

PHILATELY

from

AUSTRALIA



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DECEMBER 1987

THE F.I.P. MEDAL FOR RESEARCH

At Hafnia 87, the recent F.I.P. World Philatelic Exhibition in Copenhagen, Denmark, from 16 to 25 October 1987, Mr Peter Jaffe was awarded the F.I.P. Medal for Research for his exhibit of St. Vincent. This is the first time such an award has been made to an Australian. The medal is presented to the exhibit displaying the best original research.

Mr Jaffe's St. Vincent, which also gained a Large Gold medal, is a highly specialised study of the Colony from the pre-stamp period to 1897. In particular, he has paid a good deal of attention to the locally surcharged issues—the 1880 1d on half 6d, the 1881 ½d on half 6d, 1d on 6d, and 4d on 1/-, the 1885 1d on 2½d on 1d, the 1890 2½d on 4d, and the 1892 5d on 4d—and built up incomparable collections of these in an effort to deduce the surcharge settings used. Mr Jaffe's Large Gold medal is the fourth such award the collection has achieved, and he seems destined to become the first Australian exhibitor to qualify for the Class of Honour in F.I.P. World Exhibitions.

Other members of the Society also fared well at Hafnia. The full list of awards is:

Vermeil medal—M. Juhl (Western Australia), R. J. Kelly (Postal History of the Port Phillip District), J. A. Sinfield ("His Phoenix Down"—Thematic), J. B. Trowbridge (Transatlantic Mails), K. E. Lancaster (*The Pictorial Stamps of Tasmania—Literature*).

Large Silver medal—W. F. Roemer (Austria and Austrian Italy).

Silver medal—Dr. P. J. Kornan (Australian Military Postal History 1820-1900), R. T. P. Chapman (Australian Specimen and Reprint Stamps), G. N. Kellow (*Kangaroos—Literature*), M. Juhl (*Postage Stamps and Postal History of Western Australia—Literature*), R. T. P. Chapman (AUSIPEX 84 Catalogue—Literature).

QUEENSLAND WRECK COVERS

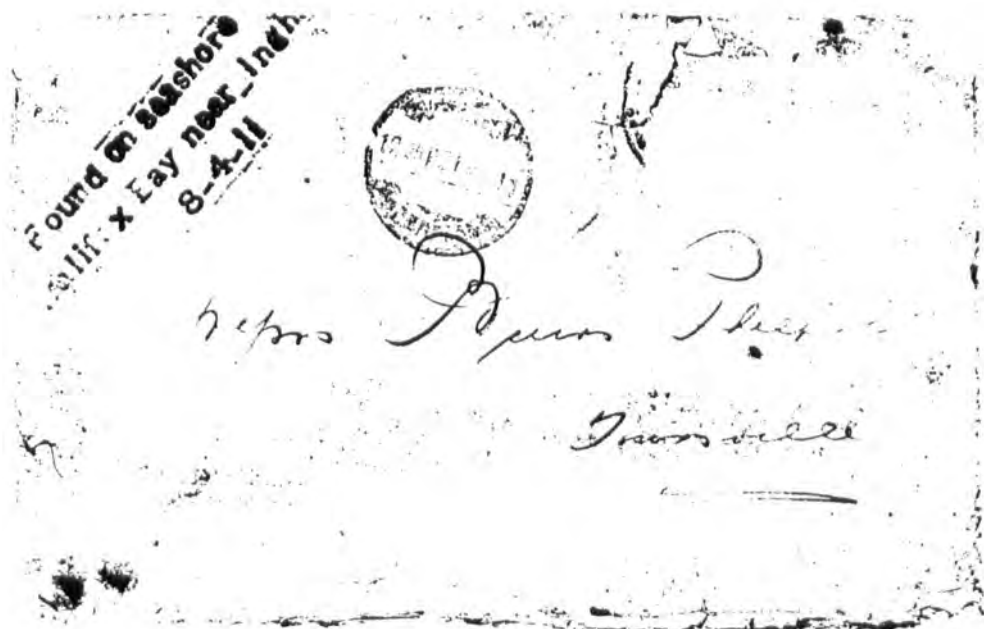
By BRIAN PEACE, F.R.P.S.L.

I can add a little to Hugh Campbell's article (*Philately from Australia*, March 1987). In addition to the *Colombo* and *Wairarapa* at least one other case of cacheted Queensland salvaged mail exists and that is as a result of the loss of the *Yongala*. Only one cover has been recorded which is not surprising since only one of the mail baskets was recovered.

Yongala

The inter-state steamer *Yongala* left Mackay, Queensland for Townsville in the afternoon of 23 March 1911 and was sighted for the last time by the lighthouse keeper at Dent Island at 6 o'clock the same evening at the entrance to the Whitsunday Passage. Several days later a lifebouy, pillows, a mail basket and cargo from the lower hold of the *Yongala* were found washed ashore at Cape Bowling Green and afloat near the reef.

The *Yongala* was a steamer of 3,664 tons gross and 1,825 tons net built in 1903 by Armstrong Steamship Co Ltd. Her dimensions were 350.0 ft (length), 45.2 ft (breadth) and 27.2 ft (depth). The crew of 72 and 70 passengers lost their lives.



Cover cancelled MACKAY 12 30P 21 MR 11 QUEENSLAND with violet cachet "Found on seashore/Halifax Bay near Ingham/8-4-11" and bearing "FOUND OPEN AND OFFICIALLY SEALED" label on reverse.

Rangoon

In respect of the *Rangoon* I am delighted to say that I possess the only recorded cover from this wreck. As Hugh Campbell states, Hopkins only knew of a strike on piece (*A History of Wreck Covers* 3rd Ed 1967). Hopkins also states that the *Rangoon* was carrying mail from Australia and this should clearly read to Australia. Although his cover is addressed to New South Wales it is reasonable to assume that within the 700 bags of mail there were some addressed to Queensland.

The *Rangoon* (Captain Skottowe), was an iron screw steamer of 1776 tons built in 1863 and operated by the Peninsular and Oriental Steam Navigation Company. On 1 November 1871 whilst in charge of an experienced pilot the *Rangoon* struck a submerged rock when leaving Pointe de Galle Harbour, Ceylon and sank a few hours later. She was bound for Australian ports with 58 passengers and about 700 bags of mail.

The vessel had slowed to allow a mail boat to overtake her and, despite a warning, the combination of a strong current and a dead calm forced her towards the Kadir Rocks before the engines could get steerage way. Rockets and other distress signals were unfortunately taken as greeting signals for the incoming China steamer; the vessel struck, the anchor was lowered and two sails were set.

Boats from the Trinity steamers and the Peninsular and Oriental steamer *Baroda* came to the assistance of the *Rangoon* taking off the passengers, crew, a portion of the baggage and thirteen bags of Australian mail from India. A few minutes after midnight the *Rangoon* sank in fifteen fathoms, fortunately without loss of life, but the bulk of the mail and all the cargo went down with her. The Captain and crew of the *Rangoon* were completely cleared of all blame after the official investigation and the pilot was held responsible.

Lloyd's List reports that the *Rangoon* would have on board cargo which was shipped at Southampton (per *Poonah*) on 30th September; at Brindisi (per *Pera*) on 10th October; at Bombay (per *Hindustan*) on 26th October; at Calcutta (per *Baroda*) on 25th October and some local cargo. All this was lost.



Cover cancelled WIMBORNE SP 29 71, and bearing the boxed black cachet "SAVED FROM THE WRECK OF THE RANGOON" applied at London.

Twenty-four hours after the *Rangoon* sank, the 1603 ton iron screw steamer *Behar*, another Peninsular & Oriental vessel operating the Ceylon to Australia route, was despatched for Galle from Bombay to take on to Australia the passengers and the saved portion of the mails. This same day (Thursday) divers were unsuccessful due to the strong current and by 28th November, four weeks after the wreck, only 27 further bags of mail had been recovered. The Galle Post Office reported that the writing on the recovered mail was perfectly legible and they hoped that all the mails would be salvaged. Conditions improved over the next four weeks, and on 27th December the Galle Post Office announced that a total of 472 bags of Australian mail had been recovered from the wreck by divers and that the writing was all legible. Thirty-four packages of baggage were recovered in the same period.

Thirteen bags of Australian mails from India which had been transferred from the *Rangoon* before she sank, were reforwarded in the *Behar* without explanatory markings—The *Behar* arrived at Sydney on 21st December, 1871 after a protracted passage. Mail recovered by divers from the wreck was returned to London for reconditioning.

Hopkins reports that a boxed cachet "SAVED FROM THE WRECK OF THE RANGOON" is recorded in the Proof Book of the GPO, London, but mail from the wreck of the *Rangoon* is very elusive and only one complete cover and a small piece are recorded.

The piece, included in lot 12 of Robson Lowe's Postal History Auction No 128 (17 May, 1950), is described as having a fine impression of the cachet size 58 × 12 mm. Hopkins, however, records the frame dimensions as 55 × 12 mm.

Colombo

I can certainly add to the information on this wreck.

The *Colombo* had left Calcutta and Pointe de Galle and was bound for Aden and Suez with mails from Australia, New Zealand, Burma, China, Hong Kong and the Philippines. News of the wreck reached Bombay late on 25th November, and on the morning of 27th November the 1275-ton *Ottawa* left there with two divers and diving equipment, arriving at Minicoy on the 30th. The steamer *Nemesis* (Captain Weston), from Calcutta, arrived at Minicoy Island, loaded up 140 boxes of mail and, on 3rd December, sailed for Suez. The *Ottawa* arrived at Suez on 14th December and the *Nemesis* the next day; between them they brought all the passengers and 401 boxes of mail. On 10th December, the ship *Azoff* arrived at Ceylon with a further 129 boxes of mail and 329 bales of silk and later left Pointe de Galle on 15th December to revisit the wreck.

By the end of December the whole of the mails and the entire cargo, including nearly 1500 bales of silk, had been recovered, although diving apparatus had to be used. Hendy, in *Postmarks of the British Isles*, states incorrectly that most of the bags of mail were three months under water: in fact, the bulk of the mail, comprising 530 boxes, had been recovered in less than three weeks.

London arrival marks bear dates ranging from 26th December 1862 to 24th January 1863, and both registered and ordinary articles are known.

Several colour changelings came onto the British market in 1863, but a booklet by Thornton Lewes and Edward Pemberton entitled *Forged Stamps, How to Detect Them* was quick to warn collectors. Published in 1863, the booklet states under the section headed New Zealand:

1d dark brown, 1s dark brown

Many people who have received these stamps from letters "saved from the wreck of the Colombo" doubtless imagine them to be new kinds. It is the salt water that has changed them, as can easily be

motivated by applying them to the tongue, when the salt water is instantly tasted. The 1d Victoria is also found black, from the same cause.

The one penny dark brown would originally have been the vermilion, orange-vermilion or carmine-vermilion of the various 1862 issues; similarly, the one shilling dark brown would originally have been green, yellow-green or deep green from the same series. Stamps from South Australia and Victoria were affected in the same manner.

Robson Lowe Postal History Auctions occasionally have items from this wreck appearing in their catalogues, and of nineteen listed over a period of fourteen years three emanated from New Zealand.

The salvaged mail arrived at the GPO London over a period of about one month, and the two-line boxed cachet reading "Saved from the wreck of the Colombo" was applied in red or black. Hopkins states that the cachet struck in red was applied to registered mail, but it is also known applied to ordinary mail. At least four different types of cachet are known, and the four types identified have been recorded by Gerald J. Elliot, F.R.P.S.L., F.R.P.S.N.Z. writing in *Campbell Patterson's Newsletter* for July 1987.

The British Post Office stored the handstamps used for the Colombo mail and twelve years later, they were again brought into operation but with the word "Colombo" removed from the metal die. The wrecks involved were those of the *Schiller* and the *Boyne* and, in each case, the names of the vessels were handwritten in ink. Few specimens of these 1875 cachets are known.

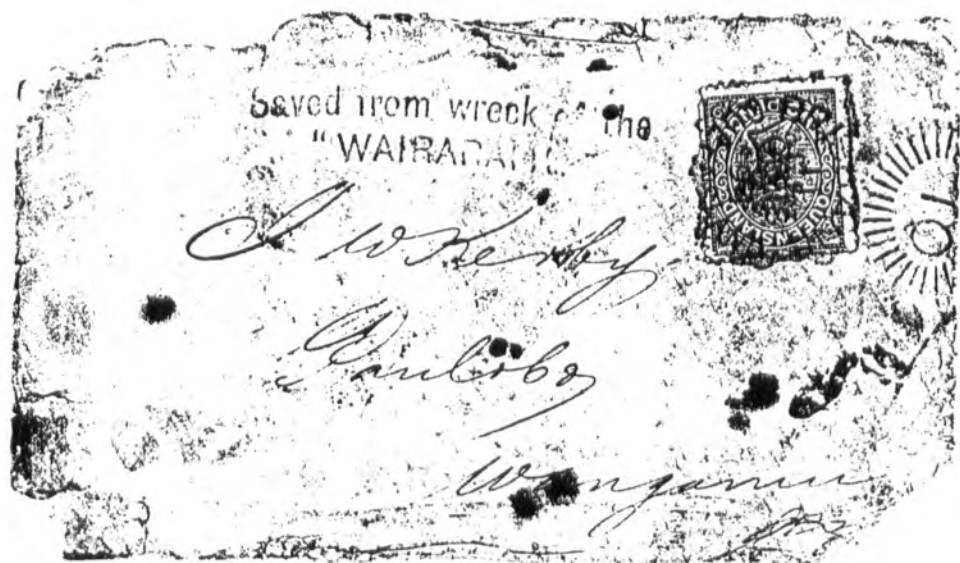
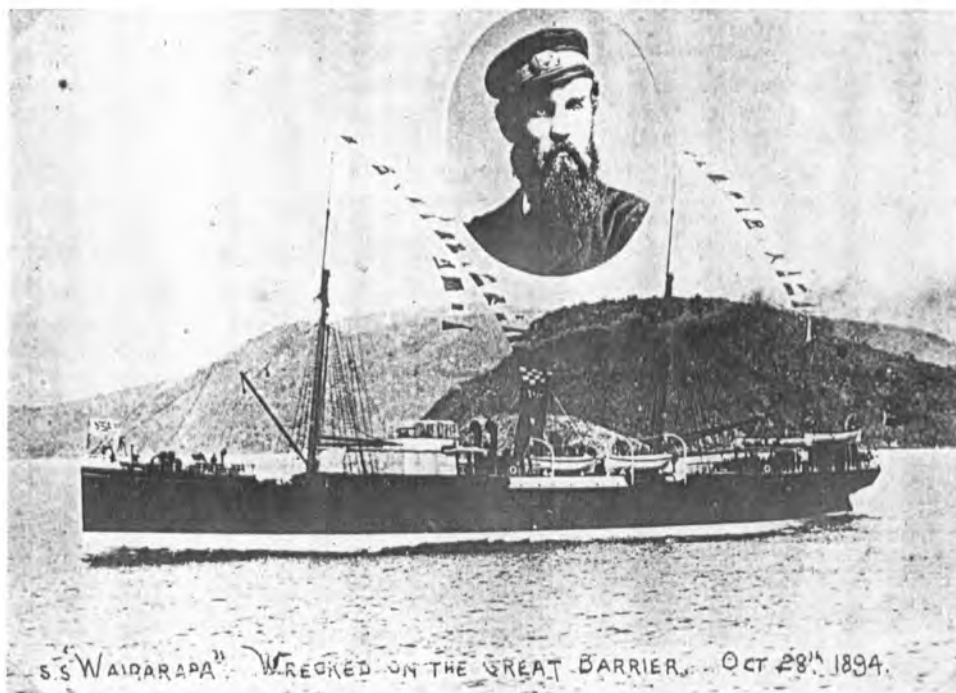
Wairarapa

Hopkins (*A History of Wreck Covers*) is inaccurate in three instances in his short report on this wreck. Firstly, the *Wairarapa* was of the Union Steam Ship Company of NZ Limited, and not a "British steamer of the Mackintosh Line". Her captain was John McIntosh. Secondly, the wreck occurred on 29 October at 8 minutes past midnight and not on 1 November 1894 and thirdly, the number of people saved was not 79. In fact there was much confusion over the actual numbers who perished and survived due to incomplete and inaccurate passenger lists, but the official total of the dead was 135 whilst other estimates varied between 125 and 136. Incidentally, Captain John McIntosh was not one of the survivors as stated by Hopkins.

The mail room was in the forecabin and this contained a large mail of more than 26,500 articles, most of this being recovered. The steamer *Argyle* having delivered the survivors to Auckland on 1st November, returned to the wreck and most of the mail was recovered by cutting a hole in the foredeck with axes and saws. The mail, the bulk of which emanated from Australia and the United Kingdom, consisted of the following:

ON BOARD	RECOVERED	LOST
117 bags	109 bags	8 bags
2 hampers	2 hampers	—
comprising:	comprising:	comprising:
11278 letters	9523 letters	1755 letters
1332 packets	1008 packets	324 packets
34 parcels	34 parcels	— parcels
14073 newspapers	12659 newspapers	1414 newspapers

The mail included 155 registered articles of which 20 were lost. I have six covers salvaged from the wreck. Two are from England (one registered), two from Brisbane and two from Sydney. A fairly clear pattern emerged after I examined several



Cover cancelled BRISBANE OC 18 94 with stamp apparently re-affixed, and wreck cachet applied in violet-blue. Backstamps: N Z AUCKLAND 10 NO 94 and WANGANUI 3 13 NO 94. The remains of a re-sealing label are attached to the reverse flap.

other covers, my assumptions substantiating those of Andrew Mathieson (*The Kiwi*, March 1972). Records show that the *Argyle* returned to Auckland on Saturday, 3rd November with a large proportion of the recovered mail, but salvage operations were still continuing. Adam Blackwell, an eighteen year old self-employed captain of a small mullet boat, set out for the scene of the wreck immediately the news reached him. He was the first white man to set foot on the *Wairarapa* after the wreck and he assisted the police in picking up the bodies and salvaging the mail. He stated to reporters that mail salvage operations lasted nearly three weeks.

Covers from the *Wairarapa* are invariably backstamped with the Auckland arrival or transit circular date stamp of 3rd, 5th or 10th November 1894 and bear an explanatory rubber stamp cachet on the front. The first type of cachet prepared was struck in two lines in small black letters (29 × 5 mm overall) reading SAVED FROM WRECK/OF "WAIRARAPA". The only recorded example of this cachet is in the collection of Andrew Mathieson. It is struck on the front of a cover addressed to Dunedin from New South Wales, the cover being backstamped with the Auckland arrival mark of 3 No 94; this cachet was unrecorded before 1971. The cover is franked with a pair of the NSW 1d magenta stamps cancelled with an Auckland "A" killer and bears in addition a strike of the NZ boxed "PACKET-BOAT" marking in black.

Presumably the first type of cachet was found to be too small and indistinct because it was soon discarded to be replaced by a larger two-line cachet (58 × 11 mm overall) reading: Saved from wreck of the/"WAIRARAPA". This second type of cachet is known struck in deep violet and violet-blue. The deep violet has also been described as "violet" or "purple" and the violet blue as "blue". Covers bearing the cachet in deep violet are only known with backstamp of 3 No 94 whereas I have covers with the cachet in violet-blue backstamped 3rd, 5th and 10th November. The cachet was made up from rubber type and it is clear that only the one handstamp was used. This indicates that the inking pad was changed, or blue ink was added to the same pad late on Saturday, 3rd November. Certainly no deep violet cachets appear on covers backstamped 5th or 10th November.

My registered cover (one of 135 registered articles recovered) emanates from Blackburn, Lancs, bears Preston and London transit marks of SP 13 94 and an Auckland transit mark "REGISTERED NO . . . 3 NO 94/AUCKLAND". The cachet is in violet-blue and several loose stamps accompany the cover these being struck with the cachet on the reverse. Two covers from Sydney bear despatch postmarks of 19 OCT 9 30PM and 24 OCT 4PM, the latter being a few hours before the vessel sailed. My Brisbane covers are postmarked OC 18 and OC 19. The Sydney covers were received in Auckland on 3rd November, those from Brisbane being backstamped 5th and 10th November. All bear the cachet in violet-blue. A cover despatched from Britain (OUNDL 12 SP 94) is backstamped 3 NO 94 and bears the cachet in deep violet. A perfect offset of a QV 2½d appears on the reverse.

The Union Steam Ship Company replaced the *Wairarapa* with the 3433 ton steamer *Monowai*, this vessel being transferred from the Pacific service in November 1894.

Other wreck mail bearing explanatory cachets exists both from and to Australia. For example, a cover addressed to Queenstown, Tasmania from New York City bears an unboxed single-line cachet DAMAGED BY SHIPWRECK "AEON" (see *Philately from Australia*, March 1965, page 21). This was recovered from the wreck of the steamer *Aeon* which ran aground on Christmas Island (Pacific) on 18 July 1908 and became a total loss. The 500 bags of mail for NZ and Australia were almost all recovered but 54 registered letters from America to Queensland and 20 registered items to Auckland were missing.

This incident is unusual in that the number of people rescued exceeded the number

on board when the *Aeon* was wrecked. A female passenger gave birth whilst awaiting rescue.

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Yongala

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Rangoon

Postal History International, September 1973, Volume 2, Numbers 9/10.

Report of the Directors of the Peninsular & Oriental Steam Navigation Company Limited for the 6 months ending 30 September 1871 (Report dated 1.12.71).

Colombo

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North Star to Southern Cross by John M Maber, 1967. Published by T Stephenson & Sons Limited, Prescott, Lancs.

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Wairarapa

N Z—The Great Barrier Island Pigeon post Stamps 1898-1899 by J Reg Walker, 1968. Collectors Club Handbook 22.

New Zealand Shipwrecks 1795-1970 by C W N Ingram. Fourth Edition, 1972. Published by A. H. & A. W. Reed, Wellington.

8 Minutes Past Midnight by Steve Locker—Lampson and Ian Francis, 1981. Published by Rowfant Books, Wellington.

EDITORIAL NOTES

New F.R.P.S.L.

Mr Ron Lloyd-Smith has just been elected a Fellow of The Royal Philatelic Society, London. Ron, Librarian of The Royal Philatelic Society of Victoria for 23 years between 1953 and 1976, was recently elected an Honorary Life Member of this Society.

N.Z. 1d Universal Plate W2 Official

Mr John R. Mowbray, of Otaki Railway, New Zealand, has a find in his December 15 auction. In 1906 New Zealand decided to order from

both Waterlows and Royles, of London, two Penny Universal Plates Numbered R1, R2, W1, W2, to see whose plates wore best.

Sheets of these stamps were picked up and overprinted OFFICIAL in Wellington as required.

Philatelists have stamps with the markings R1, R2, and W1 in the bottom margin.

Now Mr Mowbray continues the story in his December auction catalogue:

Officials: 1d Universal, Waterlow plate W2 pair, not listed, CP, possibly unique.

The pair, illustrated, are Perf 14, mint.

CP is Campbell Paterson's Specialist NZ Catalogue.

THE ROBINSON "BEADED OVAL" AND "LAUREATED" ISSUES

1. THE 4D "LAUREATED"

By RUSSELL JONES

(Continued from September 1987, p. 71)

BLOCK "D"

- D1 Double strike of circle showing as curved white line about 3mm in length between the circle and right frame. The right frame is fused with loss of detail for 2mm down right side of subject. "A" of "VICTORIA" is partly double (clearer in V/Cr printings).
- D2 Double strike of "VICTO" with breaking of the line of the tablet under "VICTORIA" between "T" and "O", with displacement upwards of the right half of this line.
- D3(i) Top 3mm of left frame missing and rest is fused. Bottom frame fuses under "CE".
- D3(ii) Blob of colour on top of "EN" apparently the reason for substitution: about June '65.
- D4 Left frame fused except opposite top ornament where it shows as a blob of colour.
- D5 Break in top frame between "T" and "O", top frame very thin in V/Cr printings. Loss of definition of the top of the subject in early printings. In clear printings there is intermittent doubling of the lower line of the top tablet.
- D6 Bottom frame is fused at ends except under "OUR PEN" giving it an elongated elliptical appearance.
- D7 The white line between left frame and stamp is narrowed opposite circle for 9mm. The top frame is fused at left and gradually separates from first "I" of "VICTORIA".
- D8(i) Top frame thin. Right frame thick and often does not print for top 3.5mm.
- D8(ii) Two dents in left frame (a) just above lower tablet; (b) opposite lower corner ornament. (Before October 1865).
- D8(iii) The short length of frame dented in at (a) now projects to the left into the margin. (Late 1865).
- D8(iv) The projection is absent. (V/Cr printings).
- D9 Top frame very thin and usually missing at the ends. Bottom frame fuses under "P" of "PENCE", leaving right frame free standing at bottom. Difficult stamp.
- D10(i) All frames are partly fused but bottom is best guide: normal under the lower left ornament it is then broken with a short piece fused with tablet line under "F", thin traces under "OU". From here the tablet line inclines up and touches the bases of "NCE".
- D10(ii) As found in third setting: minute nick in left frame opposite top ornament. Curiously, a double strike is now evident involving the right half of the circle between the two leaf ornaments.
- D11 The fused top frame and tablet show as a thick line from N.W. corner to "IA". The right frame is very thin. The bottom frame gradually touches the tablet and there is a dot of colour between the bases of the "P" and "E".
- D12(i) The left frame and the stamp are joined by colour between 13 and 16mm from the top. The fused top frame and tablet show a thickening above the "ORI". Due to defective make-ready the value is often more or less replaced by a white patch.
- D12(ii) An "added metal" retouch: to a crack or scratch starting in the bottom frame between the "EN", and passing more or less vertically up towards the "I" of "VICTORIA". Many altered lines of shading are apparent and there is loss of detail in the hair. The top frame is changed and fused line shows a steady increase in thickness from the depression over the left corner ornament. There is also a small dent in the right frame 13.5mm from the top. The retouch has been found only in third forme setting on V/Crown paper from about 1872.
- D12(iii) As the result of wear, from 1875, a number of small white flaws appear in the shading on the neck and hair above the ear.
- D131 All frames are missing except the lower half of the right. From the double-lined 4 printings of 1864 it shows the increased development of white flaw under "IA" of "VICTORIA" which spreads down to involve most of the upper right leaf. The N.W. corner is often defective: D13 is to the right of C14,15 which may also show white at the top.
- D13II The top frames are fused over the "VI" of "VICTORIA" and these letters are thickened and there

BLOCK "D"



D1



D2



D3(i)



D4



D5



D6



D7



D8(i)



D9



D10(i)



D11



D12(i)



D13I



D14(i)



D15

BLOCK "D" LATER STATES



D3(ii)



D8(ii)



D8(iii)



D10II



D12(ii)



D12(iii)



D13II



D14(ii)

is extra colour on the lower frame line of the tablet under them. The bottom frame is thick except at extreme right.

- D14(i) The lower 7-10mm of the right frame is very irregular and above this is missing although there is fine doubling of the right edge of the stamp opposite the circle. In clear prints the line of the circle is thickened from 1 o'clock and abruptly returns to normal at 3 o'clock. Top and bottom frames are missing. The left frame is fused below the mid-point.
- D14(ii) A semi-circular white flaw develops in the left edge just above centre. There is a small spot of colour in the right margin opposite the centre of the top right corner square.
- D15 The lower part of the right frame is similar to D14 but it continues to the top although very thin. The bottom frame is fused from "PE" to the S.E. corner. There is often a white line through "TO" of "VICTORIA".

BLOCK "E"

- E1 The right frame is thin, it fuses for 2mm opposite the upper part of the upper left leaf, then separates only to fuse again for 2mm opposite the circle. In third setting it is broken opposite the circle.
- E1(ii) Top frames fused and N.W. corner square is bevelled on top.
- E2 The bottom frame is thin and absent below the corner square; the best guide is the presence of two small vertical marks under the left corner square representing remnants of the frame. In first setting printings there is a small upward prolongation of the right frame.
- E3(i) Top frame fused. Bottom frame fuses from "NC" to corner and is bevelled at extreme left end. Left frame thin and close to stamp.
- E3(ii) A small dent in the left frame 6mm from the top. (Before August 1864.)
- E3(iii) The left frame is shaved in from just above the dent to the corner. (Second and third settings.)
- E4 A white line through "FOUR PENCE" less prominent in later settings. Right frame has break opposite centre of circle and the stamp bulges into this break.
- E5 Round white flaw between lower left leaf and the value tablet above "F" of "FOUR".
- E6 Broken N.W. corner. White line from behind coif into top bar of second "E" of "PENCE".
- E7 Double strike: Blurring of circle at 9 o'clock with thickening of shading in front of and below chin, excess colour on white frame just above S.E. square.
- E8 Blurring and fusion of left frame and stamp with small curved white flaw 4.5mm from top. Small spot of colour in white inside circle just in front the point of the bust. Circle blurred from just below 9 o'clock to top of spandrel.
- E9 Clear double strike of "RIA" of "VICTORIA". Bottom frame fuses from "P" to S.E. corner.

BLOCK "E"



E1(i)



E2



E3(i)



E1(ii)



E4



E5



E6



E3(ii)



E3(iii)



E7



E8



E9



E10



E11



E12



E13



E14



E15

- E10 Small but clear white spot between bottom tip of upper right leaf and frame.
- E11 Right frame is thickened for 9mm starting just above the lower corner ornament. In some first setting printings this part and the adjacent stamp are a white void due to defective make-ready.
- E12 White notch on the inside of the curve of the "C" of "PENCE" so that the concavity has a trefoil appearance. The right frame is except for the lower 7mm, and in the first setting printings there is a variable vertical white flaw from the upper corner square to between the upper part of the leaf and frame.
- E13 Oblique band of thickened shading from in front of the nose to the point of the bust. The defect continues causing thickening of the "R P" of "FOUR PENCE" and fusion of the tablet and frame below these letters. Much clearer in later printings.
- E14 Bottom frame absent from left corner to "o" of "FOUR". Top frame absent from second "i" of "VICTORIA" to right corner.
- E15 Top frame absent and tablet line bends in to touch tops of letters "VI" and ornament. Right frame absent with minute white nick 10mm from top.

(to be continued)

A NOTE ON THE "REGISTERED" AND "TOO LATE" STAMPS OF VICTORIA

By K. F. SCUDDER

On re-reading J. R. W. Purves' *The Registered and Too Late Stamps 1854-58* it struck me that perhaps he had erred in his reference to the separation of the Too Late stamps at the Geelong Post Office. In Chapter 2, page 16, Purves states:

A high proportion of the copies seen with both "2" cancellations clearly indicate that the clerk or clerks at Geelong—to assist them when required to place these stamps on letters—previously took a sheet, applied a series of knife-cuts, about the length of the design, down the vertical margins and then tore the sheet up into vertical strips.

A very high proportion of both stamps used at Geelong show a corner or corners—obviously torn and not cut—which either bulges outwards or inwards. The use of a knife vertically is also indicated by the occasional non-straight vertical margin which the use of scissors would rarely produce.

At Melbourne, on the other hand, a very few torn corners are found, the scissors being apparently used on most occasions.

It occurred to me that what really happened was that the tearing took place as the final operation, and not in the preparation of the strips. The first paragraph of section "H" should therefore read:

A high proportion of the copies seen with both "2" cancellations clearly indicate that the clerk or clerks at Geelong—to assist them when required to place these stamps on letters—previously took a sheet, applied a series of knife-cuts, about the length of the design, down the vertical margins and cut the sheet into horizontal strips. From these strips the clerk was able to tear off the stamps as required.

To me, this seems to be the more logical sequence of events.

THE 2/- "WOODBLOCK" OF VICTORIA 1854-1864

By RUSSELL JONES

Calvert printed this stamp under a bond dated 14 June 1854. The engraving was to be on "best Turkey boxwood" and printing in two colours. The quantity was to be 1,000,000 stamps in sheets of 50.

The yellow colour was printed first and left white spaces to correspond to the value and head. There was only one printing in green and it lasted until 1864. Between 1862 and 1864 654,000 stamps were destroyed. Of the remainder possibly 102,750 were issued imperforate to the end of 1858, and apart from the small number rouletted, the rest were perforated 12 by Robinson in 1859.

In fact the stamp appeared in sheets of 25 (5 rows of 5). Twenty-seven types can be identified; the original 25 and two substitutions which were finally placed by Mr. Purves. The main purpose of this article is to record the details of these two substitutions, and to make some comments on the nature of the printing base.

Further information about the background of this stamp together with details of the types will be found in articles by Mr. L. L. R. Hausburg in the London Philatelist vol. XVI and XXIV. In the same journal in vol. XXXI Mr. Pack produced an Analytical Key to the types, excluding the substitutions.

The Substitutions

I will refer to these by the letters given to them by Mr. Hausburg in his article, viz. A and B.

Type B can be fairly easily recognized by a rounded lower left corner, possibly secondary to its position on the printing base, although I have not seen it without this irregularity. Mr. Purves was able to show that it replaced 21 on the sheet. He found a copy with off-centre perforation and showing on the right the left frame of 22. He was able to identify this because 22 developed a small white flaw on the top of the ornament over the "G" of "POSTAGE", sufficient of the frame being present to identify 22.



Original No. 22



Type B substitution



Original No. 23



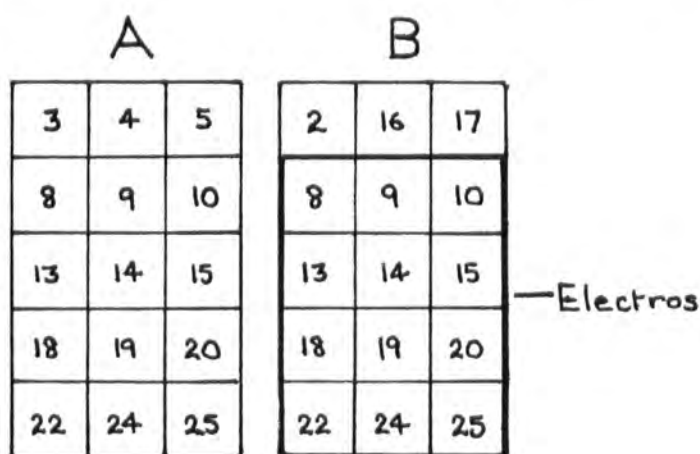
Type A substitution

Type A: Mr. Purves was of the opinion that this replaced 23 on the sheet. The later impressions show what he described as "white heads". The colour is a pale bluish-green. It would seem that 23 is the only other type of the original 25 not found as a "white head". No multiple is known to confirm this reasoning, or to refute it.

There is believed to have been only one printing and the colour variation was presumably due to a separate mix of ink. The substitutions are only known perforated. Logically they must have been from the later state of the printing base. One must therefore use the pile theory to explain these facts, i.e., the later printings got to the bottom of the pile; or was there a second later printing in the "white head" and substituted state of the printing base.

It should be noted that the two substitutions differ from all the other types in a number of details, particularly thinner letters of "VICTORIA", no apostrophe after "VICTORIA", and "R" at lower right is in colour.

Another interesting problem is the form of the original printing base: was it composed of 25 individual woodblocks, or was it 25 engravings on a single large block? I had always assumed the former but Dr. Kellow believes the latter. A careful reading of the articles mentioned above does not solve the problem. I must admit that my belief was based on discussions with Mr. Purves in which I understood him to speak of "woodblocks" in the plural, but he may, of course, have been only using the word as synonymous with type or impression. The two substitutions are in the bottom row and could have been easily cut from a single block. The make-up of the



Layout of the composite woodblock/electrotype plate. Numbers refer to the original 1854 types.

second sheet for the later printings in blue is shown in the diagram. Here we have 30 impressions in two panes of 15 (5 rows of 3). Some of the original woodblocks were still available. It will be seen that the lower four rows of each pane are identical: the left pane consists of original "woodblocks" in their original order and, the right pane is an electrotype of the same subjects. It was obviously a single electrotype because it was fixed to the back or base by four nails. The fact that the impressions are in their original relationship to each other suggests that they were one block. However, if they were single blocks it is possible that they would have been cut to fit accurately together in the original setting.

It should be noted that the electros all have secondary flaws distinguishing them from their parents. A15(25) exists in a second state with a white flaw on "P" of "STAMP". The corresponding electro B15 is of course from the first state.

WESTERN AUSTRALIA 1d POST CARDS

By B. POPE and P. THOMAS

It is most disheartening to find that, despite the evidence which is all to the contrary, Mogens Juhl, F.R.P.S.L. persists in his view that the "handpainting" cards were printed on the standard white, surfaced stock. (*Philately from Australia*, March 1987). Indeed it is now known that the first shipment of white stock arrived in Melbourne two months AFTER the "handpainting" cards were printed!

Whilst we can ignore the inaccuracies such as the statement on page 16 that we further declared that "... there were five different settings ...", we are not prepared to accept the accusation made by Mr Juhl, also on page 16, that we incorrectly interpret Mr Cooke. We wrote in 1982 that "On 6 October 1909 he [Cooke] refers to 32 electros with the implication that the Western Australian printing base was now in that form." (Pope & Thomas, 1982, p. 44). That comment was based on the following archival text:

Commonwealth Stamp Printer. Suggests uniform design for postcards in Victoria, South Australia & Western Australia. Will only be necessary to use 32 electros instead of 96 as at present.

If Mr Juhl really believes that "... Cooke referred to printing 32 ON THE SHEET ... " and in the sense of a printing base of eight applied four times "... per sheet [which] fitted to perfection ...", we have nothing further to say. If he does not believe it, then a withdrawal of the accusation and an apology would be appreciated.

We find it difficult to conceive how anyone could argue for printing bases of only eight and twelve for the unsurfaced and surfaced cards respectively. The numbers identified have been on the public record since 1982 and have been regularly revised. Currently they stand at 14 and 21 respectively. The publication *Australian Stamp Archives* referred to by Mr Juhl indicates a printing base of 16 for PC 18 at least. A fully illustrated listing of all units is now available in Monograph No. 4 published by the WA Study Group.

LAUNCESTON POSTMARKS DURING THE PICTORIAL ERA

By JAMES E. ORR

Objective

The objective of this article is to share some observations about the characteristics of the common Circular Date Stamps (CDS) of the pictorial era used in Launceston. In addition is a theory on the purpose of the code letters. The pioneer work by Purves *et al.*¹ summarized the types and information found on circular datestamps, and proposed that the code letters were assigned to particular clerks rather than used to denote a particular time of day. Recently, Edwards² has updated the dates of usage of C.D.S.'s with new important information on distinguishing particular types. It was the historical review article of known facts for the code letters of all the Australian States by Campbell³ that spurred me to search my own stamps, magnifying glass in hand for clues to the purpose of Tasmanian codes. The methodology of plotting monthly graphs was evolutionary and proved enlightening.

Source of Stamps

A couple of years ago, I bought at auction a lot of approximately 3500 1d Pictorials with the original purpose in mind of adding plate varieties to my collection. I was pleasantly surprised to find it unpicked for varieties. When the Hobart and Launceston postmarks were mounted chronologically and by postmark type, it was apparent that some unique early and late dates were involved, especially for Hobart. In addition, a sequential monthly plot sorted by printing techniques (recess, litho, electro) showed a smooth rate with appropriate dovetails at transitions. I decided not to combine this lot with my specialized collection of Launceston postmarks formed earlier in the hope that this large lot would statistically represent a somewhat normal distribution. Chart 1 shows for the years 1900-1913 the 600 stamps with Launceston c.d.s.'s

CHART 1. SUMMARY OF LAUNCESTON CDS TYPES BY YEAR

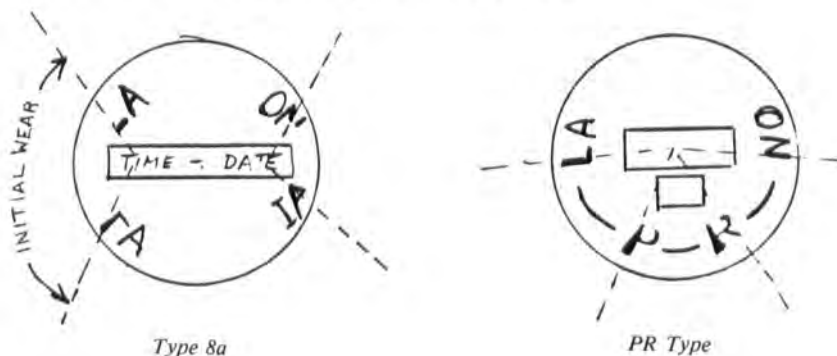
	5b	6ai	6aaii	6bi	6bii	7	8a	8b	8c	8d	9a	9b	PR	Year Totals
1900		39	4										7	50
1901		38	43										10	91
1902		2	62										25	89
1903		41	16				3	1					14	75
1904							49						26	75
1905				38			4	3					14	59
1906		5		38				1					10	54
1907		1		27				3					5	36
1908					10	7			5				3	25
1909									5		7	3	5	20
1910									3		2			5
1911										10				10
1912										6				6
1913										5				5
Type totals	6	120	125	103	10	7	56	8	13	21	7	5	119	600

where the CDS type, the month, the year and the associated code letter or plain time was distinguishable. Other stamps found where all the information was not clear on the same stamp are not included in the bar charts that follow. In some cases these were added to the statistics when appropriate as will be pointed out later. Chart no. 1 shows that after 1905, the lot contained fewer stamps each year, but as will be explained this will not affect the basic analysis. It is also obvious that the very collectable 1899 postmarks were removed from the lot. In the first few months of 1900 the relatively smaller number of stamps can be explained because the side face issues were still being used from old inventory.

Characteristics of Wear

Before going further, I think it is important to comment on canceller wear. Once one is acquainted with the process of wear, and in particular areas of initial wear, then it is easier to discern the normal patterns. Also CDS defects and CDS die characteristics then can be separated from wear disfigurements. A fascinating sidelight of this study is the obvious crisis that developed at the Launceston post office when a particular c.d.s. became worn out. The details of these crises shed light on the post office management and doctrine. Figure 1 shows two typical examples of the c.d.s. wear process—the type 8a and PR cancellers. Briefly, what happens as the clerk hand stamps a letter is to convert kinetic energy at impact into friction (heat) which progressively wears away *the most fragile part* of the c.d.s. first. Identifying the fragile part is the clue to knowing what is normal wear. In a c.d.s. with removable and replaceable plugs for dates and time the plugs are slightly lower than the permanent letters and the associated circular rim. At impact the paper of the stamped cover is thus slightly convex at impact which wears the *inside* circular edge and the beginning and end of the permanent words where there is a relatively large, adjacent open space. The circular rim holds back wear at the outside circular edge of the permanent letters. This then explains why the left bottom of "L" and the right bottom of "N" of "LAUNCESTON" and the left top of "T" and the right bottom of "A" of "TASMANIA" should wear first on the c.d.s. And similarly, why the top of "P" and "R" of the PR c.d.s. is frequently worn away.

An obvious fact is that the cross-section of the metal letters and circular rim has a section like an "island". Thus, the wear is self-limiting, i.e. as wear progresses the surface area increases slowing the wear process and distributing the load to all parts of the c.d.s. Thickness generally doubles in the first three to six months of hard c.d.s. usage and thereafter thickness changes are less obvious.



Patterns of wear in the Launceston cds's

Analysis of the Data

During the pictorial era there are four major periods to be considered: First, the code letter period from late 1899 to late 1903 where CDS types 6ai and 6aii dominated; second, the plain time period of basically 1904 where CDS types 8a dominated; third, the second code letter period from early 1905 to late 1907 where the type 6bi dominated (with support by type 7, 5b and 8b) and fourth, the late years beginning in 1908 where CDS type 6bi was used for one year along with types 8c and later type 8d, 9a, 9b and the machine types. Concurrently through all periods the CDS PR was utilized. It is the transition from code letter to plain time and back to code letter that is analyzed for clues to the purpose of the code letters. Charts 2 to 5 display the database.

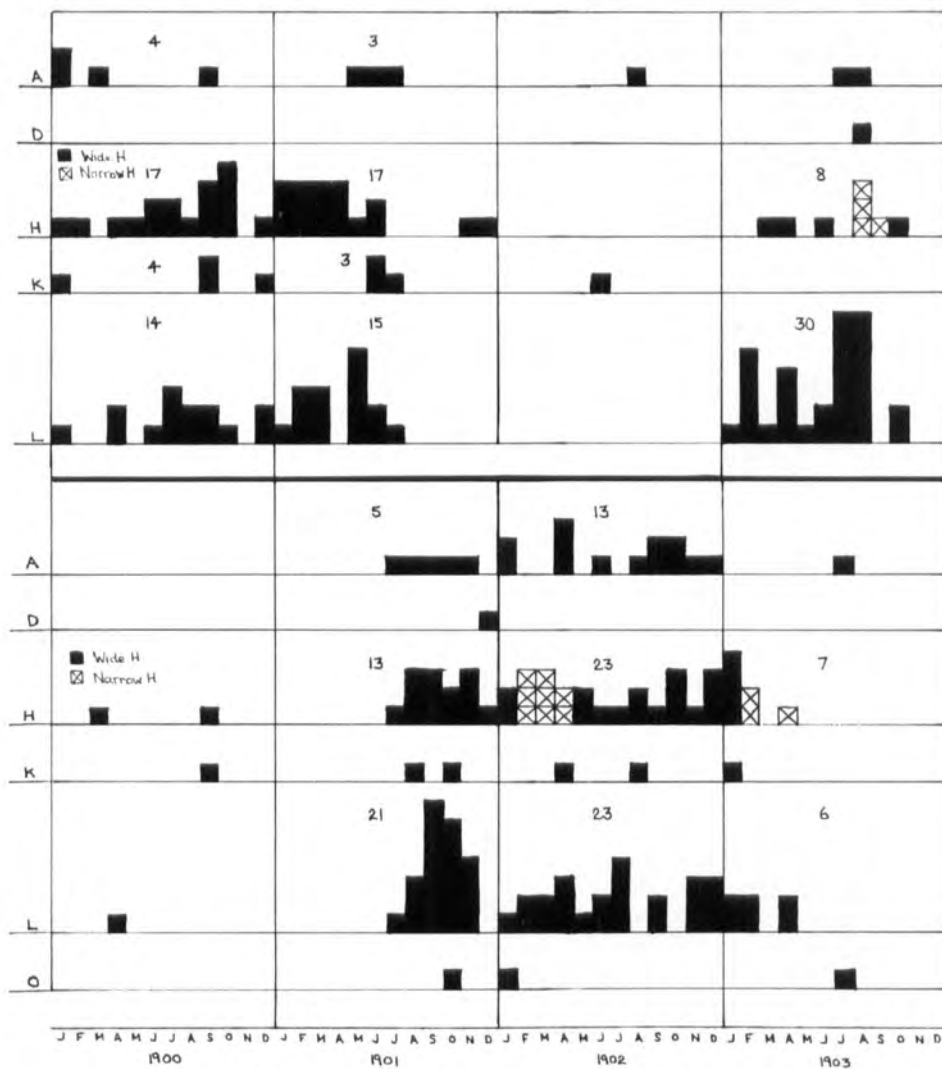
First Period

Chart 2 of 6ai and 6aii types plotted by month and code letter display a wonderful pattern which develops as the result of heavy wear of the 6ai types by July of 1901 after one and one half year's usage. They were replaced next by the 6aii again used for one and one half years, and then came a compromise in early 1903 when type 6ai was introduced again in a worn state. The details which follow demonstrate a crisis in 1903. Since the rate per month is approximately constant, it is apparent that the same code letters served the same purpose in this period. The only exception might be the slightly heavier usage of code A during 1902. A fascinating change occurred on the 6aii code A starting AP 1902 to OC 1902 where my lot has a continuous stream of 8 strikes with the code letter A showing double strikes (single strikes elsewhere). Undoubtedly it was a loose code plug. There is evidence of repair starting DE 1 1902.

Code H history is extraordinary. During the life of the type 6ai and 6aii there were at least seven adjustments of the code H plugs, but probably only one CDS of each type utilized. This history indicates the stringent management policy regarding continuity of codes. By JE 15 1901 the 6ai code H (2.5mm wide) was worn but not worn out. The decision to go to 6aii code H (2.75mm wide) was probably due to the fact that 6aii were available (as evidenced by their light usage starting in 1900) and the change was prudent management. By JE 15 1902, 6aii was quite worn and for some reasons the code H plug was replaced with a narrow H (1.5mm wide). This was used for three months and then a wide H (2.5mm wide) again was used until JA 1903 when again the narrow H (1.5mm wide) was used again. In MR 1903 the 6ai with wide H (2.5mm wide) was used simultaneously with 6aii. For three months, July-September 1903 the 6ai again used the narrow H (1.5mm wide). Evidence indicates the same CDS, 6ai or 6aii was used during 1900 to 1902 and possibly also in 1903, but increasing wear makes this difficult to prove. The crisis during late 1903 was probably due to the knowledge that the plain time CDS would be mandated and management's budget—how thrifty they were!—did not allow new letter code replacements. A caution note: for consistency when measuring the width of the code H do this at the horizontal bar midway between the vertical lines in order to avoid the metal distortion sometimes found at top or bottom of the letter.

Code L had a history of just three long runs with only one example each of 6ai and 6aii used. Supporting this is the position of Code L with respect to the "C" of "LAUNCESTON" being consistently to the left edge on type 6ai and centered on type 6aii as well as the centering of "L" of "LAUNCESTON" with respect to the date codes. In addition, the dot between "L" to "T" of 6ai is elongated having started in 1900 as a double dot. Note also that both 6ai and 6aii codes H and L overlapped during the same time period January to April, 1903.

CHART 2. LAUNCESTON TYPES 6a i and 6a ii



Codes D, K & O Statistics being smaller, conclusions are less sure. It appears Code K at least followed the same 6ai/6a ii pattern as H and L, but at a lower rate. 6ai code O can be distinguished from 6a ii Code O by the position of Code O to "CE" of "LAUNCESTON". Both Code O and D are scarce.

(to be continued)

WESTERN AUSTRALIA: THE ONE POUND VALUE, 1902-1912

By KEN BURLEY

Obtaining adequate study quantities of high values is often difficult and consequently they tend to be somewhat neglected. It has become possible, however, to present some new and some corrective information on the £1 stamp first issued in 1902 for use in Western Australia.

Juhl (1983, p. 75) is incorrect in stating that the origin of the £1 design was the 1½d of Victoria engraved by Williams and issued in 1897. The detailing of this stamp is markedly different. The £1 design was in fact a modification by Oliver of the ½d stamp issued by Victoria in 1886. (Purves, 1974, p. 119).

The construction of the printing plate of 120-on was revealed by Purves (1974) and further discussed by Kellow (1985, Ch. 4). Purves had access to an almost complete sheet of the £1 held in the Post Office archives missing only the block of six R1/1-3 over R2/1-3. The Bromfield Collection in the Western Australian Museum fortunately contains two of these, the horizontal pair R1/1-2. Purves discovered that there were two different recurring flaws on the sheet. These he positioned, and described without illustrating as:

Sub-type 1. Shows colour on the base of the middle of the three horizontal lines below the "ND" of "POUND".

Sub-type 2. Shows colour joining the top right portion of the left leg of the "LI" of "AUSTRALIA" to the line above.

Juhl (1983) paraphrased Purves' descriptions and in addition illustrated on his back cover a copy of Sub-type 1 showing the "ND" flaw. (Illustrated).

Purves recorded that of the 114 positions seen by him, the "ND" sub-type occurred on 22 and the "LI" on three. I can add that in the pair in the Bromfield Collection, R1/1 is normal and R1/2 shows the "ND" sub-type, thus increasing Purves frequency to 23 out of 116 positions.

I have yet to see a copy of sub-type 2 as described by Purves. However, I have seen three copies showing a coloured flaw joining the left arm of the "U" of "AUSTRALIA" to the line above. (Illustrated). Was there a mis-print in Purves' article,



The "ND" flaw. Sub-type 1



The "U" flaw. Sub-type 2?

repeated by Juhl, in which the letter "U" in the original manuscript was misread as "LI"? Has any reader actually seen an "LI" flaw as described?

There are two distinct shades of the £1, orange-brown and orange corresponding to the two printings of the value shown in the records of the Commonwealth Stamp Printer. (Peck, 1984). These data, when combined with further figures from the "Register Inwards Correspondence" (Pope, 1983) and "Registers RBA NP-S-7:11" (Peck, 1986, amended 1987), reveal the following record, in sheets of 120, of printing and despatch to Perth.

<i>Date</i>	<i>Printing</i>	<i>Despatch</i>	<i>Balance</i>
9-10-02	596 (1)		596
15-10-02		200	396
?-04-05		300 (2)	96
23-05-05/21-06-05	700 (3)		796
31-05-05		200	596
?-01-08		OS 100	496
?-04-11		100	396
?-12-11		OS 50	346
?-11-12		25	321
Destroyed February 1915			419 (4)

Notes:

- (1) The Orange Brown shade, known 1 November 1902, although shown in the register as Red Brown.
- (2) Probably included OS although my earliest OS date is 31-08-05.
- (3) The Orange shade, known 10 July 1909.
- (4) As this figure exceeds the balance, either the original figures are in error or sheets were returned unrecorded, for destruction.

The known usage figures (Hamilton and Pope, 1979, p. 327) suggest an average of 10,000 a year which, together with the 1909 appearance of the orange shade, indicates that all the orange brown stamps were used. It follows that the 419 sheets destroyed were the orange shade.

It is curious that used copies of the orange brown £1 cancelled later than 1905 are few and far between. Hamilton and Pope (1979, p. 102) record a prosecution involving the alleged theft of used £1 stamps in 1905 by an employee of the Post Office. Reports of the proceedings seemed to indicate that the accused had not disposed of any stamps by the time he was apprehended. However, the preponderance of used stamps cancelled 1903-1905 suggests that the accused, or indeed some other unknown pilferer, had indeed disposed of a number of stamps.

The orange shade perforated OS is also curious given the despatch of 150 sheets. I do not have one and Juhl (1983) records only a mint copy and two copies cancelled



The "P.O." CTO cancellation.

to order. He does not illustrate or describe the cancellation used. The Bromfield Collection contains an example cancelled to order with portion of a cds showing "P.O" (Illustrated) somewhat similar to T.P.O. cds No. 11. I presume this is what Juhl is referring to as it does not match any W.A. cds used for CTO. As it seems reasonable to assume it was struck either in Perth or Melbourne, perhaps some reader familiar with Melbourne cancellations can recognise it? I would be most interested to hear of any information on this, and on early "OS" and shade dates.

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THE ROYAL PHILATELIC SOCIETY OF VICTORIA

Australian Commonwealth and Victoria

The meeting of August 20 was a joint display by David Terrington and Don Napier.

David Terrington showed the Australian Commonwealth King George V 1d red. The display began with die proofs of State 2 in carmine-rose, State 3 in blue, and green, and State 4 in black. Plate proofs blocks of 12 in black and carmine-rose showed the thin "G" variety in different states.

A scarce piece was the stamp used on piece on the first day of use, 17 July 1914.

The numerous plate varieties were the subject of a special study. There was a used block of six showing the state of the plate prior to rusting, the rust flaws were well-represented, and the substituted cliches included one used on cover. The non-constant "ONE" ink clog flaw was shown both mint and used.

Don Napier's display concentrated on two aspects of Jamaican philately.

The pre-stamp period was shown, with covers dating from as early as 1798. These demonstrated the multiplicity of types used, beginning with straight-line "JAMAICA" and "JAMAICA/date" forms, country markings, and later fleuron datestamps. There was also an example of a "Commercial Rooms" marking on an 1821 entire.

The second aspect covered was the "WAR STAMP" overprints of 1916-1917. These were shown in large blocks illustrating the various overprint settings and varieties. The ½d one-line overprint and 1½d two-line overprint were shown with inverted overprint.

Victoria's 2d Queen-on-Throne

The display at the meeting of September 17 was provided by Geoff Kellow with a study of the 2d Queen-on-Throne stamp of Victoria, 1852-1857.

The display covered all aspects of this fascinating stamp.

Thomas Ham's engraved printing was shown as plate proofs, the various shades, and a study of the rare rusted state, including a copy used on cover (one of two known). Forgeries were also displayed, with those by Jeffries including two "proofs" without corner letters.

The lithographic printings by Campbell & Co., and Campbell & Fergusson were shown in profusion, demonstrating the division into the printing stones used. All the well-known varieties were present. The Campbell substituted transfer was shown in a used strip of 4 lettered VZ-WA-HN-IO. The Campbell & Fergusson substituted transfers were well-represented, and included a used vertical strip of 5 showing the whole substitution, and two pairs used on covers. There were four copies of the "TVO" creased transfer variety. Other pages showed various of the rare "abnormal" stamps—the "black" Campbells, the "brown" Campbell & Fergussons, and the "card" paper was present in a used pair.

A number of covers showed the pattern of usage of the stamp.

Great Britain

Derek Baker showed the Queen Victoria stamps of Great Britain at the meeting of October 15.

The display began with the Mulreadies, including a used 2d envelope and caricatures by Leech, Southgate, and Menzies. There was also the caricature of the 1891 Jubilee envelope by Furness.

The major portion of the display was devoted to the Perkins Bacon line-engraved issues. There was a mint copy of the 1840 2d Plate 2, and the 1841 1d and 2d were well-represented by strips and blocks. In the later issues were the Archer perfo-

rated stamps, the 1d Plate 225 mint, the ½d Plate 9 used, the unissued 1½d rosy-mauve, and the 1½d rose-red "OP-PC" error used. There was also a copy of the Prince Consort essay imperforate in red. A number of covers demonstrated the use of the stamps.

The De La Rue surface-printed issues were also covered, with many of the high values, including the 1884 £1 wmk. Crowns and £1 wmk. Orbs.

Scandinavia

The meeting of 30 October was another joint display, the subject being Scandinavia.

Hans von Strokirch showed Iceland. The display began with pre-stamp covers, including an 1833 one from St Barthelemy, and an internal cover of 1870. Then followed a study of cancellations, concentrating on the manuscript and Crown types.

Hans also showed aspects of Danish West Indies. The British Post Office in St. Thomas was represented by an 1859 cover to Denmark with the St. Thomas Crowned Circle, and an 1871 cover to London with a G.S. 1/- pair cancelled C51. The steamship stamps of the Caribbean mail services included those of the Royal Mail Steam Packet Co., Hamburg—American Packet Co. and the St. Thomas-La Guaira-Porto Caballo Packet Co.

John Macdonnell showed the postal history of Sweden. This began with four examples of Crown feather letters dated 1820 (2), 1822 and 1841. Even earlier letters included a 1643 one from France to Grand Marshal Court Jacob de la Gardie.

Other 19th century covers illustrated the postal service between Sweden and Great Britain, including paquebot markings.

Local stamps were represented by the 1889 Stockholm Stadspost local on cover.

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