

# let's talk EXHIBITING

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Title pages are very important in introducing your exhibit to the judges and other viewers. Gone are the days when an exhibitor had free reign to do almost anything with the title page. Instead, with the recent evolution to the current rules and guidelines, a lot needs to be expressed on your title page in order to capture the attention of the viewers and demonstrate you know what you are doing.

I find that title pages are misunderstood by some of our exhibitors, and consequently they do not include one.

Having a title gives them an opportunity to introduce their exhibit in the best possible light.

Here is your opportunity to tell the judges what you are going to show, what class it will mostly fall within, how it is organized, and how you are going to demonstrate philatelic knowledge, study and research. It is also important to indicate here how you will highlight rarity or difficulty of acquisition, and any other pertinent information (e.g., abbreviations) that may be used throughout the exhibit.

I show here a sample title page, with descriptors of its various elements. Note that the use of colour, graphics, and text boxes can each be used to effect, adding increased visual interest for the viewer. Although your page designs and styles will, of course, differ from mine and that of others, it is the information contained in the title page's components that remains so important. ✉

**MOVING THE MAILLS**

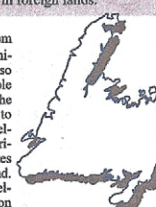
**POSTAL ROUTES IN THE EARLY DECIMAL PERIOD OF NEWFOUNDLAND 1865-1914**

Newfoundland is "Britain's oldest colony", and St. John's, its capital city, is "North America's oldest city". The story of the development of its postal routes, the purpose of this postal history exhibit, is the story of the growth and maturation of its postal system, both for transport and delivery of the mails for its residents across the isolation of its local geography, as well as for the overseas mails to and from others in foreign lands.

My story begins almost from the start of steamship communication around the island, and also from the early days of reliable steamship communication to the rest of North American and to Great Britain. It traces the development of coastal, North American, and transatlantic mail routes originating from on the island. My story also includes the development of railway transportation of the mails, and of local conveyances of the mails in St. John's and its vicinity.

Although my *primary* emphasis is on the development of these postal routes, my *secondary* emphases, to increase the *depth* of the exhibit, are to show usages of the stamps and postal stationery from this period, to utilize a wide variety of town and travelling post offices (T.P.O.) postmarks, and to include both common and less common rates.

I begin at the start of the decimal period in 1865, when Newfoundland's adoption of decimal currency for its postage stamps was in response to the usage of decimal postage by its North American trading partners and as well towards the purpose of the gradual standardization of common postal rates between the countries of North America.



I thus begin with the postal history of the first ABNC "Cents" issue of 1865 and, following along within my Plan, with postal history from the next three issues all (with the exception of a very few postal stationery issues) produced by North American printers through to the end of their natural period of use, about 1914, when stamp printings from Great Britain were instead produced, and otherwise to when the postal routes were functionally integrated between the various means set up to convey the domestic and foreign mails. I thus end before the great disruptions resulting from WWI and the slow eventual insolvency of the island's economy.

In researching the routing of my covers, its *postal history* information, I have used primary research documents (e.g., the Almanacs and daily newspapers of the period) to determine the names, and sailing dates, of most all the vessels identified within my descriptions. This extends, in significant measure, what is otherwise only briefly reported in the standard philatelic references for this period. *Such personal research is shown in italicized text within the write up under each cover.*

Items of particular philatelic significance (i.e., rarity or importance) are shown on rose colored marking, and are also described using rarity statements in *bold italics*.

Abbreviations: ABNC - American Bank Note Company  
BABNC - British American Bank Note Company

**Plan of the Exhibit**

- I. Coastal Mails
- II. Railway Mails
- III. Foreign Mails
- IV. Local Mail Delivery
- V. Conclusion - An Integrated Mail System

**References:**

- Pratt, R.J., *The Nineteenth Century Postal History of Newfoundland* (1985). Chicago, IL: Collectors Club.
- Stalker, B.S., *Travelling Post Office Postmarks of Newfoundland and Labrador* (2004). Calgary, AB: Auxano Philatelic Services/ British North America Philatelic Society.
- Whaley, S., *Newfoundland: 1865-1879 The New York Printings - a Cover Study* (2004). Opp, AL: privately printed by the author.

**Title:** Try to be concise, but above all be exact in what you will be showing.

**Introductory Paragraph:** This is where you state the purpose of your exhibit and capture the attention of the reader.

**Body of Your Text:** Here you outline the development of your story, including what you will be showing and why it is important. This is a chance to tell the reader how you will demonstrate your philatelic knowledge.

Breaking up the text into short paragraphs aids with readability. The columnar format shown here also reduces the apparent density of the information. The colour graphic (an outline map) adds additional interest, and also helps break up the text.

**Plan:** Make sure the reader can see a plan for your exhibit. Here the Plan is given its own text box for legibility. Keep it very simple.

**References:** Although optional on this page, it helps direct the interested reader to further information. Limit it to only a few relevant references.