

Philately from Australia

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Journal of the
**ROYAL PHILATELIC
SOCIETY of VICTORIA Inc**

This issue:

What a cover can tell us

Tasmania's postal fiscals

**Geoff Kellow to sign the Roll
of Distinguished Philatelists**





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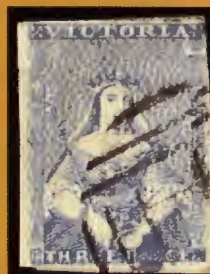
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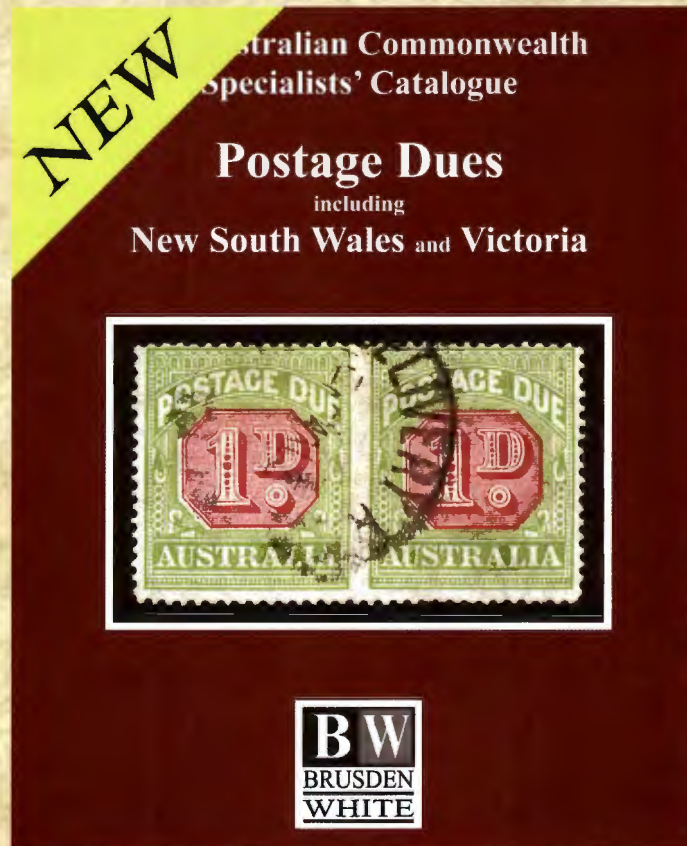
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Geoff Kellow to sign the Roll of Distinguished Philatelists

Our Life Member, Dr Geoff Kellow, has become the 15th Australian to be invited to sign the Roll of Distinguished Philatelists. This wonderful achievement for Geoff caps a career embracing an extraordinary amount of philatelic research. Geoff will visit the United Kingdom to sign the Roll at the British Philatelic Federation Congress at Manchester on Friday, 17 July.

Geoff is the first Australian in 17 years to become a 'RDP', following the appointment of the late Peter Jaffé in 1992. Only one other living Australian is a RDP – Ray Chapman, who gained the award in 1987. An invitation to sign the Roll is regarded throughout the world as a singular honour – the highest to which any philatelist could aspire.

The appointment of this year's four signatories to the Roll was made at a recent meeting of the Board of Election, comprising Patrick Pearson (Chairman), Rolf-Dieter Jaretsky, Jane Moubray and Robert Odenweller, with Christopher King (Board Secretary) in attendance. In addition to Geoff Kellow, the philatelists chosen unanimously by the Board as RDPs are George Barker (United Kingdom), Barbara Mueller (United States) and John Sussex (United Kingdom).

Geoff Kellow – a distinguished philatelic career

Geoff has formed specialised collections of two, classic Victorian stamps: the 1852-57 two pence "Queen on throne" (never exhibited competitively) and the 1854-64 One Shilling "Octagonal". The One Shilling Octagonal exhibit has won three Gold medals at FIP-level world exhibitions – WORLD PHILATELIC EXHIBITION ISTANBUL '96, AUSTRALIA 99 (Melbourne, 1999) and PACIFIC EXPLORER (Sydney, 2005).

Published works written by Geoff include:

- *Brusden-White's Australian Commonwealth Specialists' Catalogue* (1993 to date, 9 volumes)
- *Stamps of Victoria* (1990),

- *A Subject index of Victorian philately* (1988)
- *Cumulative index of Australian source material* (1985, 4 volumes)
- *Kangaroos: the last Victorian issue* (1985)
- *Combination mail of British post offices abroad* (1994)
- *J.R.W. Purves RDP, FRPSL: a philatelic bibliography* (1983)
- (co-authored with Russell Turner) *Royal Philatelic Society of Victoria Library: a history and catalogue* (1995).

Geoff has written numerous articles in *Philately from Australia* and other philatelic journals and magazines.

Geoff served as RPSV Librarian, 1976-83, 1986-2000; a member of the RPSV Expert Committee, c. 1985-2000; Editor of *Philately from Australia*, 1981-2000; and since 2004 as Editor of the *Australian Commonwealth Collectors' Club of NSW Bulletin*. He has participated on the FIP Level exhibition organising committees, AUSIPEX 84 and AUSTRALIA 99, and various National Level exhibitions, including Stampshow '89, Stampshow '91, RPSV Centenary 1992, Stampshow '94 and Stampshow '96. With the exception of AUSIPEX 84, Geoff edited the catalogues for all these exhibitions. He has also served as a Judge at National Level (since 1989) and International Level (since 2004).

Together with Peter Jaffé, Geoff was awarded the Tapling Medal (1988) for "St Vincent 1881 4d on 1s. surcharge". His RPSV awards comprise the J R W Purves Medal (1990); David Hill Medal (1992); Honorary Life Member (2003); and the John Gartner Medal – for editorship of *Australian Commonwealth Specialists' Catalogue* (2005). From the Australian Philatelic Federation, Geoff gained an inaugural Australian Philatelic Research Award (1997); and a Member of Australian Philatelic Order (2006).

To Geoff Kellow, RDP FRPSL MAP APR, congratulations!

Australians on the Roll of Distinguished Philatelists

The Roll of Distinguished Philatelists was established 88 years ago at the Philatelic Congress of Great Britain (now the British Philatelic Federation Congress) in 1921, when 40 leading philatelists, headed by King George V, were invited to sign. At the same time the names of 42 deceased philatelists were inscribed on the Roll.

An invitation to sign the Roll has long been considered around the world as the highest honour any philatelist can achieve and the initials 'RDP' always appear first in the sequence of philatelic awards. Election to the Roll involves nomination by a recognised philatelic body or by a previous signatory to the Roll. Nominees are considered by a Board of Election, which has met every year since 1921, except for an interruption during the war years of 1941 to 1945.

Including this year's recipients, there are 346 philatelists from 40 countries to have been invited to sign the Roll, of which 72 from 25 countries are still living. Australia's 15 RDPs are fourth on the list of countries on the Roll; the first three countries being the United Kingdom, the United States and France. On a comparative population basis, Australia's representation on the Roll is significant, reflecting the quality of philatelic achievement in this country.

The 15 Australian signatories to the Roll include 10 RSVP members and of the five who gained the award during the past 40 years, all have been prominent Society members. The Australian RDPs (* indicates RPSV members) are:

1921: Andrew Houison (1850–1912)

A Sydney medical doctor who was active in establishing the first Australian philatelic society in 1885 and in persuading the New South Wales government to issue the Centennial stamp series in 1888–90. Houison authored the 1890 publication dealing with a history of the colony's postal services and stamps, having researched official records for the first time.

(Andrew Houison was one of 42 *deceased* philatelists whose names were inscribed on the Roll at its establishment in 1921.)

1921: Alfred F. Basset Hull (1862–1945)

An indefatigable worker amongst Post Office archives in Australia, Hull authored standard texts on the stamps of Tasmania, New South Wales and Queensland. He was a prolific contributor of articles to journals in Australia and Great Britain, and the founder/editor of the *Federal Australian Philatelist*,

and later editor of *Australian Philatelist*. In 1887 Hull was the first Australian to join the (Royal) Philatelic Society London, of which he was the senior member at the time of his death.

1921: David H. Hill* (1850–1926)

The first philatelist to research the Victoria Post Office archives, Hill's published findings placed Victoria's stamps in their proper perspective for the first time. Hill was the foundation president of the (Royal) Philatelic Society of Victoria in 1892. His collection of Australian colonial stamps was considerable, although full details of it were never recorded. His interest in philately had dwindled in later years.

1922: Henry L. White (1860–1927)

Born to a wealthy pastoral family, White formed major collections of all the Australian colonies. White donated his New South Wales (then valued at £15,000) to Sydney's Mitchell Library in 1917; followed in subsequent years by his Queensland, Western Australia and Tasmania. He also formed a collection of Australian Commonwealth that formed the basis of the Purves Collection and is now part of the Royal Collection.

1924: William R. Rundell* (1848–1936)

A Victorian Post Office clerk whose interest in philately was created by David Hill, Rundell continued Hill's work of researching the archives. Rundell wrote "The Postage Stamps of Victoria", a long serial published in Australian journals, which provided the archival background to this complex subject. Rundell's own collection of Victoria included many unique essays and proofs.

1925: Edward D.E. Van Weenan (1847–1925)

Van Weenan was editor of the *Australian Philatelist* for most of the period between 1900 and 1924. He wrote many articles on Australian subjects in his journal and other journals, many of which appeared under his nom-de-plume, "Timbrologist". He was secretary of the Sydney Philatelic Club at its foundation in 1890. He died just a month after being awarded the RDP.

1928: Alfred J. Derrick* (1860–1932)

Derrick was very active in organised philately in Australia. He was a foundation member of the (Royal) Philatelic Society of Victoria; was the president on three occasions; and in 1926 published the first history of the Society. He participated in the Australasian philatelic congresses between 1911 and 1928.

He formed a major collection of Victoria and wrote several research articles on the stamps.

1932: Frederick C. Krichauff (1861–1954)

One of Australia's pioneer philatelists and a foundation member of the Philatelic Society of South Australia in 1888, Krichauff was an active member of this Society until his death. He formed an important collection of South Australia and produced a number of articles on the subject. He also formed one of the best general British Colonial collections in Australia.

1937: J.R.W. (Bill) Purves* (1903–1979)

In Carlrichard Bruhl's *Geschichte der Philatelie* (History of Philately) Purves was named as one of the world's 10 greatest philatelists. He formed fine collections of many countries, particularly Australian Commonwealth (sold to King George V in 1930) and Victoria, on which he wrote many handbooks and research articles. Purves was the youngest RDP to be appointed and at his death he was the longest surviving RDP.

1946: Rev. James Mursell (1861–1948)

Born in Great Britain, Mursell came to Australia to work as a minister. He retired to Queensland in 1939. Mursell formed major collections of South Australia and Queensland, and pioneered research into these colonies, writing a number of important articles.

1950: William H.C. Bromfield* (1882–1963)

A Perth philatelist, Bromfield formed a fine collection of Western Australia, which he bequeathed to the Western Australia Museum, and wrote a handbook on the subject. He was a prominent member of juries at Australian philatelic exhibitions. Bromfield joined the RPSV about a year after gaining the RDP.

1969: Hugh M. Campbell* (1914–2002)

Campbell was the pioneer researcher into Australian colonial postal history, forming fine collections and writing standard texts on the postmarks of New South Wales, Queensland and Tasmania. He was the inaugural editor of *Philately from Australia*.

1976: John Gartner* (1914–1998)

A publisher and printer by profession, Gartner provided many opportunities for Australian philatelists to publish the results of their research, which might not otherwise have been put on the record. The two major series of philatelic publications were those produced by The Hawthorn Press and those published by the RPSV. Gartner was one of few Australians to represent his country at FIP overseas exhibitions through the 1970s; his collections of Western Australia and Fiji both winning gold medals.

1987: Ray Chapman* (b.1921)

A specialist in Australian Commonwealth, Chapman formed a major collection of the subject that was eventually acquired by Australia Post. Chapman authored *The Chapman Collection of Australian Commonwealth Stamps*, published by the RPSV in 1999. He was president of AUSIPEX '84, the first FIP Level exhibition to be held in Australia.

1992: Peter Jaffé* (1914–2005)

A British philatelist who emigrated to Australia in 1951, Jaffé formed notable collections of British West Indies (especially St Vincent), Australian colonies and Perkins Bacon 1861 CANCELLED stamps. His study of St Vincent 1880–81 provisional surcharges in the *London Philatelist* (co-authored by Geoff Kellow) won the Tapling Medal in 1988. Jaffé became the first Australian exhibitor to qualify for the FIP Class d'Honneur for his St Vincent in 1988.

100 years and 50 years ago

100 years ago

The Society's 17th annual general meeting was held on Thursday, 22 July 1909, at 128 Russell Street, Melbourne. The Committee's report for 1908–09 made some observations about membership and the Society's relationship with the Victorian Post Office, as related in *The Australian Philatelist*, August 1909:

Ten new members were elected during the year, five resigned, and our roll now stands as follows:— 38 ordinary, 34 corresponding, and two honorary, or a total of 74 members.

... Your committee has great pleasure in recording the fact that the Acting Deputy Postmaster-General, W.R. Crosbie, Esq., has kindly consented to allow all new stamps arriving from the Berne Postal Union Office to be exhibited at our meetings, and they recommend that the abovementioned gentleman be elected an honorary member.

At the ordinary meeting immediately following the annual meeting, it was proposed and seconded that W.B. Crosbie be elected an honorary member, which was carried.

50 years ago

The editorial page of the June 1959 *PfA* was written by J.R.W. Purves, who focused on a familiar theme – the importance of quality philatelic literature to the collecting experience:

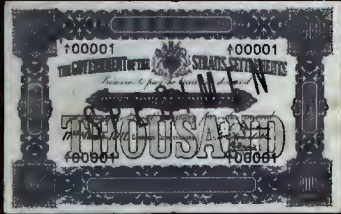
Over long experience I can truly say that none of the better students, in any field, have failed to read and, what is more, to read in fields other than their own. Real happiness and success in collecting stamps involves the acquisition – and perusal – of books about them as well as the acquisition of the stamps themselves. Is there any lasting satisfaction to be had from the mere stuffing of many albums with prodigious quantities of stamps if one has only the vaguest idea of what it is all about? A good deal of this springs from the collector's haste to have something to show for his labours, whereas, if he only realised it, reading would almost certainly increase his powers of acquisition as well as his knowledge.

COINS



1873- dated 20 Pesos coin of which less than 10 are known, sold in New York on 23rd October 2008 for \$43,100.

BANKNOTES



\$1000 Straits Settlement banknote, numbered 00001, sold in Singapore on 5th July 2008 for S\$432,000.

BONDS & SHARES



Komische Oper, 100 gulden share, Wien 1873, handsinged by Johann Strauss (the younger) as director, sold in London on 3rd April 2008 for £19,650.

MEDALS



The [D.S.O.], D.F.C. and Bar Group of Five to Battle of Britain, 601 Squadron, Hurricane Fighter Ace, Wing Commander H.C. Mayers, Royal Air Force, sold in London on 24th July 2008 for £66,800.

STAMPS



The 3 cent 1897 Chinese red revenue block of six, sold in Hong Kong on 20th January 2008 for HK\$ 5.29 million.

AUTOGRAPHS



Signed photograph of Sigmund Freud. The largest and boldest signature known, sold in New York on



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Five personalities behind *PfA's* success

During the 60-year history of *Philately from Australia* five personalities stand out as integral to the journal's success: J.R.W. (Bill) Purves, the journal's founder; John Gartner, the printer; and *PfA's* first three editors, Hugh Campbell, Horace Chisholm and Geoff Kellow. It is not without significance that four of the five are signatories to the Roll of Distinguished Philatelists and all five are former RPSV Presidents, Honorary Life Members and recipients of the David H. Hill Medal and of the J.R.W. Purves Medal.

As the founder of *Philately from Australia*, it was natural that **Bill Purves (1903–1979)** would play a leading role in the journal's first 30 years. Purves' chief contribution was to write "The Other Side of the Picture", a three to four-page column of notes and discoveries about Australasian colonial philately. The column first appeared in the inaugural issue of *PfA* in March 1949 and it continued under Purves' name until his last contribution in March 1979, altogether a total of 74 columns over the 30-year period. Also, about one third of the Editorials in *PfA* were the work of Purves; his theme often being the importance of reading widely and acquiring quality philatelic literature.

Purves wrote a large array of articles in *PfA*, especially in the early years. In the March 1949 edition, Purves wrote "The Truth about the Kangaroo *dies*" to advance his argument that one master die was engraved and different states exist of the single die. Purves' interest in the techniques of surface (letterpress) printing was reflected in his articles. Of particular interest is an article "Victoria: Apologia pro vita sua" (December 1951 and March 1952), in which Purves outlined his experiences during 25 years of researching Victoria's stamps.

From the mid-1950s, Purves did not feature quite so prominently as a major contributor of *PfA* articles, because by this stage other writers had emerged

to become regular contributors to the journal. Purves' later research often went straight into publication as books and monographs or appeared in the *London Philatelist*, the *Collectors' Club Philatelist* and other overseas journals.

One of the many tributes paid to Purves after his death was one from Robson Lowe who described him as "the world's greatest philatelist". This might seem a sweeping title, but it can be substantiated. As Geoff Kellow states in his bibliography of Purves' philatelic writings, published by the RPSV as a tribute in 1982, only the British philatelists, F.J. Melville and the brothers, L.N. and M. Williams, produced more work than Purves, although much of the work of the three British philatelists was around popular themes directed at the general collector. Purves' work was almost exclusively of a research nature.

The statistics appearing in Kellow's bibliography speak for themselves: Purves produced 28 titles of books and monographs; 19 portions of books and catalogues; and 188 articles in journals and magazines. How he did all this is a mystery unless one accepts that some people have distinctive talents that when put to use in a diligent fashion yield remarkable results. Purves' regular advice to aspiring researchers was to read widely in areas outside the student's favourite topics.

As the old saying goes, **John Gartner (1914–1998)** was born with printer's ink in his veins. The son of a linotype operator, Gartner entered the printing industry as an apprentice at the age of 14, spending his entire life being associated with printing and publishing.

Gartner established The Hawthorn Press as a commercial venture in 1945, after spending several years publishing eclectic works. His chief love was printing books – *The Bibliography of The Hawthorn Press* by Maurice Keains lists 719 titles published during the

firm's 35-year existence. The pleasure of publishing for its own sake often overrode commercial considerations. Gartner produced many limited editions, especially in his favourite fields of philately and numismatics.

Philately from Australia was designed and printed by The Hawthorn Press from March 1949 to November 1980, when the firm ceased operations. The other philatelic work of The Hawthorn Press embraced 29 monographs; all the books published by the RPSV from 1950 to 1980; and 25 editions of the *Australian Commonwealth Specialists' Catalogue* produced between 1955 and 1980. The numismatic output included the *Australian Coin Catalogue* and the monthly *Australian Coin Review*.

Gartner was not a contributor of articles to *PfA*; his passion being the production of the journal itself. Looking through the pages of *PfA* during the three decades of his involvement one can see careful attention to detail and the creative use of typography. *PfA* might have been too difficult to produce during those years, without Gartner's willingness to do the job with a generous spirit.

On Ash Wednesday, 16 February 1983, John Gartner and his wife Zelma barely escaped with their lives from the fire that destroyed their Mount Macedon home, along with Gartner's library and his philatelic and numismatic collections. But the Gartners began afresh, rebuilding at Mount Macedon and forming new collections.

The first *PfA* editor, **Hugh Campbell (1914–2002)**, held the position for six years. He had been appointed, in succession, Librarian (1947), Vice President (1948), President (1949) and *PfA* Editor (1949), all of which occurred within four years of his joining the Society. This is evident testimony of the high regard held for him by Bill Purves and others.

Campbell once reminisced that it had

been Purves who had given him an opportunity to be published for the first time. As a 15-year old member of the Melbourne Grammar School's stamp club, Campbell's 1930 essay on philately was chosen by Purves for publication in the *Australian Philatelic Record*.

Campbell is chiefly remembered for his pioneering studies in postal history. His first published work in the field was a series of *PfA* articles in 1950 and 1951, "The Post Offices and postal cancellations of Fiji". Ultimately, it was Australian colonial postal history that absorbed his energies and he went on to produce the bulk of published work in this field.

In co-authorship with Bill Purves and Lew Viney, Campbell wrote a RPSV book on Tasmania's postal cancellations in 1962. The highly successful work led to a Part 2 in 1975 and a reprint of Part 1 in 1984. In collaboration with Alan Brown, Campbell wrote on New South Wales numeral cancellations in 1963, in which he identified more than 1,000 numeral ties, greatly helped by the Tattersall "Hoard".

Of course, Campbell's favourite state was Queensland; his major Queensland works being on numeral cancellations (1977); postal history (1990) and postal rates (1995). His other publications included a compendium of Australian numeral cancellations (1983) and, in collaboration with Don Pearce, on South Australian numeral cancellations (1988).

Campbell's works form the backbone of research into early Australian postal history. He made a singular contribution to the Society's publishing ventures by his many works and also by serving on its Publications Committee continuously from 1949 until his death in 2002.

The second editor of *PfA*, and the longest serving, was **Horace Chisholm (1906–1999)**, known to all his friends as Horrie. Chisholm was a journalist working for the *Melbourne Age*, so his professional skills were put to good use in *PfA*. When he took on the job as Editor in 1955, it was meant to be for a year, by which time a permanent replacement would be found. Chisholm stayed on for 26 years, joking that RPSV Council had sentenced him to a 25-year term of hard labour.

A New Zealander, Horrie Chisholm was elected to membership of the Society

in January 1947, that month's meeting coinciding with the announcement of the granting of the prefix "Royal" to the Philatelic Society of Victoria by King George VI. Horrie Chisholm was particularly proud that he had become the Society's first newly-elected "Royal Member".

Horrie's main collecting interests were aerophilately and New Zealand, both fields being reflected in his contributions to *PfA*. He lived through the entire era of pioneer aviation, which undoubtedly generated his passion for aerophilately. Horrie was 13 when the Smith brothers flew from England to Australia in 1919 and he was a pilot himself by the time Kingsford Smith reached the height of his aviation achievements. (Horrie was one of the first civilians in New Zealand to gain a flying licence.)

Horrie's 26-year term as *PfA* editor is unlikely ever to be broken and it is nearly a record for editorship of an Australian philatelic journal. (Possibly, only John Hawker's editorship of the *Australian Stamp Monthly* from 1951 to about 1980 is longer.) Under Horrie's editorship, *PfA* maintained a global reputation for philatelic scholarship, the journal winning many awards at philatelic exhibitions in Australia and overseas.

Even after retiring as editor in early 1981, Horrie continued to play a role contributing editorial items. Always the journalist at heart, Horrie diligently recorded Society events and members' achievements. He also wrote many obituaries; his training in journalism encouraging him to write the obituaries in advance, ready for use. (*The present editor does not follow this practice.*)

Horrie's notable achievement in later years was the 20-year project researching the history of the RPSV. In collaboration with his wife Lesley, Horrie made detailed studies of the Society's record books to write *A Century of Happiness*, launched at the Society's centenary meeting in August 1992 by his long-time friend, John Gartner.

Geoff Kellow (b. 1953) became *PfA*'s third editor in 1981, six years after he joined the Society. Geoff is the second longest editor, having occupied the position for 19 years. He has a remarkable knowledge of philately, having keenly collected (and carefully read) philatelic literature of the British Empire from an early age.

A little-known aspect of Geoff's research during many years has been the compilation of detailed bibliographies of British Empire countries, which for the most part have never been published. However, two published bibliographies provide an insight into the thoroughness of Geoff's work: – *Cumulative Index of Australian Source Material* (PHILAS, 1983) and *A Subject Index of Victorian Philately* (RPSV, 1988). The bibliographies embrace all references in journals and catalogues, touching on any aspect large or small of the stamps and postal history of the Australian Commonwealth and Victoria.

It is fair to say that probably no other living Australian philatelist has made an equivalent contribution to philatelic research. During his 19-year editorship, Geoff produced a wide range of scholarly articles, many of them drawing upon the extensive bibliographic databases.

Perhaps the work that best demonstrates Geoff's research skills is the *Australian Commonwealth Specialists' Catalogue*, of which he has been editor since 1993. The nine-volume catalogue embraces around 3,500 pages and it has no equivalent in the world of specialised one-country stamp catalogues. Geoff's ongoing research into the production records of the Note Printing Branch held in the Reserve Bank of Australia Archives, Sydney, formed the basis of the catalogue's authoritativeness.

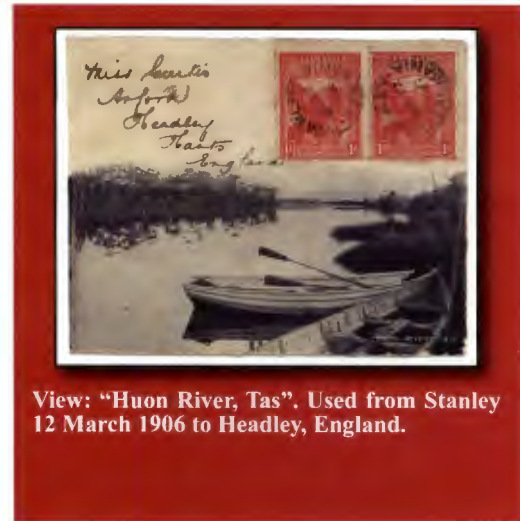
Geoff is currently the editor of the *Australian Commonwealth Collectors' Club Bulletin*, a journal that has enjoyed a distinctive role as an outlet for Australian Commonwealth research since the journal commenced 47 years ago.

As can be observed, *Philately from Australia* had just three editors during its first 51 years of existence. In contrast, during the past nine years, *PfA* has had five editors; a two-year period being the apparent limit to an editor's staying power. *PfA*'s story during recent years has not been particularly happy, but like everything in life the solution to any problem is persistence. We have not given up. We are still here, endeavouring to maintain our status as the leading philatelic research journal in Australia. That much *PfA*'s founders set out to achieve 60 years ago and we must not let them down.

Australian pictorial envelopes 1905 to 1908



View: "Wynyard Square". Used from Noumea 28 Sept 1908 to the Loyalty Islands. Four foreign usages of the Pictorial Envelopes are recorded. Two from New Caledonia and two from New Zealand.



View: "Huon River, Tas". Used from Stanley 12 March 1906 to Headley, England.

At the turn of the century, Picture postcard sending and collecting was very popular. It was only natural that there would be a transition to publish photographic images onto envelopes.

In 1905, pictorial envelopes appeared for the Australian states with scenic views printed mainly in shades of grey to black, all the envelopes being of similar design. All states are represented except Queensland, for which no envelopes have been recorded. These envelopes continued in use until 1908, where they were discontinued, and only sporadic use is recorded up to 1924.

The genesis of my collection of pictorial envelopes is the collection and study formed by Ray Kelly, who published a study in 2001: *Pre-World War I Australian Pictorial Envelopes*. I had been collecting the Pictorial Envelopes, as well, and I had about 25 of them – Ray virtually had the rest of them. Out of the blue, Ray offered to sell the whole collection to me, and over the years I was able to add several additional items, and some more information on the publisher and photographers. The only other collector I know of these envelopes is Patrick Reid in the UK.

For many of the envelope views only one example has been recorded and the most recorded number of envelopes for any particular view is seven examples. During the past seven years, only 11 new views have been recorded, so this is testament to the rarity of the envelopes. Many used envelopes are damaged, badly torn upon opening, spiked and repaired, and even with the backs removed.

Information regarding publishers and photographers is scant. The publisher is unknown, although there is some evidence that the photographers involved included N. J. Caire, a leading Melbourne photographer, and the Rae Brothers in Perth. The quantities printed and the main centres of distribution are

unknown.

The problems associated with addressing the envelopes contributed to their demise in 1908. The Rome UPU Congress in 1906 stated that the right half of the envelopes should be reserved for the address and postage stamp. The Pictorial envelopes contravened these regulations. An attempt was made to follow the regulations, and some vertical views were published from South Australia and Western Australia. They did not prove popular and the envelopes were discontinued around this time.

It is surprising that there is such a low survival rate for such an attractive issue. I have conducted a census of all the envelopes recorded, including my collection, Patrick Reid's holding, and auction catalogues of the last eight years. The statistics are interesting.

I have recorded a total of 272 envelopes, of which 87 are unused and 185 used. The breakdown of each state is:

State view	Number of Views	Number of Envelopes	Mint	Used
New South Wales	18	21	3	18
Queensland	–	–	–	–
South Australia	10	27	13	14
Tasmania	10	18	5	13
Victoria	43	128	16*	112
Western Australia	37	78	50	28
Total		272	87	185

*Includes eight mint envelopes featuring views of Maryborough, Victoria.

Vertical format views:

Five vertical views exist, comprising South Australia (4) and Western Australia (1).

Major correspondences:

Tattersall	22
Moran & Cato	22
Mr C Power	17
Miss Badger	19

Therefore, 80 out of 185 used envelopes are derived from four correspondences.

Earliest date of use:

10 January 1905, New South Wales

Usage (in same state as view featured):

Domestic usage: 109

Foreign usage: 80

Envelopes used to destinations outside Australia comprise: United Kingdom (31); New Zealand (22, Miss Badger correspondence); Germany (10); United States (6); France (2); South Africa (2); Samoa (1), Loyalty Islands (1), Denmark (1), Ireland (1), Belgium (1), Canada (1) and Japan (1).

Usage (outside state of view featured):

Usage in another state: Four envelopes

Overseas usage: Four envelopes, comprising New Zealand (2, Miss Badger correspondence), New Caledonia (1) and New Hebrides (1).

Registered usage:

Five envelopes, comprising Victoria (4) and New South Wales (1).



View: "Collins St. Melb." Used from Melbourne 22 May 1905 to Japan. Four registered envelopes are recorded from Victoria, and this is the only envelope recorded addressed to Japan.



View: "City Bridge, Torrens Lake, Adelaide" Used from North Adelaide 9 September 1905 to Midindi.



View: "Collins St. Melb" Used from Melbourne 17th Sept 1919 to Denmark. This is the second latest usage known and the only cover addressed to Denmark.

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Chalon cover from Tasmania to Duchy of Nassau (German states)

Most mail from Tasmania to overseas destinations was sent to the United Kingdom in the classic period. All destinations outside of England can be considered rare. Even covers to the New Zealand or the United States are infrequently found. Continental Europe is even more difficult. Two Chalon covers are recorded to France and one to Malta. This situation can be neatly contrasted to Victoria where exotic destinations such as Switzerland, Poland and the Papal States can be found during the 1850s and 1860s.¹

A Tasmanian cover to the Duchy of Nassau has been discovered making this the sole item known from Tasmania to a German State.



1857 (June 3) Hobart Town to the Duchy of Nassau (German States) via London and Belgium.

The cover is franked with a single 2d Dull Emerald Green and 4d Blue no watermark issue (SG20 and 22). The 2d is identifiable by the delicate green hue. The first 2d watermark "2" printing was not made until August 1857. The 4d is unusually uncanceled but is overlapped by the 2d. The 2d is cancelled by barred numeral "64" at Hobart Town and is a rare stamp on cover with only a printing of only 155 sheets (37,200 stamps). The cover is addressed:

An (To)

Herrn Herrn Karl Erhard (Mister Mister Karl Erhard)

im Herzogthum Nassau (in the duchy of Nassau)

Amt Rüdeshheim (Office of Rüdeshheim)

Teutschland (Germany)

The cover is inscribed on the reverse by the sender "abgesand 3 jun Nicolas Eenzler" (posted June 3 Nicolas Eenzler). Little is known about Eenzler although it is noted that German migration was encouraged through Government-sponsored immigration schemes from the 1850s which guaranteed payment of the immigrants' passage to Tasmania on the condition they worked in the colony for two or three years. Wars, religious turmoil and overpopulation saw considerable external migration from Germany, although most migrants went to the United States. Tasmania was rarely quoted as the preferred destination.²

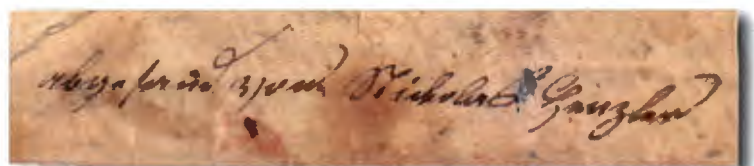
Tasmania to London

Rate: 6d per ½ ounce to foreign destinations via London, although only pre-paid as far as the United Kingdom. The equivalent postage on a single letter from the United Kingdom to Germany was still to be paid. The postage rate was set by the Governor's Proclamation dated 15 April 1856 which stated:³

"For the conveyance of every letter between Tasmania and the United Kingdom, a rate of sixpence; and for the conveyance of every letter between the port in the United Kingdom of the departure or arrival of the packet or ship conveying the same, and the Colony or foreign country to or from which the same shall be forwarded, a further or additional rate of postage as shall from time to time be chargeable and payable for British postage on letters posted or delivered at the port in the United Kingdom of the departure or arrival of the packet or ship conveying the same and transmitted direct between such port and any such Colony or foreign country".

The Tasmanian rate differed from the other Australian Colonies. The NSW ½ ounce rate to Nassau (and Prussia) via Southampton was 1s2d from 1 January 1855 which was fully pre-payable to destination.⁴ The Victorian rate to Thurn und Taxis states was also 1s2d prepaid from February 1857.⁵

The re-establishment of the P&O service from 1858 serviced enabled the Tasmanian Post Office to set extensive paid-to-destination foreign rates. From 29 March 1859 the ¼-½ ounce letter rate to "Nassau (Grand Duchy)" was 8d in addition to the postage to the United Kingdom (6d), all of which was required to be paid in stamps.⁶ Thus the rate to Nassau from Tasmania was 1s2d from 29 March 1859.



Route: overland by mail coach to Launceston to connect with the Bass Strait steamer to Melbourne. The mails were made into closed bags and were not opened until arrival in London thus there are no other Australian markings. On arrival in Melbourne the letter held until carried by the next available ship - the European & Australian Rail Mail Co's *European*, which departed Sydney on 24 June 1857 for Melbourne and arrived at Suez on 14 August. The mails were carried across Egypt by rail and the Southampton bound portion of the mails were carried by P&O *Ripon* which departed Alexandria on 21 August. She stopped at Malta (25 August) and Gibraltar (30 August) before arriving at Southampton at 10.00am on 4 September 1857.⁷ The mails were then sent by rail to London. The mails were unbagged and sorted and bagged again for continental Europe. The bag for the German States would have been sent by rail from London to Dover.

Markings: There are four markings in red on the face:

Hobart Town - ? June 1857 - large red departure cds

Paid - 5 Sep 1857 - red "tombstone" marking applied London

P. - "Paid" in red oval applied at London



Aachen - 8 Sep 1857 - double ring cds in red applied at train station.

There are two markings in black on the reverse:

Bingen - 8 Sep 1857 cds

Rudesheim - cds (Rüdesheim am Rhein or Rudesheim on the Rhine)

London to the German States

Rate: The cover was pre-paid only as far as London with no pre-payment for the rest of the journey. How was the rest of the journey paid? The London office had this procedure at the London GPO was to:

1. Place a written notice outside the office asking agents or friends of the addressee to enter and pay the 8d;
2. If no reaction was obtained the London GPO wrote to the addressee advising that a letter was waiting for postage to be prepaid. The Rüdesheim-addressee could now write to an agent in London to pay for him or remit the postage.

From 1852 the British and German inland charges were lowered to 3½d and the Belgian transit to 1d per single rate, the payment of which was to be equally divided between Britain and Prussia.⁸ The manuscript "8"(d) in red on the face of the letter represents the amount payable by the addressee which is accounted for as follows: 3½d (UK) + 3½d (Prussia) + 1d (Belgium) = 8d. In Nassau 8d equates to 24 South German Kreuzers. The 8d postage was evidently quickly paid and the letter was dispatched from London. The payment of the remaining 8d is confirmed by: (i) the "8" is written in *red*, (ii) prepaid letters were always struck *on the face* at Aachen; and (iii) there is no indication of the collection of 24 South German Kreuzers in Nassau (the equivalent of 8d).

As the postage on letters could either be prepaid by the sender (all or part of the way), prepaid letters were marked 'Franco' in a number of ways to signify that they were 'free'

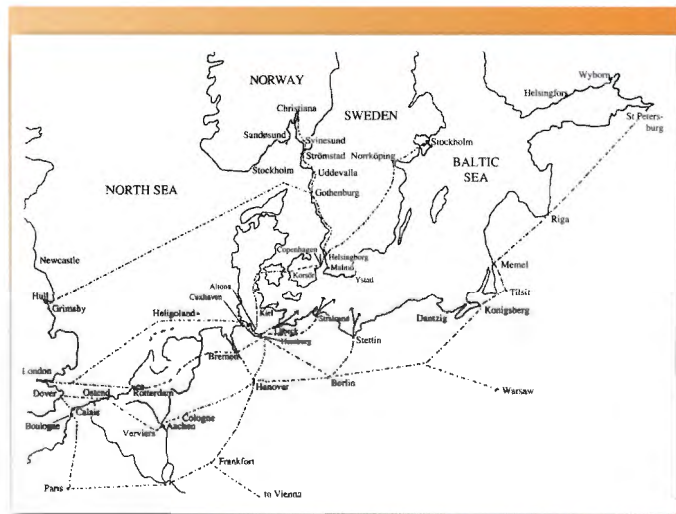
of further postage. It was particularly important that postal clerks at border stations such as Aachen⁹ were quite clear on the status of each letter, for accounting purposes. The tradition of so marking letters in Germany persisted long after the introduction of postage stamps, but the word 'Franco' was gradually replaced by the word 'Frei' usually written on the front of the envelope.

There is a curious manuscript marking written in blue ink on the face. This mark was probably applied in Prussia for Prussia always used blue ink. The marking could be interpreted to mean:

f for Franco; and

I for 1d to Belgium, representing the 1d transit fee Belgium was entitled to under the Great Britain-Prussian *Postal Convention* of 1 October 1846.¹⁰

There was no further postage payable by the recipient beyond the "GB-Prussia 8d". In general, the formation of the German/Austrian Postal Union in 1850 provided for the exchange of mail amongst member states. In this case Thurn und Taxis were paid from revenue to deliver incoming mail and thus further postage was not required. As from 1.1.1854 all German states were members, Lippe-Detmold and Schaumburg-Lippe being the youngest members.



Sketch map of the Baltic during the mid-nineteenth century, showing the main routes and sea crossings for the Northern States of Europe

Route: From Dover, the cover was then sent by ship to Ostend, Belgium (spelt "Oostend" locally). Ostend became a transit harbour to England in 1846 when the first ferry sailed to Dover. In 1838 a railway connection with Brussels was constructed and the line was eventually extended to Bruges, Ghent, Liege and Verviers to Aachen at the German border where the line connected with the German rail network.¹¹ In 1856 most letters from Britain to German Postal Union countries travelled via Ostend, Belgium.¹²

The postal route via Belgium was necessary as Prussia had no harbour access.¹³ Nassau fell within the Office of Post of Thurn und Taxis. Britain did not enter into treaties with the Office, leaving postal arrangements to Prussia and France with which Britain did have convention relations.¹⁴



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The route was from Ostende to Verviers by Belgian domestic train. From Verviers to Cologne the letter was conveyed by the international train. The German postmark AUS ENGLAND PER AACHEN /FRANCO/ B which loosely translates to "from England by Aachen prepaid"¹⁵. was applied at Aachen train station where the mails were offloaded, unbagged and sorted. The letter was probably offloaded and sorted at Aachen station for mail sorted on board the Verviers-Cologne TPO has an extra number added in the cds signifying the train number.

The letter was sent by train from Aachen to Cologne and finally as far as Bonn. Trains were not available to the south until 1858. The route went from Bonn to Rüdeshelm along the road following the river Rhine. The presence of the Bingen handstamp on the cover indicates this letter must have travelled on the western side (left side) of the Rhine.

The final destination was the Duchy of Nassau. Nassau had no postal administration of its own and was postally served by Thurn und Taxis. The river Rhine separates Bingen and Rudesheim and the letter would have been conveyed by ferry across the Rhine.

The Duchy became a member of the German Confederation in 1815. Rüdeshelm received town rights on 1 January 1818. The ruling dynasty, now extinct in male line, was the House of Nassau. The Nassau-Usingen branch of the Nassau-Weilburg line under Duke William became the reigning house of Nassau until after the Austro-Prussian War in 1866. The capital of the Duchy was Wiesbaden and in 1865 the territory comprised 4708 km² with 465,639 inhabitants.

In 1866 Nassau sided with Austria against Prussia in the Seven Weeks' War (or Austro-Prussian War of 1866). As a result it was annexed by Prussia and incorporated into the Prussian province of Hesse-Nassau. William's son Adolphe, last Duke of Nassau, received Luxembourg after the male line of Nassau-Dillenburg became extinct in 1890.

I acknowledge the helpful comments of Erling Berger, a collector of Netherlands border crossing mails, in the preparation of this article.

John Shepherd is the Editor of 'The Courier', the research journal of the Tasmanian Philatelic Society.

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| 1. Palmer, B. <i>Victorian Mail to Foreign Destination Pre-UPU</i> . RSPC, Sydney, 2009. | 4. White, J. (Ed). <i>Postal History of New South Wales</i> . RSPC, Sydney, 1988. pp.347, 350. | reproduced in this article. |
| 2. Hargraves, M. <i>German, Northern European & Scandinavian Recruitment to Tasmania 1855-1887</i> . Hobart: Artemis Publishing Consultants, 2003. For a list of ships bringing sponsored German, North European and Scandinavian migrants to Tasmania 1855-1887 see pp.76-77. | 5. Palmer. <i>op.cit.</i> p.261. See also the covers from Victoria to Thurn und Taxis at pp.109-113. | 9. Moubray. <i>op. cit.</i> p.82. |
| 3. Orchard, A.E. <i>Tasmanian Postal Acts and Regulations</i> . Vol. 2. Magpie Publications, Weston Creek, 1993. pp.69-70. | 6. Orchard. <i>op. cit.</i> pp.91-94. | 10. Moubray. <i>op. cit.</i> pp.73-78. |
| | 7. Kirk, R. <i>Australian Mails via Suez 1852-1926</i> . PHS, Kent, 1989. p.33. | 11. Moubray. <i>op. cit.</i> p.118. |
| | 8. Moubray, J and M. <i>British Letter Mail to Overseas Destinations 1840-1875</i> . RPSL, London, 1992. pp.78-79. Two illustrations from Moubray Figs# 30 & #34 are | 12. Moubray. <i>op. cit.</i> p.79 |
| | | 13. Moubray. <i>op.cit.</i> pp.73-74. |
| | | 14. Moubray. <i>op. cit.</i> p.70. |
| | | 15. Franco or "free" in a postal context means 'prepaid by sender'. The opposite is 'porto' meaning 'unpaid and to be paid on delivery'. |

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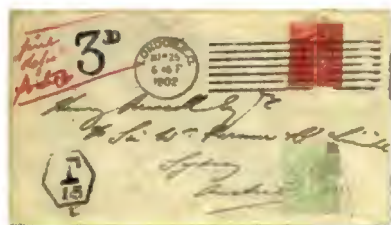
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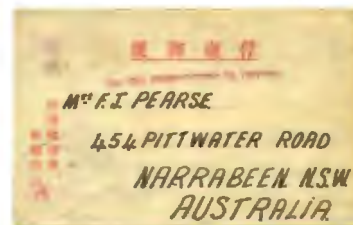
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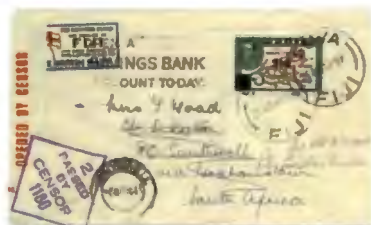


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A Note on the status of Tasmania's so-called postal fiscals

The philatelic status of the so-called postal fiscals of Tasmania has been an awkward question. The stamps usually classified as postal fiscals in postage stamp catalogues are the St George and Dragon and the Platypus issues, together with various stamps overprinted REVENUE. Yet there are a few anomalies that are often glossed over. For instance, the Platypus issues (3d, 6d, 1/-) were for a number of years the only stamps of their denominations that were available for postage. The 1d Platypus was the only stamp of that denomination on sale for about 18 months. The 2/6 and 10/- St George and Dragon were the only postage stamps of those denominations until 1892.

The Platypus stamps are currently listed in Gibbons Part 1 Catalogue as F26 to F29. The St George and Dragon stamps are listed as F1 to F25 plus F30. The best listings of these 'postal fiscals' are to be found in the Craig and Ingles catalogue of Tasmanian railway and revenue stamps and also Craig's catalogue of Tasmanian revenue stamps. These listings clearly describe all the printings of the St George and Dragon stamps, including the 1889 printing of the 10/- and also the various Specimen issues and reprints of the 'postal fiscals'.

An analogous situation exists for Victoria. In that Colony, a large number of stamps once described as postal fiscals in the catalogues have been given the status of postage stamps on a par with other postage stamps issued by Victoria. The basic reason is that the so-called 'postal fiscals' were issued for both postage and revenue purposes from 1884 to early 1901. Bill Purves argued in "The Postage and Revenue Stamps of Victoria" (*Victorian Philatelic Record*, March 1928) that they were really entitled to be considered as postage stamps. Geoff Kellow's book (*The Stamps of Victoria*, 1990) acknowledges that point and also points out that the collecting of these stamps is made easier if we just ignore these philatelic distinctions. It is noted that the range of denominations for Victoria was huge, running from ½d to £100, whereas the limits for Tasmania were ½d to £1. It is clear that none of the Tasmanian adhesive stamps exceeded practical limits for postal use, unlike the case for Victoria.

Let us first summarise the state of affairs regarding Tasmanian

stamps. The story is somewhat complex but details are fully explained in A.F. Basset Hull's book (*A History of the Postage Stamps of Tasmania*, 1890). In short, the stamps usually considered to be 'postal fiscals' only became valid for postage on and after 1 November 1882. Before that date, they were simply revenue stamps, not valid for postage. Such revenue stamps were issued under the authority of the *Stamp Act* 1863 (27 Vic 38) or suitable amendments thereof. Postage stamps were issued under the authority of various Acts relating to the Post Office, the latest relevant Act being the *Post Office Act* 1881. Between 1 October 1863 and 30 April 1880 inclusive, postage stamps were authorised to be used for revenue purposes. From 1 May 1880 to 31 October 1882, postage and revenue stamps were strictly separated.

Total interchangeability came into force on 1 November 1882, thanks to the *Stamp Duties Act* 1882 (46 Vic 34). Now there were numerous stamp issues that the officials had to keep track of as Basset Hull tells us. The designs comprised Sideface, Chalon, Platypus and St George and Dragon with some denominations appearing in more than one design. Basset Hull tells us that the variety of designs, colours and denominations was quite enough to rob the postal officials of their reason.

The *Post Office Act* 1881 (45 Vic 13) repealed all of the *Post Office Act* 1869 (33 Vic 5) and the *Post Office Amendment Act* (34 Vic 4). It made many provisions for postal rates, such as town, inland and inter-colonial letters and also for packets. Special rates for gold parcels were provided. However, we do not find a definition of "stamp" so we have to assume that "stamps" meant, in practice, either adhesive stamps made and sold for postal purposes, or stamps impressed by authority of the Post Office on various types of stationery, such as postcards and envelopes.

The *Stamp Duties Act* 1882 is the key Act that we need to consider. Section 10 provided that all stamps issued under any legislation relating to the Post Office could be used for either postage or revenue purposes. Likewise, Section 10 provided that any stamp that had been issued under any legislation relating to stamp duties could be used for either postage or



revenue purposes. Clearly, any adhesive stamp that had already been issued for either purpose was now interchangeable. In practice, only current issues would have been widely used for either purpose but collectors put examples of earlier issues to postal use as well. The word "stamp" could also mean a stamp for impressing on a document.

Now we consider the status of the 'postal fiscals' on sale between 1 November 1882 and 1 November 1900. (These dates specifically exclude the 'Revenue' overprints of November 1900 onwards.) It is perfectly clear that the legislation endorsed the use of all stamps previously supplied for fiscal or postal purposes only to be used for both purposes. *Walch's Almanac* for 1883 stated that stamps were available for both postage and revenue purposes and that denominations ranged from 1d to 10/-. Similar statements appeared in subsequent editions of *Walch's Almanac* until 1900. From the 1890 edition, the range of available stamps was from ½d to 10/-. From the 1898 edition, they ranged from ½d to £1. From 1 December 1900, postage and revenue stamps were separated in time for Federation and the 'postal fiscals' reverted permanently to their former status as revenue stamps.

The *Postal Guide* of 1891 stated that postage stamps ranged from ½d to 10/-. In 1891, the only 2/6 and 10/- stamps were clearly of the St George and Dragon design so they must be considered as postage stamps. The Post Office also provided a slip of paper listing the stamps available at the General Post Office. Such slips of paper have been documented for 1897 (in *The Courier*, No. 36) and 1900 (in *Australian Philatelist* for 30 March 1900). In the 1897 list, we find that the list has been amended by hand to say that two types of the 5/- were now available, namely the 5/- St George and Dragon, and the then newly issued 5/- keyplate type. Hence the 5/- green St George and Dragon must be considered as a postage stamp. Both the 1897 and 1900 lists say that the two types of the 2/6 and 10/- on sale were of the Queen's Head and also the St George and Dragon type. The remaining St George and Dragon types, especially the 3d and the 5/- brown, were already obsolete well before 1882, but they belong with the other St George and Dragon types in a collection.

Both the 1897 and 1900 lists state that there were two types of 3d and 1/- stamp on sale. One was of the Queen's Head type and the other was of the Platypus type. Hence, we have to accept the 3d and 1/- Platypus stamps as postage stamps. The 6d and 1d Platypus stamps were already obsolete. On the authority of Basset Hull, we know that the 6d Platypus, along with the 3d and 1/-, were the only stamps of those

denominations available to the public for postal or revenue purposes. This remark is confirmed in an article by Rev. P.E. Raynor in *Philatelists' Supplement to the Bazaar* (4 May 1896), republished in *Philatelic Journal of Great Britain* (June 1940). I have not seen a copy of the *Bazaar*. Raynor stated that in the years 1888 to 1890, the only 3d, 6d and 1/- stamps on sale were of the Platypus type. Basset Hull also informs us that the 1d Platypus was the only stamp of its denomination on sale to the public for about 18 months from November 1882. Indeed, the 1d Queen's Head was withdrawn from sale so that the 1d Platypus could be used up. However, a very few sheets of the 1d remained in stock to be later overprinted with the word 'Specimen'. It should be evident that all four Platypus issues should be regarded as postage stamps.

The Platypus issues are often found in postally used condition, especially the 1d, 3d and 6d. The 1/- is less often found postally used as it was mainly useful for overweight letters going overseas and for parcels, but genuine covers bearing one or more denominations of the Platypus issues exist in reasonable numbers. The St George and Dragon issues are not common postally used for obvious reasons. Nevertheless, they could be used on heavy parcels when required and also on registered packets containing gold. Genuinely postally used copies are normally found off paper as collectors normally soaked them off paper. Hence, few usages on portions of parcel wrappings have survived for present day collectors.

We have to mention the use of the so-called postal fiscals as specimens and reprints for official presentation purposes. Butler has described them in detail in Chapter 16 of Walton E. Tinsley's book (*Stamps and postal history of Tasmania*, 1986). In summary, all of the then current stamps were overprinted 'Specimen' and affixed to official presentation sheets. When supplies of a particular denomination ran out, reprints were used. This happened for the 1d and 6d Platypus and also for the St George and Dragon issues. In 1901, presentation sets were provided to Members of Parliament containing examples of the stamps used by Tasmania for postage, including the 'postal fiscals'. Reprints were used when originals were no longer available. It should be clear from the context that all of these stamps were considered to be postage stamps in every way from the Colonial era.

We need to briefly consider the case of embossed Platypus fiscals on wrappers. It is indeed true that the postal regulations of 1891 authorised the public to have wrappers embossed with ½d or 1d stamps only, provided 500 or more wrappers were submitted for stamping. There were no provisions for any



other denominations to be embossed on stationery of any kind whatsoever. Hence, the occurrence of these Platypus stamps on wrappers is clearly irregular. The Tasmanian Post Office produced a large number of fancy embossings on stationery, some of which went to German dealers. Basset Hull stated in *Vindin's Philatelic Monthly* (22 November 1892) that wrappers embossed with Platypus types were no longer allowed to pass as postal matter.

From a philatelic standpoint, it makes a lot of sense to include the 'postal fiscals' as part of a collection of Tasmanian postage stamps. Without these stamps, a collection of Tasmanian postage stamps cannot claim to be comprehensive. Also, it is only fair to point out that the 1888 printing of the 2/6 St George and Dragon and the 1889 printing of the 10/- St George and Dragon are strictly postage and revenue stamps, whereas the earlier printings were 'postal fiscals'. However, it makes sense to include all of them together in one section of the collection. Kellow makes the same point in his book on Victorian stamps regard to the numerous 'Stamp Duty' types issued by Victoria from 1879 to 1900, inclusive.

All of the foregoing matters point to one conclusion, namely that the 'postal fiscals' of 1882 and later printings thereof in 1888 and 1889 should be transferred to the main part of the Gibbons listing of Tasmania.

We have to consider the matter of the 'Revenue' overprints. It is clear that they were intended for revenue purposes as from 1 December 1900. However, they were valid for postage in November 1900. Their status is similar to that of the 1d olive and the 3d slate green of Victoria (issued June 1901). Those stamps were intended as fiscal stamps only. Max Hooper has documented the issue of Victorian stamps in 1901 in his book (*The First postage stamps of the Commonwealth of Australia 1901-1912*). In particular, he has made it quite clear that measures were taken to ensure that the customer was issued with the correct type, according to his/her stated purpose. The 1d olive and the 3d slate green were strictly issued for fiscal purposes only but some were used postally in June 1900, mostly by philatelists. In the same way, the 3d, 2/6, 10/- and £1 Revenue overprints were issued from late November 1900, supposedly for revenue purposes but a few were used postally in November 1900 (mainly the 3d for obvious reasons). Earliest dates of issue have yet to be finally settled but it is well established with the help of an official letter from the Hobart GPO (published in *Australian Philatelist* in 1903) that their first issue occurred in November 1900. They were still the property of the Post Office when they were overprinted so it is not surprising that the Post Office sold a few of

these stamps in late November 1900 in overprinted form.

Gibbons has listed the 1d olive and the 3d slate green of Victoria in the main part of its Victoria section for over 100 hundred years without any fuss. Until recently, these two stamps were listed by themselves with a footnote to make it clear that they only enjoyed postal validity for a very short time (until 30 June 1901). The latest listings of those stamps in Gibbons now includes them as merely part of a long list of stamps ranging from 1/2d to 10/-, mostly of various 'Stamp Duty' designs. This tends to obscure the special circumstances relating to the 1d olive and the 3d slate green.

Thus, we can make a case for including the four 'Revenue' overprints to the main part of the Tasmania listing, provided a footnote is attached to clearly explain their status and origin. All other 'Revenue' overprints appear to have been issued solely for fiscal use. This includes the 1/- 'Revenue' perf. 14 and the 2/6 'Revenue' in imperforate condition. The 1/- variety alluded to can be shown conclusively from the records not to have been issued until early 1901. (See the records published in *The Courier*, No. 35.) In a nutshell, the stock of locally printed 1/- perf. 12 was fully accounted for in the Audit statement of January 1901 and it is clear that the odd sheet(s) of 1/- perf. 14 stamps were not yet in stock, along with some of the 3d and £1 'Revenue' stamps. (Stocks of 3d and £1 stamps were huge and it evidently took the Government Printer a long time to overprint the entire stock, due to other commitments.)

The situation for the 2/6 imperforate variety cited here is not quite as clear but it is unlikely that it ever got into regular postal use. All postally cancelled copies seen by me appear to be CTO.

Unused copies are described as having no gum (which would make it difficult to affix to a postal article unless a pot of glue were provided). A very few fiscally used copies have been seen. Perhaps a stray imperforate sheet turned up, was duly overprinted and sent to the Commissioner of Stamp Duties. The new revenue stamps thus created first would have become available to licensed vendors and the public on 1 December 1900 by which time they were no longer available for postage.

The status of the £1 handstamped Revenue was discussed in *Philately from Australia* (June 1999). The 2/6 Revenue listed in catalogues with double lined "1" watermark

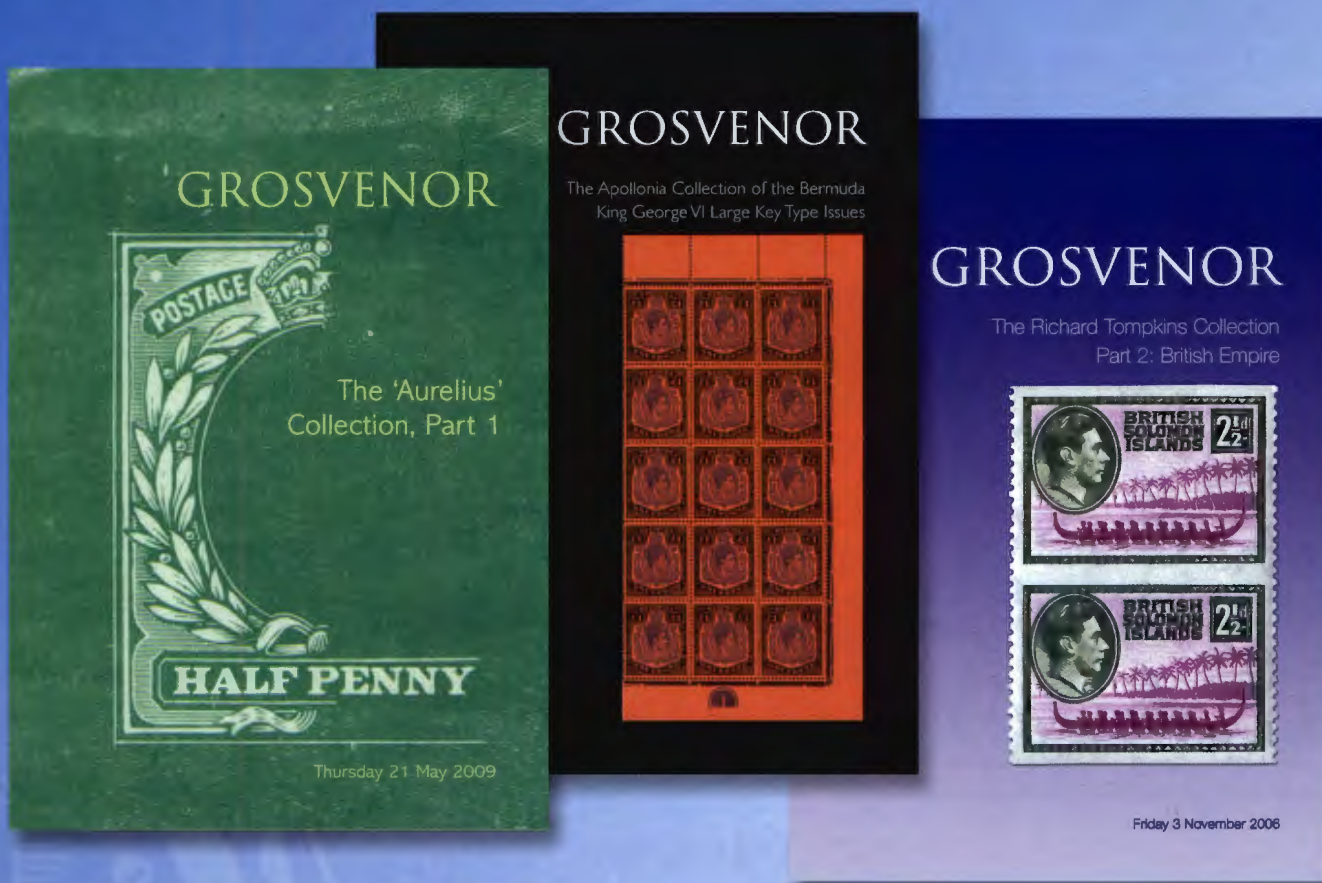
probably does not exist. (See *Philately from Australia* for March, June and December 2000 for a discussion.)

This concludes our discussion of the status of Tasmanian 'postal fiscals'. They are fully entitled to be treated as postage stamps in the same way as the numerous 'Stamp Duty' types of Victoria.



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Writing the Philatelic Article

By H.L. Chisholm

This article originally appeared in Philately from Australia, June, 1960. Horrie Chisholm was the editor from 1955 to 1981 and he produced the article as a guide to contributors. It has been reproduced in its entirety because the advice it offers holds good today, even if some of the references to printing technology have long been superseded!

Ever since there have been children, parents have wondered at their uncanny ability to choose the worst traits to copy. Editors sometimes note that writers have the same trait. Perhaps it is an inevitable part of the learning process.

Here, then, are a few guides for those who plan to write for publication. Nothing in it is intended as criticism of current authors. This article was suggested by one of the most consistent of *P. from A.*'s writers, and hastened by the confession of another that he found difficulty in putting his thoughts on paper.

From the moment an author starts to write, the reader is the most important person. Magazines are published primarily for the benefit of the readers, not the satisfaction of writers.

The enjoyment the writer receives – the pleasure of seeing his work and his name in print, his gradual recognition as an authority, and the deserved prestige – come as dividends and bonuses, and are the rewards of having sought to help his fellow collectors.

He must aim at helping the reader in every way, conveying his information and ideas in the most easily understood and attractive form.

Visualise the readers. A philatelic journal is the magazine of a hobby. It appeals to a wide variety of tastes and classes.

Philatelic articles need not be written with the tight, crisp styles of newspapers and magazines, which must, above all, strive to attract the interests of their readers.

Nor should it be the heavy style of technical journals, which are written for men with years of technical training, and probably some special aptitude, who are

compelled to read them to keep abreast of progress in their professions.

Philatelic articles fall between the two. Since stamp collecting is their hobby, philatelists already have a latent interest and are ready to read a philatelic magazine when they pick it up. But it is read in leisure, to give pleasure, and articles should be as easily digestible as possible.

But its periodicals, if they are to be of value, must be predominately serious and authoritatively accurate. They are magazines both of interest and of record.

The author should not think his every word is sacred. The manuscripts of the world's great writers show how often they changed their wordings.

The higher the standard of production and philatelic research, the higher the standard of editing the reader is entitled to expect. The better-produced his article is, the greater the pleasure an author should derive from it.

An editor must always try to look beyond his writers. They are naturally close to the theme they are dealing with, but the editor is the author's first reader. His is the task, not only of producing a magazine that is attractive, interesting, and worthwhile to his readers, but of being their watchdog. If an editor thinks something is not clear, his readers would think so too.

Typed articles are preferable but legibly written ones are acceptable. They should never be written on both sides of the paper. Printers have an intense dislike of "backed copy". If typed, article should be double-spaced, so that they are not trying on the eyes of the linotype operator setting them, and have a margin at the left in which printing instructions about size of type, or width in which the type is to be set, can be written.

If an article is to be of any real length, an editor would appreciate a note that you are working on it, so he can make provision for it when planning his issues. If you are writing for a particular issue, try and give the article to the editor in ample time.

Authors may find it a help to imagine they are writing to interest some particular person – even the editor. Another aid may be to imagine you are writing for somebody just starting to specialise, who may or may not know the background details, and who will be grateful for information he may not have.

Say what you mean. Do not excuse yourself by saying "The reader will understand." Make sure your words can bear only the interpretation you intend. Remember the American journalist who, seeking to pack the heart-throbs into the headlines, set a city giggling with "Lindbergh's Awful Ordeal. Waits in Vain for Baby."

Give some thought to the introduction, which is important because whether it interests or not will decide many readers whether they will read further. Include an early

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indication of the point of the article.

If you adopt an anecdotal introduction, keep it apt and at a reasonable standard. Not –

About five years ago, while pedicuring the right toenail of my left foot, I thought I ought to write an article for Philately from Australia. I remembered that Mr W.S. Tinsley wrote a very interesting article on the Australian Commonwealth Fourpenny King George V, and I decided I would write one on the Threepenny of the same issue, a stamp which I consider quite as interesting and one that has never received the attention from students it deserves.

Since then I have examined 17,996 copies of the Threepenny Blue and submitted my findings to six of the leading Commonwealth specialists, five of whom disagree with me, but Mr Hiram Nott-Byem, who I regard as outstanding among the younger students of Commonwealth issues, says my theory is very interesting, so here it is, and the reader may judge for himself.

Economy of words is as important to the writer as economy of line to the artist. Did the author who gave me a 98-word sentence in an article realise that if he had been addressing a philatelic society he would have taken nearly a minute to say that sentence?

Take this example:

In this group of plates, Plates 22–37, only stamps watermarked Crown CC have as yet come to light, with the exception in the case of one solitary example watermarked Crown CA, from one plate, namely Plate 26.

Moderately sub-edited, while still preserving the author's exact line of thought, it could be cut to:

From Plates 22–37, all stamps are watermarked Crown CC, except a solitary copy on Crown CA. It is from Plate 26.

In the original the writer used 38 words to convey three facts: All stamps from Plates 22–37 are on Crown CA paper, except one copy on Crown CA. It is Plate 26.

"In all probability will prove to be" = probably is.

"Owing to the fact that" = because, or since.

Points Worth Remembering

Readability is obtained by the orderly arrangement of words and ideas, not by vagueness.

Why write, "The Postmaster at Lord Howe Island at that time communicated with the Sydney G.P.O. by radio and asked for advice early in August," if you could say, "The Lord Howe Island postmaster (Mr S. Fenton) radioed Sydney G.P.O. for advice on 2 August."?

If you are mentioning somebody, give his name and initials, if known. If all philatelic literature described the engraver of the Tasmanian 1863 fiscals and the engraver of the New Zealand 1882 issue as "Mr Bock" it might be thought they were engraved by the same man. They were not. Charles and Frederick Heath were both "Mr Heath".

"Perkins, Bacon's engraver" is not a personality. Neither, really, is "Perkins, Bacon's engraver (Mr Humphrys)." But "Perkins, Bacon's engraver (William Humphrys)" is.

Do not use "while" to join two related facts unless they occur simultaneously. "Mrs Jones sang, while Mrs Smith recited" could not happen at any well-conducted party. "The dies and plates were engraved by Perkins, Bacon and Co., London, while the stamps were printed at the Government Printing Office, Wellington" is an impossibility.

The proper place for "clichés" is in a printing plate, not in the pages of philatelic journals. Avoid phrases such as "a most enjoyable evening," "in my humble opinion" (usually not humble), "the popular president," "should be in every philatelic library." "Mr Smith moved the usual vote of thanks" is a backhanded compliment to the exhibitor, isn't it?

Do not use unusual or obsolete words. The reader is unlikely to have a dictionary at hand and is still less likely to want to stop reading an article to find out what the words mean. He will be more irritated than impressed.

English is a very expressive language. Otherwise it would not have won its world-wide usage as the language of commerce. Do without Latin or French phrases such as *raison d'être*, *Ad Atqua Vale*, *rara avis*, *pièce de résistance*, *non sequitur*. (This rule does not apply, of course, to recognised technical terms such as *tête-bêche*.) The English equivalents don't pull the reader up and he will always know what they mean.

When dealing with technical matters, keep the sentences and paragraphs reasonably short, so that the non-technically minded reader can follow easily. Separate the stages of a process carefully.

Avoid becoming too involved in the technical jargon of the printing craft, the post office, or the philatelic fraternity. Remember your readers range from the ultra-specialist to the novice collector.

Recently I had an article in which the author never used the word "stamps" – it was always "adhesives." Was it an editorial incompetence that I failed to recognise the man who was neither a stamp collector nor a philatelist, but the first adhesive collector?

Distinguish between "cancellation" and "canceller," "postmark" and "postmarker." "Stamp" should never be used for "rubber stamp impression."

Don't say two cancellations are identical because they have the same wording and are of the same geometrical form. Two rectangles can be vastly different in shape. It is becoming increasingly important to give accurate measurements of postmarks and cancellations.

Do not use "former" and "latter" because the reader has to take his mind back to see which is which and identify each. In nearly every case, the original terms can be repeated with benefit and without awkwardness. Read this:

"There was a fundamental rift between the British Conservatives and the United Nations. While the former were persuading themselves that the General Assembly was taking over tasks brought to the fore by British courage and foresight, the United Nations were simply determined to get the invaders out."

Now compare this:

"There was a fundamental rift between the British Conservatives and the United Nations. While the Conservatives were persuading themselves that the General Assembly was taking over tasks brought to the fore by British courage and foresight, the United Nations were simply determined to get the invaders out."

It is also advisable to avoid making reference to matter "as mentioned above" or "which will be referred to later." If a reader is interested, he will trust the writer to deal with the points that suggest themselves, and such phrases do not carry the article further. A practical reason for following this rule is that an article may be divided, to appear in more than one issue, and an instalment end with the reader expecting something he has not got.

When articles are to be headed with the author's name, it is not necessary to make complicated efforts to avoid using personal pronouns. If he were addressing a society meeting, he would not say "The speaker believes . . ." He would not hesitate to say "I believe . . ." Why then should he say "The writer believes . . ." "It is the writer's theory . . ." "In the writer's collection . . ." throughout an article?

If you are using symbols be careful to explain what they mean.

Do not use capitals or put words in capital letters unnecessarily.

This may appear a dismally long record of "Don'ts" but another glance through the list will show that they are all small items, many of which would appear to be almost self-evident, once they have been pointed out. Observance will save space and mental labour and add to the pleasure an article can give.

If reviewing a book or writing for a particular magazine, look carefully and see what kind of treatment it gives that type of item. Does it give a long or short society report, for example? Try to do that type of report.

Similarly with book reviews. Do not give a 300-word review to a magazine whose maximum is 100. On the other hand, P. from A. pays special attention to its book reviews and likes to deal adequately with the works it reviews. Evaluate the book in terms of importance or interest. View it fairly, keeping an eye open for interesting little touches, as well as the major matters.

If it is published with a headnote, as in P. from A., start your review with the bibliographical details exactly as given.

Another small item. Often references are made to articles

in other journals. Philately from Australia prefers the full name of the journal cited, and the date (year, month and page) in preference to volume number, because it reveals immediately the date of the article, particularly in relation to other articles.

Illustrations

Apt illustrations or diagrams enhance an article, but blocks cost money, so there are certain points to be remembered.

Drawings must be in India ink. Photographs or Photostats will serve.

Line-blocks – straight black against white – are cheaper than half-tones, which must be used for the illustration of stamps.

If a diagram is being specially drawn to illustrate an article, it should be the size it is intended to appear, and just large enough to illustrate clearly what it is intended to show, allowing any lettering in it to be read with ease.

Same size reproduction means that the editor, printer or blockmaker, does not have to estimate what a diagram will look like in print, a problem which always arises when there must be reduction.

If sending in illustrations larger than would normally be required, it is an advantage if they are suitable for same scale reduction. If two pictures are to be reduced in size by a quarter, the blockmaker can put them before the process camera together and do both at the same time. But if one is to be reduced by a quarter and the other to a quarter, he must make two jobs of it, with a consequent increase in price.

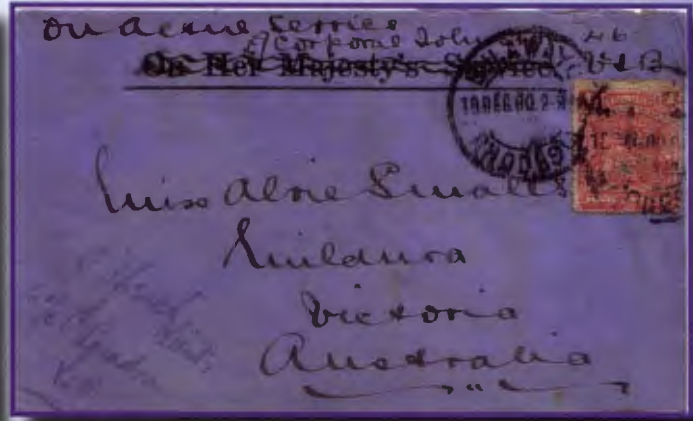
Lastly, if given proofs, correct them carefully and legibly, and return them promptly.

Philately needs writers. Discoveries that only the researcher knows are barren. Do not feel you cannot write well enough for publication. The important things are to be simple and straightforward, accurate and explicit, and to see that articles are complete within their scope.

What a cover can tell us



Photograph courtesy of Dick Johnstone



Photograph courtesy of the Australian War Memorial.

Group portrait of members of C Squadron - QMS Johnstone is in the front row, the fourth from the left.

It can be surprising to find just how much information can be uncovered about one seemingly ordinary one cover. Shown is of a soldier's letter from the Boer War to Mildura, Victoria which Don Napier recently displayed at a meeting of the Rhodesian Study Circle in Melbourne. Robin Droogleever was a guest at that meeting and instantly came up with some information about the addressee. It transpired that quite a lot is known about the sender, Corporal Johnstone (46) and his relationship with the addressee Miss Alvie Smales. Now read on.

In accordance with regulations for a soldier's letter the sender's details are shown along the top of the envelope and it is endorsed in the bottom left hand corner on behalf of his Commanding Officer to confirm its status as Soldier's Letter. Usually a diagonal line is drawn across the bottom left corner to contain the endorsement of the Commanding Officer.

Corporal Arthur Leslie Johnstone (46) was in the Victorian Imperial Bushmen/Australian Imperial Regiment which was part of the Fourth Victorian Contingent. The Victorian Imperial Bushmen comprised five mounted rifle squadrons with an original strength of 631. They left Port Melbourne on

1 May 1900 on board the troopship 'Victorian' disembarking at Beira on the 23rd of the month. At Beira they entrained for Umtali from where they marched to Marendellas.

In July/August 1900 the contingent separated with 'A' and 'B' Squadrons sent to join Lord Methuen's column in the Western Transvaal. 'C', 'D', and 'E' Squadrons remained on garrison duty in Rhodesia to counter any threat of any incursion by the Boers from the Transvaal and to act as a deterrent to any native uprising. When the Boer General Christian De Wet invaded the Cape Colony in January 1901 the three squadrons were sent to the Cape Colony to join other units to apprehend him. They were to have a tiring and eventful campaign for the next five months. When De Wet fled back into the Orange Free State in late February, the Imperial Bushmen remained to deal with Cape 'rebels' that had taken up arms against the British. They were joined in April 1901 by 'A' and 'B' squadrons after some heavy fighting against de la Rey's commandos in the Western Transvaal. The Bushmen returned to Australia from East London on the 22 June 1901 on board the troopship 'Orient', which called into Albany on the way and arrived in

Melbourne on the 12 July. The unit was paid off on the 31st. of that month.

Arthur Leslie Johnstone was born on the 12 February 1891, so he was 29 when he sailed for South Africa. He was a member of 'C' Squadron, Unit Number 46 and was a Corporal on sailing, later being promoted a Quarter Master Sergeant. He was awarded a Distinguished Conduct Medal for Gallantry at Waterkloof on the 12 May 1901, when in company with Corporal Hewitt he entered the farm *Quaggashoek* and brought out four armed Boers. This was the second time that he had been brought to notice for gallant behaviour.

After his service in the Boer war he represented Sandalong Riding in the Mildura Shire Council 1902-1908. He was a Director of the Mildura Cooperative Fruit Company from 1906, Chairman of the Australian Dried Fruit Association from 1928 until his death and the grower's representative on the Export Control Board from 1924. He died on the 24 October 1938 at the Sea Lake Hospital after a motor accident in which his car slid off the road and he is buried in the Mildura cemetery.

The addressee was Miss Alvie Smales. At the time of the letter Johnstone was married to Ella Muriel Downward whom he married in Launceston in 1893 and is likely to have divorced on his return from South Africa. He married Alvie Beatrice Smales

in 1905 and they had four children, three boys and one girl.

The letter was in endorsed in the bottom left hand corner by Lieutenant Evelyn Alexander Wilson Ffrench who was commissioned in the Royal Artillery, and whose own personal history makes for interesting reading. He signed for Major Edwin Tivey, the officer commanding 'C' Squadron, Victorian Imperial Bushmen. Tivey rose to become a General in World War I.

The rate was 1d. which was the rate for soldier's mail. The stamp is the 1d. stamp from the Small Arms issue of the British South Africa Company and is from the rose shades, S.G. 77.

The cover was cancelled at Bulawayo on the 18 December 1900 and back stamped at Mildura on the 4 February 1901 giving a transit time of 49 days. There are no other back stamps but it can be surmised that the letter went from Bulawayo to Beira and then by sea to Melbourne.

Robin Droogleever is the President of the Anglo Boer War Study Group of Australasia. Robin emigrated from South Africa in 1890 and retired from teaching in 2005. Recently he has published the Mafeking diary of Captain Herbert Greener. Greener was best known for his role in the printing of the Mafeking stamps and currency notes.

Wale

Richard Masters



Richard Oswald Masters, an active member of the Society since joining in 1993, died suddenly on 1 May. He was 75.

A general collector in his earlier years, Richard's interest and enthusiasm became centred on the stamps and postal history of India after he inherited the collection of his father, a retired Lieutenant-Colonel in the Indian Army.

Richard was educated at Geelong Grammar School and Melbourne University. He was an expert skier (he represented Australia), gymnast and footballer. After extensive travels abroad Richard became a grazier in the mid-1960s, when he purchased a property at Holbrook, New South Wales. He married in 1971. Some years later he returned to university studies.

In 1985 he joined the Department of Defence in Canberra

as a Systems Analyst. He transferred to Melbourne two years later, remaining with the Department until his retirement.

Richard was a regular attender of meetings of the Society and a valued contributor, particularly at the daytime meetings in more recent years.

He is survived by his wife Julianne and his sons Sean, Stuart and Sam.

Max Watson

Since going to press we have learned on the deaths of two prominent RPSV members – Geoff White and Mac Clarke. Tributes to these members will appear in September *PfA*.

Society

Syllabus

July 2009

- 7 (Tue) 1 p.m. Daytime Meeting
8 (Wed) 7.45 p.m. Postal History Group
13 (Mon) 5.30 p.m. Library night
16 (Thu) **No evening meeting**
23 (Thu) 8 p.m. **King George V Definitives from Ray Chapman Collection, Australia Post (Richard Breckon)**
25 (Sat) 2 p.m. Library afternoon
30 (Thu) 8 p.m. **No evening meeting**

August 2009

- 4 (Tue) 1 p.m. Daytime Meeting
10 (Mon) 5.30 p.m. Library night
12 (Wed) 7.45 p.m. Postal History Group
20 (Thu) 8 p.m. **South Africa Protea Definitives, Gary Brown**
25 (Sat) 2 p.m. Library afternoon

September 2009

- 1 (Tue) 1 p.m. Daytime Meeting
9 (Wed) 7.45 p.m. Postal History Group
14 (Mon) 5.30 p.m. Library night
17 (Thu) 7.30 p.m. **117th Annual General Meeting; Retiring President's Display**
25 (Sat) 2 p.m. Library afternoon

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Royal News

Members publish books

Two RPSV members have recently published books on their favourite fields of collecting.

Bernard Manning is the author of *Queensland Numeral Cancellations*, a 250-page, spiral-bound work featuring 1,000 colour illustrations. Described as “a complete re-assessment of this challenging field” the book also incorporates a large fold-out 1906 map of Queensland. Copies of the book are available at A\$154 (including GST) plus postage and packaging from Prestige Philately, PO Box 126, BELGRAVE VIC 3160, Australia; phone: +61 3 9754 7666; email: info@prestigephilately.com

Michael Barden has written on Belgium’s “Van Acker” issue of stamps and postal stationery surcharged 10% (from 20 May 1946): *Avant qu’il ne soit trop tard*. The book is described as being the first authoritative work about Belgium’s –10% issue to have been written in the 63 years since their issue. The comprehensive work comprises 18 chapters and is illustrated throughout, mostly in colour. The book is also available on CD in an Adobe pdf file format. For details of purchasing the book and/or the CD contact Michael Barden, PO Box 156, BALWYN VIC 3103, Australia; phone: +61 3 9855 0999; email: nedrabm@bigpond.com

Ray Chapman’s Diamond Jubilee

Ray Chapman, AM MBE RDP FRPSL FAP, will mark his Diamond Jubilee as a RPSV member in October. Ray joined the Society in October 1949. He is our longest serving member, as well as being a Life Member. With a 60-year membership, Ray will become only the seventh member to have achieved this notable record in the Society’s 117-year history. Further details of Ray Chapman’s philatelic career will appear in September 2009 *PfA*.

New members

The Society has gained four new members: Mr J.G. Shaw (Victoria); Mrs L.J. Lee (New South Wales) and Mr A.F. Moore (New South Wales); these applications for membership being accepted by Council on 21 May. The application of Mr D.J. Figg (South Australia) was accepted on 18 June. We wish them a long and happy association with the Society.

www.rpsv.org.au

The Society’s new website came into operation at the beginning of July. The website’s features include the 2009 calendar year syllabus; details of membership applications; news of special events; the services of the Expert Committee; the range of Society publications available for sale; general services offered by the Society (for example, Library, Exchange Branch, Annual Competition and Deceased Estates Committee); and a list of Society contact addresses. The home page features an attractive layout of a Victorian Frank cover, two classic era Victorian stamps and two Australian Commonwealth stamps. The work of designing the website was largely carried out by our member, Helen Morgan.

Dinner for Dr Geoff Kellow, RDP

The Society plans to hold a dinner in Melbourne on Wednesday, 28 October 2009 to mark the signing of the Roll of Distinguished Philatelists by Geoff Kellow, in Manchester on 17 July. The dinner is being held on a date that is immediately prior to the 2009 One-Frame exhibition being staged in Launceston. Interstate members travelling to Launceston will have an opportunity to attend the dinner celebrating Geoff’s magnificent achievement. Details of the venue and the cost of participating will be announced shortly on the RPSV website and in the September *PfA*.

Paris Balloon cover to Australia

Considerable publicity has been given recently to the astonishing realization achieved by Mowbrays Australia auction in Sydney for a unique example of a 1870 Paris Ballon Monté cover addressed to Australia. The realization of \$190,000 is an Australian record for a single philatelic item. The cover's vendor is understood to be the family of the late W.M. Holbeach FRPSL, a leading RPSV member. Interestingly, Holbeach wrote an article in *PfA* (March 1974) illustrating and describing his cover.

He stated "Of all the letters sent out of Paris by the balloon post during the Franco-Prussian siege of 1870-71, only one example is known to have come to Australia." The cover's postmark and backstamp identify it as having been carried by *Armand Barbes*, the fifth manned balloon to have taken mail out of Paris. Ascending on 7 October 1870, *Armand Barbes* carried two sacks of mail weighing 100 kilograms, as well as Léon Gambetta, Minister of the Interior, out of Paris to establish the Government of National Defence at Tours. Despite being shot at by the Prussians, the balloon travelled 98 kilometres away from Paris to land safely. The cover took 2½ months to reach Sydney from Europe.

Half-Lengths of Victoria book published by RPSV

The Society's latest publication was launched at the meeting on Thursday, 16 April 2009 chaired by acting President, John Shawley. *The Half-Lengths of Victoria: The Stamps and Postal History 1850-59* is the first comprehensive treatise on Victoria's classic first stamps since J.R.W. Purves' *The Half Lengths of Victoria* published by the Royal Philatelic Society London in 1953. The new Half-Lengths book is the work of John H. Barwis FRPSL and the late Rod W. Moreton FRPSL.

John Barwis (Michigan, USA) holds a PhD in geology and he has spent a career in oil and gas exploration/production. He developed an interest for Victoria's Half-Lengths issues following a visit to Melbourne. His Half-Length exhibit has won Gold Medals at international level, and Gold and Grand Awards at national level.

Rod Moreton (died 2004), who lived in the UK, built a collection of Victorian postal history, which gained Gold Medals at international level. He was active in the Postal History Society and the Society of Postal Historians.

Distribution of the Half-Lengths book commenced a few weeks after its April launch. The book was printed overseas and some delay was involved in

securing the full supply in Australia.

The Half-Lengths book is a 475-page work, providing more than 800 colour illustrations and including high-resolution scans of all known positions from each of the 26 Half-Length printings. The narrative is covered in 14 chapters and six appendices.

A special feature of the book is a census of 1,394 Half-Lengths covers identifying the stamps, postmarks, rate, destination and provenance for each cover. The census is also reproduced on a CD Rom.

All copies of the Half-Lengths book in the Subscribers Edition (numbering 80) have been pre-sold and no further copies are available. Limited numbers of the Standard Edition are still available for sale. The Standard Edition is priced at A\$180 plus postage and handling. Note that the Subscribers

Edition and the Standard Edition are accompanied by the CD Rom of the Half-Lengths cover census and the 10-frame philatelic exhibit. The CD Rom is available separately for A\$25. Address orders to: Royal Philatelic Society of Victoria Inc., PO Box 548, HEATHMONT VIC 3135, Australia, or email: sinfield30@optusnet.com.au



THE HALF-LENGTHS OF VICTORIA:

The Stamps and Postal History 1850-59



J.H. Barwis, FRPSL

R.W. Moreton, FRPSL

The Royal Philatelic Society of Victoria

Airmail notes

from PMG Annual Reports

Air mail extracts from the Postmaster-General's Department Annual Reports, 1948-49 & 1949-50

Up to the end of the 1940s it continued to be a busy time for the Postmaster-General's Department with the establishment of new overseas air services and the expansion of the domestic air mail network. The activity involved in managing the early post-war air mail services is reflected in very lengthy descriptions in the Annual Reports of the Postmaster-General's Department. Note that in the extracts below, there has been some reduction of the statistical tables to avoid duplication.

1948-49 Annual Report

Internal Services:— Several new air services were introduced, and improvements and re-arrangements were effected in the operation of existing services. The principal innovations were:—

- New services established:— Adelaide-Sydney direct; Sydney-Tamworth-Armidale; Sydney-Cootamundra-Temora; Port Hedland-De Gray-Stations.

- Extensions of route:— Melbourne-Corowa to Sydney; Melbourne-Swan Hill to Hay; Tooraweenah-Walgett to Goodooga; Derby-Kimberley to Balco Hill; and Drysdale Mission and Kunmunya.

Calls were introduced at several places not previously served by air: they included Newcastle and Scone, New South Wales; Nhill, Victoria; and Coolangatta, Queensland.

Trans-Australia Airlines, the principal operator for the Commonwealth domestic air mail services, extended its network, the most important expansion being to acquire from Qantas Empire Airways Ltd. the operation of five intrastate services in Queensland and the Brisbane-Darwin route. At the close of the year, Trans-Australia Airlines was conveying nearly 80 per cent. of the total mail carried on the internal air services. In addition to surcharged air mail, Trans-Australia Airlines conveyed all letter mail exchanged between the Mainland and Tasmania, and also considerable quantities of ordinary mail on occasions when surface mails connexions were interrupted.

At the end of the year, 63 air services were being utilized

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regularly for the carriage of mails within the Commonwealth and its Territories. Of these services, 53 carried surcharged air mail only, the other routes being used for ordinary mail not bearing air fees.

The following statement shows the development in Australian internal air mail services over the past two years:—

Year	Air services Operating	Route dist (miles)	Articles carried
1946-47	50	30,140	31,623,680
1948-49	63	40,411	37,375,616
Per cent. increase			
1948-49 over 1946-48	34.1		18.1

Australia-Papua New Guinea:— The Sydney-Port Moresby-Lae-Rabaul service, operated by Qantas Empire Airways Ltd., was maintained at five return trips weekly to Lae with an extension to Rabaul via Finschafen once weekly. During the year feeder services, operated on behalf of the Territories Administration, were established from Lae to Bulolo, Kavieng, Manus, Torokina (Bougainville) and Wau. Only articles bearing the air mail fee were exchanged by air between the Mainland and the Territory. Particulars of the mail conveyed are as follows:—

	Articles	Gross weight (lb.)
Posted in Commonwealth	952,448	29,764
Posted in Territory	1,129,536	35,298
Total	2,081,984	65,062

Australia-Norfolk Island:— Qantas Empire Airways Ltd., continued to maintain a regular air service once fortnightly between Sydney and Norfolk Island. Surcharged air mail only was carried over the route, and the volume conveyed during 1948-49 was 540 lb. to Norfolk Island and 549 lb. from Norfolk Island.

Lord Howe Island:— Throughout the year Qantas Empire Airways operated survey flights at weekly intervals between Sydney and Lord Howe Island, and first-class mail was regularly carried without payment of air fees. Because of the extremely poor shipping service, negotiations are proceeding with the Company for the carriage of all classes of mail by air.

Ordinary Mail services Operated by Aircraft:— In addition to air services between the Mainland and Tasmania, which carry letter mails without payment of air mail fees, the ten undermentioned air services were utilized regularly under contract for the carriage of all classes of mail matter, thus replacing road or sea transportation:— Adelaide-Kangaroo Island; Alice Springs-Camooweal-Borrooloola; Alice Springs-Katherine; Alice Springs-Wyndham; Alice Springs-the Dinkum; Alice Springs-Tieyon; Derby-Kimberleys-Wyndham; Normanton-Koolatah, Perth-Rottneest Island and Port Hedland-De Grey District.

Australia-United Kingdom Air Service:— During the year the policy of replacing Lancastrian aircraft and Hythe flying-boats with Constellation machines was continued, and at 30th June, 1949, the mail services were provided by Constellation aircraft operating four times weekly and covering the journey from

Sydney to London in four days.

Further development continued throughout the year in the volume of Australian mail despatched, and at the end of 1948-49 the average weekly loading was 4,850 lb., compared with 3,770 lb. at the commencement of the year. Particulars of the air mails carried to and from Australia by the service are given hereunder:—

Outward Air Mail (lb.)

Period (1948-49)	Australian	Transit	Total
Total 1948-49	240,768	67,951	308,719
Total 1947-48	195,196	64,131	259,327

Inward Air Mail (lb.)

Period (1947-48)	Australian	Transit	Total
Total 1948-49	332,575	100,404	432,979
Total 1947-48	262,115	96,340	358,455

The make-up of Australian mail despatched during 1948-49 was as follows:—

Country of dest'n	Gross weight (lb.)	% of total
United Kingdom	148,390	61.6
European countries	45,399	18.9
Other countries	46,979	19.5

Trans-Tasman Service:— Throughout the year nine air services were operated regularly between Sydney and Auckland, seven being flown by the flying-boats permanently employed on the route and two by Skymasters under charter arrangements. Particulars of the mail loading on the service are as follows:—

Australia to New Zealand

1948-49	Australian (lb.)	Transit (lb.)	Total (lb)
1948-49	100,375	112,162	212,537
1947-48	91,328	109,941	201,269

New Zealand to Australia

1948-49	Australian (lb.)	Transit (lb.)	Total (lb)
1948-49	64,934	66,588	131,522
1947-48	69,563	59,766	129,329

Trans-Pacific Service:— At the commencement of the year, air services were being operated across the Pacific by British Commonwealth Pacific Airlines (on behalf of the partner countries— Australia, New Zealand and the United Kingdom) three times fortnightly between Sydney and Vancouver and once fortnightly between Auckland and Vancouver. With the introduction of D.C. 6 aircraft during February, 1949, the transit time between Sydney and Vancouver was reduced from four days to 39 hours, and one additional trip each fortnight was provided over the Sydney-San Francisco and the Auckland-San Francisco sections.

Pan American Airways operates also between Sydney and San Francisco, and arrangements have been made with the United States Post Office for the reciprocal use of B.C.P.A. and P.A.A. Services for the exchange of mail between the two countries. Under this arrangement the frequency of despatches

to America will be increased from two to three each week on 3rd July, 1949.

Particulars of the Australian air mail exchanged with America and Pacific Countries are shown hereunder:—

Outward Air Mail for (lb.)

Period (1948–49)	USA & Canada	Other countries	Total
Total 1948–49	44,016	12,613	56,629
Total 1947–48	41,999	6,921	48,920

Incoming Air Mail from (lb.)

Period (1948–49)	USA & Canada	Other countries	Total
Total 1948–49	56,828	13,269	70,097
Total 1947–48	59,003	12,502	71,505

Pacific Islands Services:— Qantas Empire Airways Ltd. continued to operate a fortnightly service to Fiji via New Caledonia and also established the following services on a fortnightly basis:— Sydney-New Hebrides via Noumea, on 15th October 1949; Lae (New Guinea)-Solomon Islands, on 13th June, 1949.

Australia-Hong Kong:— Another service inaugurated by Qantas was a fortnightly service to Hong Kong via Labuan, which was commenced on 26th June, 1949.

Australia-Japan:— Qantas also continued to operate, under charter to the Department of Air, a twice weekly service to Japan via Manila. Mails exchanged with members of the Forces in Japan are carried over this route without payment of air fees.

Airletter Service:— This light-weight cheaper means of air mail communication, which is now available to all overseas countries, continued to prove most popular, and, of the 18,500,000 articles despatched by air from Australia during 1948–49 approximately 9,000,000 were Airletters.

Other Articles and Parcels Air Mail:— Consideration is

being given to the establishment of a scheme providing for the carriage by air to overseas countries at cheaper rates of those categories of mail known postally as “Other Articles and Parcels”. It is expected that this facility will be introduced before the end of 1949.

Accidents:— During the year five serious accidents were suffered by aircraft employed in the carriage of mail. In two of these instances the mails were destroyed.

1949-50 Annual Report

Internal Services:— Further substantial development occurred in the domestic air network as a result of the introduction of new services and improvement in the operation of existing services. The principal innovations were:—

- New services established:— Melbourne-Sale-Bairnsdale; Melbourne-Devonport; Melbourne-Parkes-Dubbo; Perth-Northern Stations-Marble Bar; Sydney-Mildura direct; and Sydney-Wagga-Narrandera.
- Extensions of route:— Adelaide-Renmark to Mildura; Brisbane-Longreach to Clermont; Brisbane-Mt Isa to Tennant Creek; and Sydney-Temora to West Wyalong.

Calls were introduced at several places not previously served by air: they included Moree, New South Wales; Bairnsdale, Benalla and Sale, Victoria; Woomera, South Australia; Point Cloates, Western Australia; and Devonport, Tasmania.

Trans-Australia Airlines continued as the principal carrier of domestic air mail, conveying 82 per cent. of the mail matter originating on the Commonwealth internal air network. In addition to surcharged air mail, Trans-Australia Airlines conveyed all lettermail between the Mainland and Tasmania and also substantial quantities of ordinary mail on occasions when surface connexions were interrupted. An outstanding emergency mail service was provided by Trans-Australia Airlines in the flooded districts of the Diamantina and Cooper’s Creek basins where the Company operated regular services for several months over an area larger in extent than Victoria. These air services carried all classes of mail without payment



Loading domestic air mail at Melbourne Airport, circa early 1950s.



Air Mail Section, Melbourne Mail Exchange, circa early 1950s.

of air fees and provided mail facilities to isolated outback districts which could not be served by surface means.

At the end of the year, 69 air services were being used regularly for the carriage of mails within the Commonwealth and its Territories. Of these services, 54 carried surcharged air mail only, the other fifteen routes being used for ordinary mail not bearing air fees.

The following statement shows the development in Australian internal air mail services over the past two years:—

Year	Air services Operating	Route distance (miles)	Articles carried
1948-49	63	40,411	37,375,616
1949-50	69	44,664	46,306,016
Per cent. increase			
1949-50 over 1948-49	10.5	23.9	

Australia-Papua New Guinea:— The Sydney-Port Moresby-Lae air service operated by Qantas Empire Airways Ltd., was maintained at five return trips weekly, with an extension to Rabaul via Finschafen once weekly. Feeder services are provided by the Territories Administration from Lae to Bulolo, Kavieng, Madang, Manus, Torokina (Bougainville) and Wau. Only articles bearing the air mail fees were carried by air between the Mainland and the Territory, and particulars of the mail matter thus exchanged during the year are as follows:—

	Articles
Posted in Commonwealth	1,045,408
Posted in Territory	1,129,536
Total	2,535,168

Australia-Norfolk Island:— Qantas Empire Airways Ltd., continued to maintain a regular air service once fortnightly between Sydney and Norfolk Island. Surcharged air mail only was carried over the route, and the volume conveyed during 1949-50 was 511 lb. to Norfolk Island and 465 lb. from Norfolk Island.

Lord Howe Island:— Qantas Empire Airways continued to operate each week between Sydney and Lord Howe Island, and ordinary mail was carried without payment of air fees. Because of the extremely poor shipping service, all classes of mail matter, including parcels, were conveyed by air.

Ordinary Mail services Operated by Aircraft:— In addition to air services between the Mainland and Tasmania, which carry letter mails without air mail surcharge, the eleven undermentioned air services were utilized under contract for the carriage of all classes of mail matter, thus replacing road or sea transportation:— Adelaide-Kangaroo Island; Alice Springs-Alexandria-Borrooloola-Katherine; Alice Springs-Wave Hill-Katherine; Alice Springs-Katherine-Wyndham; Alice Springs-The Dinkum; Alice Springs-Tieyon; Derby-Kimberleys-Wyndham; Normanton-Koolatah, Perth-Rottneest Island; Port Hedland-De Grey District and Sydney-Lord Howe Island.

Consideration is being given to the extension of the "all purpose" air mail services to other areas of the Commonwealth

where surface communications are regarded as inadequate in speed and frequency.

Australia-United Kingdom Air Service:— During the year the mail service was maintained at a frequency of four times weekly by Constellation aircraft, which fly the distance between Sydney and London in four days.

Further steady development continued throughout the year in the volume of Australian mail despatched, and at the end of 1949-50 the average weekly loading of letter class mail was 5,720 lb., compared with 4,850 lb. at the commencement of the year, whilst the weekly despatches of second and third class mail, which commenced in December 1949, had reached 639 lb. Particulars of the mails carried from and to Australia by the service are given hereunder:—

Outward Air Mail (lb.)

	Australian	Transit	Total
<i>Letter Mail</i>			
1949-50	295,503	71,392	366,895
1948-49	240,768	67,951	308,719

Second and Third Class Mail

1949-50	12,521	11,367	23,888
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Inward Air Mail (lb.)

	Australian	Transit	Total
<i>Letter Mail</i>			
1949-50	380,092	114,376	494,468
1948-49	332,575	100,404	432,979

Second and Third Class Mail

1949-50	30,614	2,140	32,754
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The make-up of Australian mail despatched during 1949-50 was:—

Country of destination	Letter Mail	2nd & 3rd Class Mail
United Kingdom	60.3%	56.8%
European countries	21.8%	29.6%
Other countries	17.9%	13.6%

Trans-Tasman Service:— Throughout the year eight air services were operated regularly between Sydney and Auckland. An important variation in operation was the replacement of the Sandringham type flying boats by the modern Solent aircraft. Particulars of the mail loading on the service are as follows:—

Australia to New Zealand (lb.)

	Australian	Transit	Total
<i>Letter Mail</i>			
1949-50	108,329	122,661	230,990
1948-49	100,375	112,162	212,537
<i>Second and Third Class Mail</i>			
1949-50	2,232	11,014	13,246

New Zealand to Australia

	Australian	Transit	Total
<i>Letter Mail</i>			
1949-50	90,470	76,622	167,092
1948-49	64,934	66,588	131,522
<i>Second and Third Class Mail</i>			
1949-50	2,916	2,140	5,056

Trans-Pacific Service:— Throughout the year air services were operated regularly twice weekly between Australia and North America by British Commonwealth Pacific Airlines and Pan American Airways, the transit time from Sydney To San Francisco being only two days. Mails were despatched three times weekly, twice by British Commonwealth Pacific Airlines, which operates on behalf of the partner countries (Australia, New Zealand and United Kingdom), and once by Pan American Airways, which operates on behalf of the United States.

Particulars of the Australian air mail exchanged with America and Pacific Countries are shown hereunder:—

Outward Air Mail for (lb.)

	USA & Canada	Other countries	Total
<i>Letter Mail</i>			
1949-50	49,939	16,280	66,219
1948-49	44,016	12,613	56,629
<i>Second and Third Class Mail</i>			
1949-50	849	104	953

Incoming Air Mail from (lb.)

	USA & Canada	Other countries	Total
<i>Letter Mail</i>			
1949-50	61,085	9,612	70,697
1948-49	56,828	13,269	70,097
<i>Second and Third Class Mail</i>			
1949-50	7,534	—	7,534

Australian Overseas Services:— The following international air services were operated regularly by Qantas Empire Airways Ltd. On behalf of the Australian Government:— Sydney-Noumea-Fiji (fortnightly); Sydney-Noumea-New Hebrides (fortnightly); Lae (New Guinea)-Solomon Islands (fortnightly); Sydney-Labuan-Hong Kong (fortnightly); Sydney-Manila-Japan (twice weekly).

Air mail was despatched by these routes and, in addition, in the case of the service to Japan, all classes of mail exchanged with members of the Forces in Japan were carried without payment of air fees.

Other Overseas Services:— During the year air services were inaugurated to Australia by Air Ceylon from Colombo to Sydney and by Air France from Paris to Noumea (New Caledonia) via Brisbane. Australian air mail is being carried to Noumea by the latter service.

Airletter Service:— This light-weight cheaper means of air mail communication to overseas countries, continued to prove most popular, and approximately 11,000,000 airletters were despatched during the year, representing about 50 per cent. of the total articles forwarded by air to overseas countries. In May 1950, a better quality paper of light blue tint was introduced.

Other Articles and Parcels Air Mail:— Consideration is being given to the establishment of a scheme providing for the carriage by air to overseas countries at cheaper rates of those categories of mail known postally as "Other Articles and Parcels". It is expected that this facility will be introduced before the end of 1949.

Accidents:— During the year five serious accidents were suffered by aircraft employed in the carriage of mail. In two of these instances the mails were destroyed.

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Queensland Postal History/ <i>H.M.Campbell</i> [ill/hb]	\$70
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General

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[*] three volumes are out of stock.

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