Republic Sc 3770.



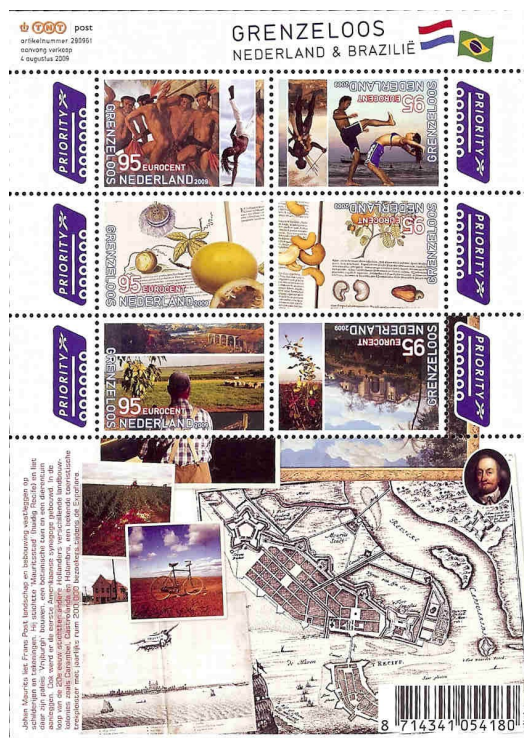
Greenland Sc 543.



Italy Sc 2294.



France Sc 3731.



Netherlands Sc 1339.



Great Britain, Jersey Sc TBD.