



EDMONTON NUMISMATIC SOCIETY

45th Anniversary year!



JOIN US "ON THE TRAIL OF '98" IN EDMONTON AT THE 1998 CNA

Volume 45 Issue 2

1998 EXECUTIVE

PRESIDENT

Joe Bardy

VICE- PRESIDENT

Ray Neiman

SECRETARY

Michael Schneider

TREASURER

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Terry Cheesman

Dan Gosling

James Kindrake

Elden Kuss

Albert Meyer

David Peter

Jules Rach

PROGRAM DIRECTOR NEWSLETTER / EDITOR

Michael Schneider

LIBRARY & ARCHIVES

Dan Gosling

ANNUAL DUES

Family \$12.00, Regular \$10.00

Junior \$3.00 (16 & under)

The ENS is a member of:

Canadian Numismatic Association

American Numismatic Association

Canadian Association of
Token Collectors

Canadian Association of
Wooden Money Collectors

Canadian Paper Money Society

Classical & Medieval
Numismatic Society

MEETING NOTICE

DATE : February 11, 1998

TIME : 7:00 P.M., Meeting starts at 7:30

PLACE: PROVINCIAL MUSEUM OF ALBERTA, 12845 - 102 AVE.

(Use Archives Entrance to Main floor Lecture Room P138)

PROGRAM : MEMBER TALK & DISPLAY ON AUSTRALIAN &
NEW ZEALAND TOKENS, COIN AUCTION,
MEMBER SHOW & TELL

FEBRUARY MEETING AGENDA

February's meeting will see member Albert Meyer talk on Australian and New Zealand Tokens. Albert has many interesting and rare tokens that will be on display for members to view. We will also have a numismatic auction, with a list of items included at the back of this newsletter. Members wishing to bring items for show and tell are welcome to do so.

JANUARY MEETING MINUTES

Joe welcomed the 23 members in attendance to the January meeting. The weather was much warmer than last year, which probably resulted in a higher attendance for a January meeting. Our first order of business was to discuss the results of our display case survey. It was determined the club has less than 10 cases in it's inventory. We have been turned down by Regina C.C. to rent cases. Calgary will loan us up to 88 cases. Based on anticipated displays and committed dealers, the club will be short 40 - 50 cases. As we have a requirement for cases at our 2 yearly shows, we have decided to make 40 cases for the club. Some of the costs may be borne by the convention, but for now the club will fund the cases. We anticipate a date for this spring for a working bee at a location yet to be determined. Dan Gosling has agreed to make a prototype case to model all the cases after. Joe then announced an Executive meeting to be held at his house to discuss the CNA convention on Jan. 20th. New member Ron Darbyshire was in attendance and welcomed to the club. Certificates of appreciation were presented to Elden Kuss for 1996 & 1997, and James Kindrake for their help in the position of Director. The J. Wray Eltom Memorial Award was presented to Michael Schneider, Secretary for his commitment to the club over the past 16 years. Joe mentioned to the members that Wray's wife April, wanted to thank the club for presenting this award in Wray's honour. She has allot of Club memorabilia that she wishes to give to the club, and Joe will make arrangements to pick it up. James Kindrake gave a very interesting and informative talk on Portuguese Colonial Coinage. Jim brought in his almost complete type collection of the series, including some very hard to come by pieces. Several questions were answered from the floor and Jim was thanked for his presentation. Winner of the 2 1997 RCM door prizes were Joe Bardy and Howard Gilbey.

IMPORTANT NOTICE - MARCH MEETING CHANGE !

Just a reminder to members that our March Meeting will be held in conjunction with the ENS Coin & Stamp show on Sunday March 1st. See the enclosed Flyer for times, speakers & other details. No regular meeting will be held in March.

**CNA Bourse tables
selling fast. Will be into
overflow soon!
Michael Schneider 1st
J. Wray Eltom Memorial
Award Winner**

1998 ANNUAL MEMBERSHIPS DUE

Thanks are extended to those members who have paid their dues for 1998. For those who have yet to renew, the Membership dues for the 1998 year are due and payable as of January 1, 1998. Membership dues will once again remain at \$10.00 for Senior or Regular members, \$12.00 for Family members and \$3.00 for Juniors, 16 and under. Our dues have not increased in many years, even though postage and paper costs continue to rise. We hope to continue a variety of topics at the meetings and hope the members will support us by renewing your membership today. With the upcoming convention in 1998, we have to maintain a strong member base and need your support. Members may pay at the February meeting or by mailing the Renewal Form from December's newsletter. Donations to the Library, Archives or CNA, are greatly appreciated.

THANKS FOR CLUB DONATIONS

Thanks are extended to James Hogan and Dean Nocente who have given generously to the Club Library along with their membership renewal. Donations will help build up the library, which was sold off many years ago. We are slowly building it up again, and members wishing to donate duplicate books or a monetary donation will be gratefully acknowledged.

J. WRAY ELTOM MEMORIAL AWARD WINNER

Joe Bardy on behalf of the selection committee, made the presentation of the 1st Annual J. Wray Eltom Memorial Award to Michael Schneider at January's meeting. The award is presented to the member who has contributed most to the active operation of the Society in 1997. This award is in recognition of Wray Eltom, who passed away last year with almost 30 years active participation in the Club. Michael is the Secretary and editor of the club, including writing the newsletter. In addition Michael has taken over the running of the ENS club shows. Both shows to date have been successful financially for the Club, and the next one at the end of February is also almost sold out. Michael is also Co-chairman with Dan Gosling for the upcoming CNA convention in July.

EXECUTIVE MEETING MINUTES - CNA REPORT

The following is a brief summary of discussions at the last CNA Executive meeting on January 20th.

- Local dealer deposits to be picked up
- Additional Mints such as the Ukrainian Mint to be contacted
- Canadian Coin News assigned table #44 at bourse
- David P.- Adds - has looked into print & radio adds. List of locations to send info to to be written up
- Ran N. - News Breaks - to contact radio & TV to provide numismatic info on what is happening, what's new etc. Jim K. willing to do radio show. TV adds to be run on community events stations. Billy's Guide/ Where Mag. to be looked into.
- Albert M.- Medal design progressing. Hard to contact RCM. Has contacted & received price from Belgium Mint. Prefer 300 medals to be minted. 500 too many.
- Security - waiting for program to finalize security.
- Riverboat cruise reserved. Dep. required. Cost quite high.
- Terry C. - Cases - suggests 50 cases required.

EXECUTIVE MEETING MINUTES Con't.

- Mike - Hotel given deposit for bourse. Banquet will be moved from Crystal Ballroom to Bourse room.
 - Mint Reception - Hotel wants reception in Crystal ballroom. Mint may want more splashy event
 - Delegates Kit.- Albert M. looking into Alberta Treasury Branch to sponsor kit bag. Klondike dollar donations from local dealers to be looked into. (Jack Jensen) Joe to look into ribbons. Jules to help with Pre-Registration list. Reinhard has agreed to do photography for show.
 - Transportation - Jules, Elden & Joe G. have volunteered their time & vehicles to pick up people at the airport. Costs for gas a Conv. expense. Also looking into rentals as sponsor.
 - Joe G. - Provincial Museum - Looking into contacts for tour/display. Bob Kidd ex-curator to be contacted.
 - Sherritt Tour - John to confirm if we are able to do tour.
 - Program- History of ENS - Mike, Klondike article Joe G.
 - Show draws - 1911 dollar doesn't look good, Charles Moore to look into Lionel Conn gold nugget collection.
 - Cell Phones - Greg W. to be asked to look into on short term loan.
 - Woods - no new wood will be produced. Counter-stamp old woods proposed.
 - Dealer update newsletter to be sent.
 - Hospitality suite - To be rented & possibly used as security room as well.
 - Military Medals show - tie in & tour to be looked into - Mike
- Next meeting to be held Feb. 24/98

1998 CNA UPDATE

Currently the Club has sold 12 double tables to 13 dealers, 19 single tables, the Royal Canadian Mint, and Charles D. Moore Auctions. The Canadian Coin News table has also been assigned. We have a tentative booking from Downies who represent several mints. This leaves 4 single tables available in the main hall. We have contingency plans for 7 - 12 additional tables, once the main hall is sold out. Anyone wishing a table should contact the club as soon as possible to reserve your table.

COMING EVENTS

- | | |
|-----------------------------|--|
| FEB. 28 & MAR. 1 | ENS Coin & Stamp Show, Convention Inn, Edmonton |
| Feb. 28 & Mar. 1 | Antiques & Collectibles Show & Sale, Edmonton Aviation Heritage Centre, 11410 Kingsway Ave. |
| | \$5.00 Sat. admission (good 2days) |
| | \$3.50 Sunday only (12 under free) |
| April 18 & 19 | 23rd Annual Wild Rose Antique Collectors Show & Sale, North lands Agricom, Western Canada's largest |
| July 29 - Aug. 2 | Canadian Numismatic Association Annual Convention, Convention Inn, Edmonton |
| Aug. 1 & 2 | Militaria '98, Mayfield Trade Centre. Ph. 403-424-5281 for info. |

A CHANGING WORLD

Transportation Tokens and Tickets Note

By Fay C. Smith

As time goes on the collector always finds that he has many historical items in his collection of transportation tokens and tickets. The changing modes of public transportation have brought about a situation whereby, even today, many old timers find that the street car is only a memory, while to the younger ones the street car is not even remembered. Ferry boats and many railways have also gone.

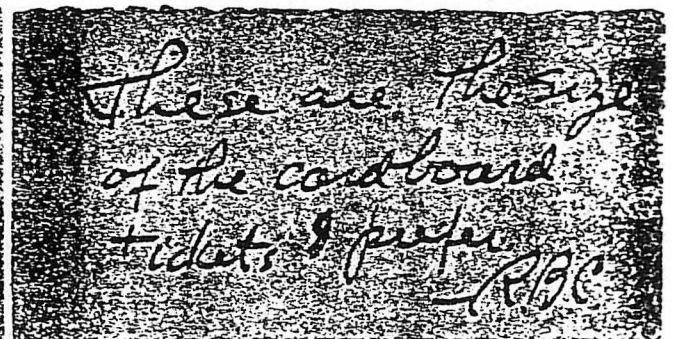
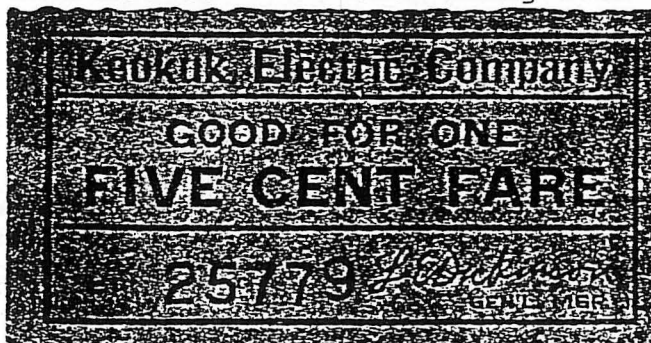
As we look about the country we can see many specific cases where drastic changes in transportation have occurred. For example, the old and historic frontier town of Coffeyville, Kansas, was served for many years by street cars, passenger trains from three different railways, an interurban line and by local busses. Today none of these exist. They have all gone the way of the stage coach, not because the population of Coffeyville has dwindled but, because these facilities could no longer operate at a profit. Only taxi cabs and walking are available to those without a car. And Coffeyville continues to grow year after year.

In another city, hundreds of miles away, a similar situation exists. Austin, Minnesota, a thriving place, long known as a meat packing center, was once served by local busses and passenger trains. These have disappeared. In Kenosha, Wisconsin, local bus service was discontinued within the past year. Thus, those of us living at this time have a front row seat in watching a bit of old Americana vanish away.

In doing some research in this area, I have come up with a number of interesting histories from many different cities. I have chosen to discuss three widely scattered and typical ones; Keokuk, Iowa... Detroit, Michigan... Los Angeles, California.

Looking first at Keokuk, a city located in the Southeastern part of Iowa on the Mississippi River, we find that horse pulled cars began operating there in the early 1880s. Electrification came in 1890 and, at about that time, street cars began running throughout the city. Information regarding all this is difficult to obtain. However, a very helpful letter from R. J. Dickel of Keokuk reads in part:

"After 1913 electric power became more prevalent as the result of a dam having been built across the river, with motor driven machinery being obtained from that source; and, about this same time, the Keokuk Electric Co. came into being with L.E. Dickinson as the manager.



This fare ticket was used on the Keokuk's electric street cars some time between 1913 and 1928, throughout which years the fare remained five cents. I believe the notation on the reverse side of the ticket(These are the size of cardboard ticket I prefer) was written thereon by one of the conductors who was asked to judge several different tickets for possible use.

A CHANGING WORLD (Cont'd)

This was the company that operated the street cars. In my 33 pages of street car clippings in my scrap book, I have nothing more which tells of the changes at that time."

Street cars were discontinued on May 10, 1928. Throughout all the years of their operation the fare has remained at five cents. The tracks were removed long ago, and the old barns are now used to house city equipment.

Mr. Dickel also wrote: "After the street cars were discontinued, the bus lines took over, but they too fell on hard times and ceased to operate after only a few years of service. This means that the only way of transportation in Keokuk is by foot, car or taxi.



(One of the tokens until recently used on Kenosha's busses)

In another city, Detroit, Michigan, the old Windsor-Detroit Ferry boats sailed their last trips in 1938, after having been in operation since early in the 1800s. At that early date, first casual and then regular sail boat ferry service between Detroit and the opposite shore, once called South Detroit, provided a much needed means of transportation for these pioneer settlers.



(The Detroit and Windsor Ferry Company at one time prior to its cessation in 1938 utilized this passage ticket in payment for fares. Shown on the reverse is one of the beautiful and large vessels used in their service.)

Newspaper clippings dated May 4, 1831, stated that sail boat service had been discontinued, but that the boats had been restored to service using mechanized propulsion. A schedule of half-hourly sailings from Bates Street, one block East of Woodward, was announced and a special invitation went to "those persons who may wish to subscribe for ferriage by the year."

All was not serene, however. Throughout the years the ferry operation was involved in the politics of two nations which became extremely bitter at times; and, to complicate matters, the dominion government had taken away autonomous and regulatory power from the city of Windsor.

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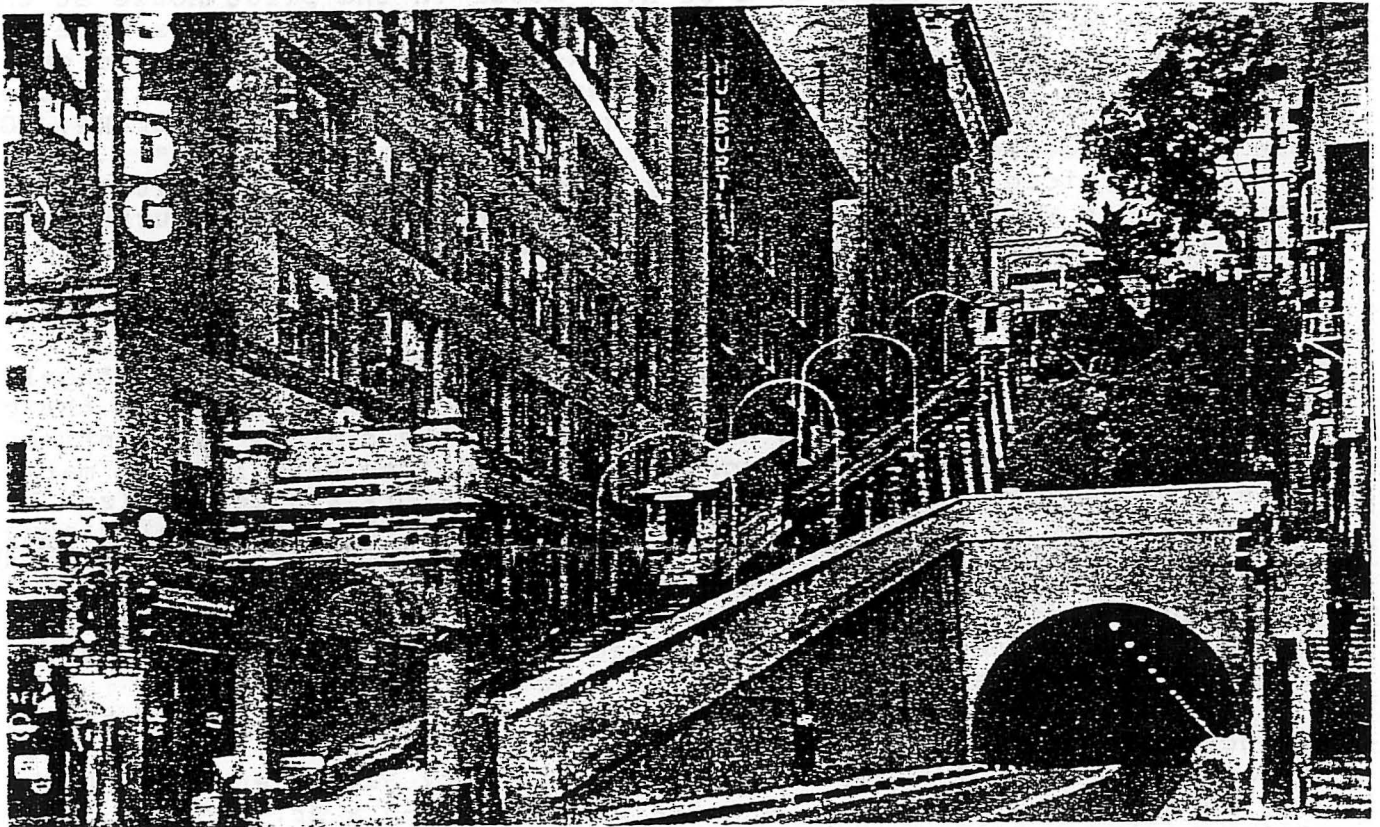
A CHANGING WORLD (Cont'd)

In addition, newspaper attacks on utilities of many sorts were common and unhhibited in those days, and writers in the Detroit-Windsor area knew no restraint in their bitter complaints regarding the ferry service. The Windsor Record in the middle 1880s criticized bitterly a raise in ferry rates and argued that the company's \$300.00 annual payment to the town for docking privileges was insufficient. The editor stated that increased traffic actually justified a lower ferry rate.

"Pig-Sty Ferry Boats--The Kind Plying From Detroit to Windsor--Delicate Women Packed in Roasting Cabins or Roaming The Freezing Docks --The Detroit, Belle Island and Windsor Company Responsible." These old-fashioned triple-deck headlines from the Detroit Journal, November 15, 1890, give a fair sample of period journalism on the subject. Letters to the editor complained strongly of packed conditions at the docks.

By 1891 the fleet consisted of six vessels: the Fortune, Garland,, Excelsior, Hope, Victoria and Sappho. New boats were later added, the largest being the Columbia, Britannia and Ste. Claire. Ferry service was provided not only from Detroit to Windsor but also from Joseph Campau on Detroit's East side to Walkerville, now incorporated into Windsor. Throughout the years service to millions was provided.

By 1907, with the construction of a mammoth bridge and a great tunnel, the ferry fleet gradually diminished as Americans and Canadians turned from the waterways to the open road. Thus another chapter in history came to an end.



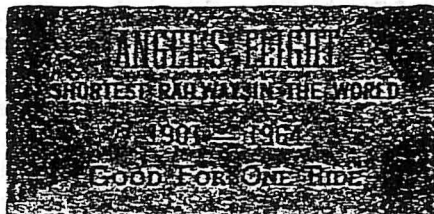
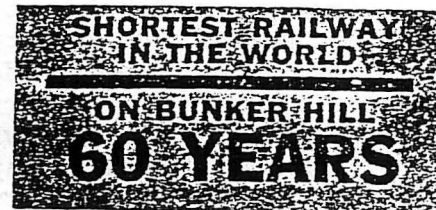
(Angel's Flight in Los Angeles--The World's Shortest Railway,
and Once the Busiest)

Angel's Flight is the name of the shortest railway in the world. Built in 1901 in Los Angeles by Colonel J. W. Eddy, a personal friend of Abraham Lincoln. Angel's Flight travelled a steep 33 per cent grade, but for only 315 feet. It has carried more passengers per mile than any other railway in the world, more than a hundred million in its first fifty years of operation. During all these years no one has been seriously injured or killed while riding in the cars.

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A CHANGING WORLD (Cont'd)

(This Angels's Flight ticket was issued in 1961, and pays tribute to the 60th anniversary of its operation. Similar uni-face tickets were used in earlier years.)



(This simple ticket was instituted for use on the shortest railway in the world in 1964)

The cars carried the first passengers at 10 a.m. on December 31, 1901. In the 1960s more than 5000 people rode it daily. Built on Bunker Hill in downtown Los Angeles, this little cable railway has efficiently carried passengers daily from 6 a.m. to 12:20 a.m., to and from the street level to the top of the hill. Each trip took about a minute and the fare never exceeded five cents a ride.

The operation of the cars was described in an article published in 1961 which was sent to me by the Los Angeles County Library. It

reads in part:

"Two cable cars are counterbalanced and are attached together by a 7/8 inch cable controlled by a 50 H.P. motor in the pilot house at the top of the hill. The cars, each holding 32 seated passengers, are constructed like a flight of stairs or like an escalator. When one car goes down the hill, the other is pulled up. For added protection there is a 3/4 inch safety cable upon which there is an emergency brake. Only one man is needed to operate the cars and collect the fares."

The article continues; "Today Angel's Flight is very little different from what it was sixty-one years ago. The town which once purred at its feet is now a roaring city, but the little cable cars still shuttle back and forth on the steep hill. Other cable cars once plied the streets of Los Angeles but Angel's Flight is the only one to have survived the automotive age."

"Tourists make a point of seeing it when they come to Los Angeles, and old inhabitants of the city like to remember when they rode the cars as children. In recognition of its place in the history and sentiment of Los Angeles, the Native Daughters of the Golden West in 1952 marked it with a bronze plaque which briefly tells the story and memorializes Angel's Flight as one of the city's landmarks. The historical plaque is located at the top of the hill at Third and Olive Streets. A drinking fountain was especially designed to hold the beautiful bronze plaque."

These words conclude the article; "When the redevelopment of Bunker Hill proceeds under the present plan, Angel's Flight Railway will of necessity be removed and possibly placed elsewhere."

However, Angel's Flight was still in operation in 1964 by the same agency which was in charge of the redevelopment of Bunker Hill. And then, in a letter I received recently from Mary Helen Peterson of the Los Angeles Public Library, she states: "In 1966 a Mr. and Mrs. Sidney Smith bought Angel's Flight from the city. Mr. and Mrs. Smith intend to keep the railway running, even at a financial loss. As of this date, it is still in operation."

So, through these few illustrations, we view a bit of changing America. Thus it will always be, so hang on to those transportation tokens and tickets and you will be able to tell your grandchildren: "I remember when....."



SOUTH AFRICA, 1964 2 rand,
Pretoria mint ($\times 2\frac{1}{2}$)

SOUTH AFRICAN GOLD

The new Republic of South Africa went on the decimal currency system and, beginning in 1961, the Pretoria Mint struck 1 and 2 rand gold pieces as the high denominations in the new series. The 1 and 2 rand values were produced in gold through 1964, but since 1965 the 1 rand has been issued in silver only. The name of the denomination comes from Witwaterstrand (Afrikaans for "ridge of white waters"), or the "Rand," as it is called locally, the area in South Africa where the world's richest gold fields are located.

All nine coins in the 1961-64 decimal series carry the portrait of Jan van Riebeeck, the leader of the 1652 expedition. Van Riebeeck remained to serve for 10 years as governor of the Cape Colony. The reverse continues the springbok design. The inscriptions on both sides are given in English and Afrikaans, the nation's two official languages.

All the nations of the world together produce approximately 2,000,000 pounds of new gold annually (with a value of more than \$1.1 billion U.S.) South Africa alone is the source of an astonishing 50 per cent of that total. Gold mining in South Africa, which began on a comparatively small scale in the 1870's is now a huge and highly mechanized industry employing nearly 500,000 people.

*A
most
abused
coin-*

CHARLES BARBER DESIGNED THE
NICKEL THAT PROVED TO BE A PERFECT
VEHICLE FOR COUNTERFEITERS AND CON-
ARTISTS THE WORLD OVER.



SINCE THE COIN LACKED THE WORD "CENTS" IT WAS ONLY NECESSARY FOR
RACKETEERS TO MILL THE EDGES-PLATE IT WITH A GOLD WASH AND PASS IT
AS A FIVE-DOLLAR GOLD PIECE. MINT OFFICIALS SOON ENDED THIS FORM
OF FREE-ENTERPRISE BY ADDING THE WORD "CENTS".

Edmonton Numismatic Society

COIN & STAMP SHOW



CONVENTION INN

4404 CALGARY TRAIL

EDMONTON, ALBERTA, CANADA

FEBRUARY 28 & MARCH 1, 1998

Saturday 10:00 a.m. to 6:00 p.m.

Sunday 10:00 a.m. to 4:30 p.m.

FREE PARKING AVAILABLE IN WEST PARKADE, WEST OF BOURSE HALL, WITH DIRECT HOTEL ACCESS

Admission \$1.00 Advance

\$2.00 at the Door (16 & under FREE)

COIN DISPLAYS, DOOR PRIZE DRAWS

Mar 1st. Breakfast Meeting, \$10, 9:00 a.m.

with guest speaker, door prize,

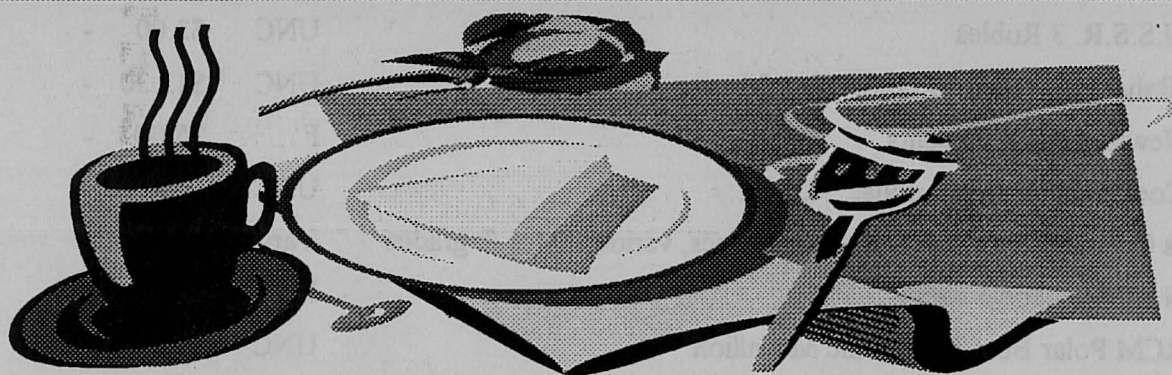
RSVP Mike @ 450-0155 by Feb. 26th.



**FOR MORE INFORMATION CONTACT YOUR LOCAL COIN DEALER
OR CALL JOE AT 435-3294 OR RAY AT 433-7288**

EDMONTON NUMISMATIC SOCIETY

**MARCH 1ST. BREAKFAST MEETING
AT THE CONVENTION INN, IN
CONJUNCTION WITH THE ENS FEB.
28 & MAR. 1 COIN & STAMP SHOWS**



**SUNDAY, MARCH 1st, 1998
DOOR OPENS AT 8:30 a.m., BREAKFAST 9:00 a.m.
CONVENTION INN, 4404 CALGARY TRAIL N.,
EDMONTON**

BREAKFAST MEETING AGENDA

GUEST SPEAKERS - Mr. Garth Wright, Calgary, will talk and display on "World Coins Through the Ages". In addition we will have Mark Mogen of Calgary, talk and provide advice on how to make a Numismatic display for a CNA Convention!

ATTENDANCE DRAW - MEMBERS AND GUESTS WELCOME!

**MEMBERS & GUESTS \$10.00 (JUNIORS under 16- \$5.00) RSVP
BY FEB. 26 TO RAY AT 433-7288, JOE AT 435-3294 OR MIKE AT
450-0155 COIN & STAMP SHOW OPENS AT 10:00 A.M.**

EDMONTON NUMISMATIC SOCIETY**FEBRUARY 1998 AUCTION LIST**

NO.	DESCRIPTION	GRADE	TREND	RESERVE	SOLD
1.	15 circulated buffalo nickels	VG/F	\$15.00	-	_____
2.	1984 Pope John Paul II Medallion	UNC	\$8.00	-	_____
3.	1861 Nova Scotia 1/2 Penny	EF	\$25.00	-	_____
4.	1900 Can. 50 Cents	Fair	\$20.00	-	_____
5.	1989 Australian Teddy Bear 1oz. .999 Fine	UNC	\$22.00	-	_____
6.	1974 Seychelles Islands 10 rupees	UNC	\$ 5.60	-	_____
7.	1903H Can. 50 Cents	G	\$15.00	-	_____
8.	1970 Isle of Man Crown	UNC	\$5.00	-	_____
9.	1968 Israel Mint Set (6 pcs)	PL	\$3.50	-	_____
10.	1910 Can. 50 Cents	VG	\$17.00	-	_____
11.	1987 U.S.S.R. 3 Rubles	UNC	\$3.00	-	_____
12.	1973 Bahamas Islands \$5.00 Sterling Silver coin	UNC	\$13.30	-	_____
13.	1914 Newfoundland 25 cents	F	\$5.00	-	_____
14.	1973 Cook Islands \$2 1/2 dollar .925 Sil.	UNC	\$16.00	-	_____
15.	1950's Columbia South America coins, 7pcs, various dates & grades	Varies	\$3.00	-	_____
16.	1944 Newfoundland 5 cents	EF	\$6.00	-	_____
17.	1997 RCM Polar Bear Bi-metallic Medallion	UNC	\$8.00	-	_____
18.	1986 Australian Mint Set	PL	\$21.00	-	_____
19.	1977 Russia 5 Rubles silver	UNC	\$7.00	-	_____
20.	1995 Spanish 2000 ptas silver coin	UNC	\$38.50	-	_____
21.	1954 Can. Devils face \$10.00 note, Beattie / Coyne	VF	\$30.00	-	_____
22.	1998 Can. Silver Maple Leaf, 1 oz. pure	UNC	\$15.95	-	_____
23.	1978 Russian 10 rubles, silver	UNC	\$14.00	-	_____
24.	1960 Vatican 50 Lire coin	UNC	\$10.50	-	_____
25.	1954 Modified \$1 note, Beattie / Coyne	UNC	\$10.00	-	_____
26.	1998 US Silver Eagle , 1 oz. pure	UNC	\$15.95	-	_____
27.	1975 Belize \$1 Coin	Proof	\$7.00	-	_____
28.	1964 Mexico Peso, silver	UNC	\$3.00	-	_____
29.	South Korean 1000 won coin	UNC	\$8.40	-	_____