

# PHILATELY

*from*

# AUSTRALIA

A CHRONICLE OF AUSTRALASIAN STAMPS  
AND THEIR COLLECTORS



*Published Quarterly by*  
THE ROYAL PHILATELIC SOCIETY OF VICTORIA

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# Philately *from* Australia

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# PHILATELY *from* AUSTRALIA

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and the Royal Sydney Philatelic Club*

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## PAINTING OF *MELBOURNE* GIVEN AS MEMORIAL TO J. R. W. PURVES

An English art collector-philatelist friend of Mr J. R. W. Purves has presented a beautiful painting of the sailing ship *Melbourne* to the Royal Philatelic Society of Victoria as a memorial to him.

The gift is anonymous.

On the frame is a plaque with the inscription:

The "Melbourne"  
Presented to  
The Royal Philatelic Society  
of Victoria  
in memory of  
The World's Greatest Philatelist  
J. R. W. "Bill" Purves

The painting, by Lieutenant-Commander Derek G. M. Gardner, has been hung in the meeting room at Headquarters, overlooking, from the side, the head table which Mr Purves so often graced as president, exhibitor, or speaker.

Painted from off the ship's starboard bow, it shows the 1,857-ton *Melbourne* outward bound in the English Channel on a misty morning, with a light sea and the sun breaking through.

Two of the famous Brixham trawlers are passing across her wake as they go out to the fishing grounds, and she has an escort of seagulls.

The picture was one of the treasures of the donor's collection. He acquired it in 1966 and he wrote to some friends:

"It is a great joy to me to look at it – the mind is peaceful and one can hear the hiss of the waves and the slap of the sails, the mewing of the gulls, and the homely smell of burned sausages coming from the galley."

The *Melbourne*, launched in June 1875, was one of the Green's Blackwall line ships.

"The success of their two previous iron ships, the *Superb* and *Carlisle Castle*,

made Messrs Green decide to build the very finest sailing ship in their power: and the result was called the *Melbourne*," wrote Basil Lubbock in *The Blackwall Frigates*. "She was undoubtedly one of the strongest merchant ships ever built, for she was built from the surplus plates of a man-of-war which happened to be under construction in the Blackwall Yard at the same time."

The *Melbourne* cost £42,000 and her measurements were recorded as 269.8 feet long, 40.1 feet beam, 23.7 feet depth, with a 42 feet foc's'le and a 69 feet poop.

She was the largest passenger ship to have stern windows and her cabins were larger than any earlier passenger ship.

"Like all the Blackwall ships, where the comfort of passengers was their first consideration, the *Melbourne* was more noted for freedom from accident and dry decks than for record passages, yet she was driven hard with good results on many occasions. She had a beautifully carved figurehead of Queen Victoria," says Lubbock, who also expressed the opinion that she would have been a happy ship.



With Captain Marsden in command, four officers, and six midshipmen and a full passenger list, she left East India Dock on 16 August 1875, on her maiden voyage, went to Greenhithe to have her compass swung, and left Start Point on 22 August.

On 16 September, the fore topmast was carried away, taking with it the main topgallant mast. It was 24 September before both had been replaced.

She anchored in Hobson's Bay at 7 pm on 16 November, 86 days out. The best day's run was 286 miles.

The ship left Melbourne on the return voyage on 8 January 1876, passed the Start on 16 April and berthed at East India Dock on 22 April. The best day's run was 292 miles.

On the second outward voyage, the *Melbourne* sailed 5,129 miles in seventeen

days, an average of more than 300 miles a day, with the best day's run 374 miles.

Later she made the outward voyage in 77 days, and her average passage was 82 days.

In 1887, Messrs Devitt and Moore bought her for the Sydney run. She made one voyage to Sydney as the *Melbourne*, under Captain Goddard, arriving there on 27 December 1887, 94 days out from London.

Before she left on her second voyage the new owners changed her name to *Macquarie*.

In 1897, she was sold to Norwegian shipowners and her first passage was from Fredrickstadt to Melbourne. It was a return to her name port after nineteen years.

Five or six years later, she was sold to Messrs Lund, who used her as an Australian store hulk. She then became a coal hulk in Sydney and was broken up in 1954.

Philatelic interest? The donor of the painting has said he was looking for inward and outward bound letters carried in her hull. Mr Lubbock wrote that pictures, "the sea-stained log book, and the letters of a few dead and gone shellbacks — letters with a foreign aroma and world-wide postmarks — are all that remain to us of a period which no sailor can think of except with a sigh of regret".

## PRESIDENT'S NIGHT

The President's Social Evening at Headquarters on 1 March was an enjoyable success, with about fifty members, wives and friends attending.

It was a perfect summer evening and the President (Mr P. Jaffé) and Mrs Jaffé received their guests on the balcony.

President's Night is an occasion on which wives can meet their husbands' philatelic friends and form new friendships themselves.

The social gathering was in the Council Room, and Mr and Mrs Jaffé had brought a number of attractive non-philatelic items to interest their guests. These were laid out on the meeting room tables.

The Vice-President (Mr J. Gartner) in moving the vote of thanks, said that although President's Night was a comparatively new event in the Society's calendar, it had proved its value. It was achieving a broadening of the friendship within the Society, and that was something everybody approved and welcomed.

## "BLACKOUTS" AND MEETINGS

Because "Blackouts" may be imposed at short notice, making it impossible to advise that meetings are cancelled, the Council of the Royal Philatelic Society of Victoria has made this rule:

When there are lighting restrictions on a Third Thursday meeting night, the meeting will be postponed for a week.

When there are lighting restrictions on a Fifth Thursday meeting night, the meeting will be cancelled.

# The Trail



# of Commonwealth

*Conducted by BILL EUSTACE*

### *Provisional 20 Cent Lettercard*

Although not available in Melbourne at the time of writing, the 18 cent lettercard overprinted 20c has been on sale in Canberra for a week or two. The 18c has been struck out with two light horizontal bars and the new denomination 20c printed near the top right corner of the stamp, the overprint being in black.

### *20 Cent Definitive Lettercard*

This was something of a surprise item, appearing on the philatelic counter at Melbourne within a few days of the long-delayed arrival of the corresponding provisional item reported above.

The wording is now printed in blue instead of black and the Queen's Head type stamp is printed in a light green which rather disconcertingly changes to pale orange under ultra-violet light.

### *20 Cent Bowls Championship Stamped Envelope*

When first placed on sale considerable variation could be found in the green colour of the "stamp" which ranged from a yellowish-green to a dull bluish-green, but these variations were minor when compared to supplies which have gone on sale in Melbourne lately in a strong deep blue-green colour. The "helecon" band to the right of the stamp appears to be weaker too, which suggests at least a break in the continuity of the printing run, if not a deliberate reprint.

### *Australian Dogs Series*

It is too early to be able to report any significant varieties on this issue but it will be worth while to keep an eye open for paper variations.

In sheet format so far, the 20 cent, 50 cent and 55 cent have been on one paper, while the 25 cent and 35 cent have been on another. However, in the packs, which are already virtually sold out, the 55 cent seems to be on the same paper as the 25 cent and 35 cent and it should be possible to find the 55 cent on the brighter U/V lamp paper in sheet format.

### *Australia - Fishing Series*

I understand that there are two reactions of the 20 cent stamp although I have yet to catch up with this one. There are also two papers of the 50 cent denomination and here the reactions under the lamp are very distinct both from the front and the back of the stamps.

# CORONATION AIR MAIL 1911 SENT TO NEW ZEALAND

By H. L. CHISHOLM

Twenty-one cards and envelopes flown by the London-Windsor Coronation Air Mail 1911 addressed to New Zealand have been traced and three others are known to have been in the mail.

One man received two.

The Coronation Aerial Post, organised to mark the Coronation of King George V, comprised a number of flights from London to Windsor between 9 and 26 September 1911 by Messrs C'ement Greswell, C. Hubert, E. F. Driver and G. W. Hamel, and flights by Greswell and Hamel from Windsor to London on 17 and 18 September.

Thanks for information during the five years of the long search and help in compiling the list of those known are extended to Messrs Francis J. Field, D. D. Edwards, P. W. Parkes, K. C. Haley and A. L. Bailey (England), Messrs D. G. Cornish, H. D. London, G. J. Elliott, D. A. Walker, W. A. O. Jacob, D. H. S. Prince, E. R. Gibbs, R. D. Samuel, J. Coom, D. E. G. Naish, H. W. Hanlon, R. M. Startup, Laurie Franks, K. A. Griffiths and the Rev A. H. Voyce (New Zealand) and Mr and Mrs E. J. Garrard (Sydney).

The four pilots, all associated with the Grahame White Flying School, Hendon, with their Royal Aero Club Certificate numbers and dates (the names are as they appeared on the certificates), were:

26	C. H. Greswell	15 November 1910
57	C. L. A. Hubert	14 February 1911
64	Gustav Hamel	14 February 1911 (he had also taken an Aero Club de France certificate on 3 February)
110	E. F. Driver	1 August 1911

Cards and envelopes with the famous design of a Farman biplane flying over Windsor Castle were printed in various colours.

There were four basic types of the design, which may be designated a, b, c, d, by features of the inscription at the foot of the design. Cards and envelopes were prepared for the flights in each direction, the inscription being:

For conveyance by AEROPLANE from LONDON to WINDSOR  
or  
For conveyance by AEROPLANE from WINDSOR to LONDON

There were two types of each design, distinguished by the word at the left of the inscription panel, so the types may be listed as follows:

(a) Copyright	LONDON to WINDSOR	D.L.P. Inv
(b) Lendon	LONDON to WINDSOR	D.L.P. Inv
(c) Copyright	WINDSOR to LONDON	D.L.P. Inv
(d) Lendon	WINDSOR to LONDON	D.L.P. Inv

(Mr D. Lewis Poole, an architect, made the original sketch of the design, and the finished product was the work of Mr William Warwick Lendon, an artist.)

The special First United Kingdom Aerial Post postmarks were used as follows:

London, Nos. 1 to 4 – Wimpole St Post Office.

5 and 6 – Hendon Aerodrome.

Windsor, Nos. 1 and 2 – Windsor Post Office.

Postmark dates were – London, Sp 9 to 15. Windsor, Sp 16.

Only privileged mail (violet envelopes or cards) is identifiable as flown on the day of the postmark, and the mail was not necessarily flown in the direction shown by the inscription on the card or cover. (It was flown from the place of the postmark.)

The number of items with sufficient details to allow listing is now two envelopes and seventeen cards:

#### LONDON - WINDSOR

<i>Item No.</i>	<i>Type</i>	<i>Colour</i>	<i>Postmark</i>	<i>Address</i>	<i>Remarks</i>
NZ1	Card (a)	Red-brown	SP 9 Die 1	Colonel Holden Webb Nelson New Zealand	Endorsed "Received Nelson 25th October 1911"
NZ2	Card (a)	Dark Green	SP 9 Die 1	Mr F. Steans 30 Barbour St Christchurch New Zealand	
NZ3	Card (a)	Dark Green	SP 9 Die 1	F. Steans Box 453 Christchurch New Zealand	Franked with ½d Edward VII and George V stamps
NZ4	Card (a)	Dark Brown	SP 9 Die 2	G. P. Donnelly, Esqr Otatara Napier Hawkes Bay New Zealand	1d K.E.VII and ½d K.G.V stamps Sold Stanley Gibbons Auctions, London, 3 Sept 1976
NZ5	Card (a)	Dark Green	SP 9 Die 2	– Hooper Esq Architect Dunedin N.Z.	Two ½d K.G.V stamps
NZ6	Card (a)	Dark Green	SP 9 Die 2	Heighington Jones, Esq C/- Sargood, Sons and Ewen Victoria Street Auckland New Zealand	Sender: F. R. Jones ½d stamp 1d NZ Postage Due stamp cancelled Auckland 23 OC 11 Additional markings: 2d To Pay unframed marking (in red), corrected in pencil 1d.

<i>Item No.</i>	<i>Type</i>	<i>Colour</i>	<i>Postmark</i>	<i>Address</i>	<i>Remarks</i>
NZ7	Card (a)	Dark Green	SP 9 Die 3	Mrs A. Barrett 37 Lonsdale St. New Brighton New Zealand	1d To Pay, framed (in red) T over 10 in six-sided border. L below Sender: Lucy Two ½d stamps
NZ8	Card (a)	Red-brown	SP 9 Die 4	Mr H. R. Thompson National Bk New Zealand Wellington New Zealand	
NZ9	Card (c)	Red-brown	SP 9 Die 4	Mr Owen Wilson Redmount Papakura, Auckland New Zealand	One Edward VII ½d, one George V ½d. From A.B.
NZ10	Card (a)	Red-brown	SP 9 Die 5	Miss Bursill Nurses' Home Newtown Wellington New Zealand	Die 5 Postmark Hendon Aerodrome pmk ½d K.E.VII and 1d K.G.V
NZ11	Card (a)	Dark Brown	SP 11 Die 3	Mrs Harry Coom Waimarama Makuri, Pahiatua New Zealand	Two ½d George V stamps
NZ12	Envelope (b)	Green	SP 12 Die 3	Mr Andrew Allen C/- J. Allen, Son and McClure Maclaggan St Dunedin New Zealand	1d K.G.V stamp
NZ13	Card (a)	Red-brown	SP 12 Die 3	Miss Saunderson Mr Hobson Remuera Auckland New Zealand Re-addressed: Manu St. Orahuhu	Sender: J. McMillan London Backstamped (on the face); Auckland 24 OC 11 3 PM
NZ14	Envelope (a)	Purple-brown	SP 13 Die 1	Mr W. Ulph C/- The Waihi G.M. Co. Ltd. Near Auckland New Zealand	"Near" struck out of address and "Waihi" added twice. Arrival markings Auckland 24 Oc and 25 Oc. Machine backstamp Waihi 26 Oct
NZ15	Card (a)	Red-brown	SP 15 Die 3	J. N. Sanderson Nga Wiru Rotheram Amura New Zealand	Committee's Special Mail card. Two ½d K.G. V stamps. Amura should be Amuri.

<i>Item No.</i>	<i>Type</i>	<i>Colour</i>	<i>Postmark</i>	<i>Address</i>	<i>Remarks</i>
NZ16	Card (c)	Dark Brown	SP 15 Die 3	Mr Herbert Webb, Esq Barrister & Solicitor Wellington N.Z.	Pair ½d George V. Sender: M. A. Wood
NZ17	Card (a)	Dark Green	SP 15 Die 3	Mrs J. W. Shearer Law Courts Hotel Dunedin New Zealand	Two ½d K.G. V stamps
NZ18	Envelope (a)	Red-brown	SP 15 Die 3	F. A. Cook, Esq. Colombo St. Christchurch New Zealand	
NZ19	Card (?)	?	?	Thomas Hutchison, S.M., Oamaru	Mentioned in <i>New Zealand Herald</i> , Auckland, about 1931

The address on NZ19 may not be exactly as given.

NZ20	Card (a)	Red-brown	SP 14 Die 2	Miss E. Taylor 12 Leith Walk Calton N.E. Valley Dunedin New Zealand	½d K.G. V T over 10 in hexagon handstamp. Circular "To Pay Double Deficient Postage" handstamp. Amount (1d) not clear
NZ21	Card (a)	Dark Green	SP 9 Die 1	Mrs Crowther Ladies Mill Remuera Auckland New Zealand	Two ½d K.G. V stamps. Senders: Nellie, Cliff and Nina.

Two other items are known to be in collectors' hands. Efforts to trace one sold by Mr Laurie Franks, of Christchurch, have been unsuccessful. This was:

A card with a printed advertisement for a firm of cycle dealers on the back, addressed to a cycle dealer in New Zealand and auctioned by Mr Franks about 1972.

Mr Edwards reports having seen, about 1962, a scarlet envelope addressed to New Zealand.

At least one other card came to New Zealand, as the message on Mrs Barrett's card reads:

This is the first Aerial post sent. It leaves London tomorrow for Windsor. Keep this for me. I hope to go out to see it go tomorrow. Made a mistake on Ruby's thought it was yours. She is to keep for herself.

The King & Queen are sending also.

Love Lucy

The items with 9 September postmarks are the first airmail matter known to have been posted to New Zealand.

The envelope addressed to Mr Cook was one of the "Flap-Embossed" envelopes, apparently necessitated by a shortage of supplies. They are identifiable

by the converging white lines, caused by the flap, which show on the face of the envelope.

Special interest attaches to No. NZ15, the card addressed to Mr J. N. Sanderson.

This bears the acknowledgment of the organising committee in printed script:

September 1911.

The Honorary Organising Committee of the First United Kingdom Aerial Mail have much pleasure in acknowledging remittance to the Coronation Aerial Post Fund.

Secretary's Office,  
General Buildings,  
Aldwych,  
London, W.C.

N. C. Baldwin and Francis J. Field, in *The Coronation Aerial Post, 1911* (p. 36) record that the committee despatched a number of cards and letters to nominees, to meet the request for envelopes and cards which were received after the mail had closed.

When the orders came in, the committee sent one of these to the applicant with a notice which said . . .

The Secretary regrets that your instructions relative to the Aerial Post arrived after the Post had closed.

Due notice was given in the Press that Friday, September 15th, was the last day on which orders could be accepted.

So as to avoid disappointment to those who would like a Souvenir of this interesting experiment, the Honorary Organising Committee despatched a number of missives in a special bag and beg to enclose same to the value of your remittance. . . .

The authors say (p 70):

Mention has been made in "The Committee's Special Mail" of the cards and envelopes despatched by the organisers to fill late orders. . . .

It will be noticed that the letter states that these missives were enclosed in a *special* bag and as it is unlikely that more than a hundred or two would be despatched, it is probable that the special bag was No. 25 which weighed only 4 lbs, and which was enclosed together with two other bags in the last sack. It may be safely assumed that these consisted of red-brown cards and "flap-embossed" envelopes. Further, judging from quantities carried in relation to postmark dates, the contents of this special sack were posted on September 15th, receiving the obliteration of that day. It is considered apparent that the postcards were handled by the sorter using die No. 3 and the envelopes by the sorter using die No. 2.

Obviously none of the "nominees" would have lived in New Zealand and one may conclude that the request having been received on the last day, when the committee's mail was being prepared, one of the cards was used to fulfil the order.

Bag 25 was carried by Gustav Hamel on Bleriot monoplane No. 2, on the last London-Windsor flight on 26 September 1911.

The card addressed to the cycle-dealer was probably one of those sent by Brown Brothers Limited, "The World's Largest Cycle and Motor Material Manufacturers and Merchants", London (Illustrated, Stanley Gibbons Auctions Catalogue, 3 September 1976).

In a printed message on the reverse of the card, on a cloud, sunray and aero-

plane background, the firm conveys its compliments and trusts "that their pleasant business relations will always be maintained".

The company also sent another type of card with an invitation to inspect their new warehouse. (Pictured in the Stanley Gibbons Auctions Catalogue of 11 September 1974.)

Two interesting features have been revealed during the compilations of the Coronation Air Mail lists: First, the appeal of this pioneer air mail to ladies, which caused them to mail cards, and secondly, the number of cards which, having been sent out to Australia and New Zealand, have found their way back home to England.

#### TWO MORE ITEMS TO AUSTRALIA

This article is a companion to that on Coronation Air Mail to Australia (*P. from A. March 1977, p. 7, and September 1978, p. 58*).

Two further items, a card and an envelope, addressed to Australia, have been reported, bringing the total to 15.

#### LONDON-WINDSOR

<i>Item No.</i>	<i>Type</i>	<i>Colour</i>	<i>Postmark</i>	<i>Address</i>	<i>Remarks</i>
14	Card (a)	Red-brown	SP 9 Die 3	Miss M. Klacby "Bevois Mount" Port Macquarie NSW Australia To the left of NSW North Coast (underlined)	½d K.E. VII and ½d K.G. V stamps. Signed: Jack.
15	Envelope (b)	Violet-brown	SP 9 Die 4	Geo. Bateman, Esq C/o- H. H. Chapman, Esq Book Lovers Salon Collins Street, Melbourne. Re-addressed to Daily Chronicle Office, Whitefrairs Street London, E.C.	

Details of any 1911 Coronation Air Mail items addressed to Australia and New Zealand that have not been recorded in the numbered lists will always be welcome. A list of "Wizard" Stone Melbourne-Sydney air mail cards is now being compiled, and owners and collectors knowing of them are asked to provide details.



# The Other Side of the Picture



By G. T. WHITE, F.R.P.S.L.

## VICTORIA

### *Events leading to the Establishment of a Post Office at Buckland*

This office, about 229 miles by the mail route north-east of Melbourne, was opened on 1.4.1856 at the Buckland River Diggings after some years of concern by the Postmaster at Beechworth.

I will quote from letters tabled in the Legislative Council in 1856 and also quote from a report by Charles H. Watts, Inspector of Country Post Offices (which has been extracted from Australian Archives – MP 311/9).

They give a few interesting facts, probably common to some degree to all Australian States, regarding the establishment of a few early Post Offices.

#### *Letter Number 1.*

The Postmaster at Beechworth to the Postmaster-General at Melbourne:

Post Office, Beechworth,  
31st December, 1853.

Sir,

I have the honor to report that I have given notice "That any parties at the Buckland, by leaving their orders with the Assistant Commissioner or Sub-Inspector of Police, can have their letters forwarded from this Office".

This I did with the concurrence of the Resident Commissioner and Inspector of Police for this district.

The Buckland River is distant some sixty miles; many of the diggers have gone up from this locality, and it is computed that the population cannot be less than 3000.

The enquiries were numerous as to "how they were to receive their letters", and as some of the troopers are in once or twice weekly, I suggest this arrangement till a better could be made.

I have acted upon this plan for some of the out diggings, the Yackandandah (some eighteen miles), and Snake Valley (nine miles), for a considerable time.

The route taken for the Buckland is about midway between this and Wangaratta, so that there is no office for postal communication within sixty miles.

I have, &c.,  
(signed) John Whitty.

#### *Letter Number 2.*

The Postmaster-General to the Postmaster at Beechworth:

General Post Office,  
Melbourne, 10th January, 1854.

Sir,

Acknowledging your letter of the 31st ultimo, on the subject of the letters for the Buckland

River, I have to express my approval of your adopting in such an emergency any measure, not involving unwarrantable expenditure, which will extend the secure transmission of letters, an object likely to be attained through the hands of the Officers of Police or Gold Commission, but by no means through the system heretofore prevailing on some of the Gold Fields, of private agency, without express orders.

I have, &c.,  
(signed) A. McCrae,  
P.M.G.

### *Report*

Extract of an enclosure to a letter from Beechworth written in September 1854:

Report on the present state of Postal Communication on the Gold Fields, within the Murray District.

First. That the Beechworth is the only Post Office on the Gold Fields within the Murray District for receiving or despatching mails.

That already this district embraces the Buckland Diggings, distant from this, the nearest Post Office, some sixty miles; present population from nine to ten hundred, with every prospect of large increase as spring advances.

For many months (last summer) the population varied from 5000 to 7000.

The report mentions the possibility of using mounted troopers as a cheap and safe way of carrying the mail.

### *Reply*

The Secretary to the Post Office replied:

Sir,

I have to acknowledge the receipt of your communication of the 11th instant, with suggestions relative to postal communication with the Gold Fields.

In reply I am directed by the Postmaster-General to state, the subject referred to has long occupied his attention, but the adoption of any proposal to carry into effect the suggestions advanced has been hindered, by an expressed desire on the part of the Police authorities not to have any service to perform for this department; having sufficient employment for their whole staff without co-operation in the duties of another department of the Government service.

I am, &c.,  
(signed) A. Langston,  
Secretary.

This letter dated  
16th September 1854.

### *Petition*

Postmaster at Beechworth to the Postmaster-General:

Post Office, Beechworth,  
12th October, 1954.

Sir,

For your earliest information I have the honor to report, that on Saturday last a party informed me that a memorial to His Excellency the Lieutenant Governor, already signed by three or four hundred inhabitants, storekeepers and diggers, at the Buckland River, was about to be forwarded, "praying that a Post Office might be established in that place".

In my late report on postal communication on the Gold Fields in this district, I noticed its distance, population, and difficulties as to contract for conveyance of mails, etc. — —

I am further informed that notice has been posted, issued from the Gold Office, Buckland, stating that after the 1st instant no more letters would be received, delivered or dispatched; this renders some postal communication indispensable.

I have, &c.,  
(signed) John Whitty,  
Postmaster.

The Inspector of Country Post Offices reported as follows:

G.P.O. Melbourne.  
25th October 1854.

On the petition for the establishment of a Post Office at the Buckland River, I have the honor to report that there is no precedent for the establishment of a mail conveyance over a distance, as represented by the Memorialists, of "fifty miles" of difficult country for the benefit solely of a fluctuating population of so small a number as 700-800, though a smaller fixed number would, I may say, demand the expenditure.

Seeing the unhappy prospect of a scarcity of water this summer on the gold fields, I think it probable that the unlimited supply of that necessary mentioned by the petitioners may soon make this field attractive, but I think that issue may be waited for and not anticipated until at all events it is seen whether even the existing mail services will be within the means which the Legislature may provide.

I am sometimes induced, by anxiety to afford the public the utmost benefit from the Post Office Department to recommend small and economical services of speculative usefulness, but this projected mail is a heavy undertaking, and I think will admit of and requires my personal enquiry before decision.

The perfecting of the mail arrangements for 1855 will prevent my visiting the Buckland for some time. In the meantime I would respectfully suggest that it might be desirable to obtain from the Gold Fields Department an expression of opinion on the probable increase and permanency of the Buckland population.

I am sorry to be compelled to remark that many of the signatures to the petition are not "bona fide", the same individual having apparently frequently signed for several. This does not perhaps invalidate the testimony of the petitioners to their feeling of postal destitution, but it is a bad habit which might operate improperly in the case of political questions, or clashing claims, and I therefore feel that, having noticed it, I should fail in duty, did I not point it out.

(signed) Chas. H. Watts,  
Insp. of C.P.O.

#### *Action and Its Results*

About eighteen months later a Post Office was opened at Buckland. However early in 1857 the mail contract was cancelled due to its high cost per letter carried (about four shillings per letter). Exactly how this cancellation affected the service is not known.

The number of letters dispatched from the Buckland Post Office must have been only about 1000.

In fact, to date only one copy of the original Barred Numeral 104 has been seen used in this period. This canceller was later modified.

## DR W. P. HESLOP CELEBRATES DIAMOND JUBILEE AS MEMBER

Dr W. P. Heslop, a much respected member of the Royal Philatelic Society of Victoria, celebrated his Diamond Jubilee as a member in January.

He was elected on 15 January 1920.

The Council sent him a telegram of congratulations on the anniversary, and the announcement of his achievement was greeted with applause at the 17 January meeting.

Dr Heslop now lives at Wangaratta.

# THE RAILWAY STAMPS OF WESTERN AUSTRALIA, 1905-72

By R. LLOYD-SMITH

The railway parcels stamps of the Australian States had attracted little attention in the philatelic press until the appearance of Volume Four of *The Encyclopedia of British Empire Postage Stamps* in February 1962.

This work, gathering up the essence of what was known about the stamps, postal and general history and cancellations of each country in its field, touched in varying depth on the railway stamps of each Australian State, including a brief listing of the first Western Australian railway stamps of 1905.

Since then, there has been a quickening of interest in a neglected field, historically, as collectors and philatelists, at least some of them, recognised such an interest as legitimate. The railway systems have played a part, sharing with the Parcels Post, the handling of newspapers, perishable, and other parcels traffic, generally on passenger trains. In the past, these stamps have been treated with scorn, being usually of large size, utilitarian in design, often poorly printed and with unattractive cancellations when used.

Collectors of Western Australia are fortunate indeed that its railway stamps attracted the contemporary interest of such an eminent philatelist as the late W. H. Bromfield, at that time President of the Philatelic Society of Western Australia, who contributed an article with check list in *The Australian Stamp Monthly*, August 1935 (volume 6, pp. 227-28).

Always resident in the eastern States, I had accumulated very few of these stamps until the opportunity came in 1968 to purchase a collection assembled by an enthusiast in America.

Even the most casual comparison of these stamps with the Bromfield article gave me a great respect for the thoroughness of the listing to that date. I have not had the opportunity to examine at first hand the Bromfield collection at the Western Australian Museum, Perth, but I hope that a local enthusiast will do so, and fill in the obvious deficiencies, particularly in the later listings. Interest will follow as a direct result of the publication of *Western Australia, The Stamps and Postal History* last year, but it is understood that space could not very well be found to open a subject that only began in the present century.

In writing of these stamps, I must, as indeed all others, go back to the Bromfield source. His observations must have been made first hand, and it is doubtful whether these are recorded departmentally, or sufficient material is in the hands of collectors to date the vagaries of paper supply in the period after 1916.

Stamps for the prepayment of freight on parcels and newspapers conveyed over the Western Australian Government Railways came into use on 1 August 1905.

It is probable that Federation, with the resultant separation of postal and internal revenue services must have played a part here, but little has been published of this very interesting period when the stamps for all State needs were produced in Western Australia rather than in England.

*First Issue*

The first issue of Railway Stamps were of twelve values printed by the Government Lithographer on unwatermarked paper, in sheets of 120, in two panes of 60, perforated single line, first perf 12, and later perf 11, no date of perforation change being recorded.

The design probably was prepared in the Railway Department, showing a stylised 2-6-2 Tank locomotive at the base above a panel inscribed FORWARD. The value,  $\frac{1}{4}$ d to 10/- is in a circle surrounded by the words WESTERN AUSTRALIAN GOVT RLYS above the locomotive. Rosettes are in the upper corners, and in the five low values,  $\frac{1}{4}$ d,  $\frac{1}{2}$ d, 1d,  $1\frac{1}{2}$ d and 2d, a panel between the rosettes is inscribed NEWSPAPER. The word NEWSPAPER does not appear on the values 3d to 10/-. The size of stamp design as printed is  $23\frac{1}{2}$  mm by  $32\frac{1}{2}$  mm, stamps appear to have been printed on gummed paper.

*First Issue, 1905-07*

1905, perf 12 single line.

$\frac{1}{4}$ d yellow green, green

$\frac{1}{2}$ d yellow

1d orange

$1\frac{1}{2}$ d yellow-brown

2d carmine

3d slate-blue

6d deep blue

9d emerald green

1/- olive-brown

2/6 purple

5/- slate-grey

10/- red

1906-7, perf 11 single line.

$\frac{1}{4}$ d green, shades

$\frac{1}{2}$ d yellow

1d orange

$1\frac{1}{2}$ d yellow-brown, withdrawn

June 1907

2d carmine, withdrawn June 1907

3d slate-blue

6d deep blue

9d green, shades

1/- olive-brown, bistre

2/6 purple

5/- slate-grey

10/- red (Bromfield) not seen by me

*First Issue 1905-07**Second Issue 1905-51*

There may be shades of 3d, 9d and 1/- values.

Cancellations seen are unsightly, large numerals varying from 19-25 mm in large frame, probably by brass obliterating stamps, later by large rubber numerals, unframed. Perth was using a three-line canceller, top line reading PERTH, second

line, date, JUN 27 1907, bottom line is a double line, interrupted by "A". This became usual for Perth in June 1907, measures 20 mm by 25 mm, and is much neater.

*Second Issue, 1907 to 1951*

The size of the stamps being considered too small for the clumsy cancellers in use, the first issue was superseded in 1907, by stamps 36 mm by 52 mm printed on watermarked paper, showing a central crown, to appear on each stamp, with the letters WAGR forming a square within the stamp design. Sheet size covered 60 stamps, and the original design was retained with some re-drawing, particularly in the spacing of letters in FORWARD. The word NEWSPAPER was omitted in the low values, and the 1½d and 2d values were withdrawn in June 1907, not appearing in the second issue.

In 1911 it was decided to use paper without watermark and this was used in the 1912 printings on non-curling gummed paper.

In 1913 the future use of watermarked paper was planned as an additional protection against fraud, but the first shipment of such paper did not arrive until 1916.

With wartime conditions applying to manufacture and packing, it was necessary to trim the sheets in bulk resulting in the position of the watermark not being uniform on the stamps.

In June 1916, stocks on plain paper were held of the following eight values: ¼d, 1d, 9d, 2/-, 2/6, 4/-, 5/- and 10/-, these being used concurrently with the new watermarked issue, which covered the eight denominations: 3d, 6d, 9d, 1/-, 2/-, 2/6, 4/- and 5/-.

Stocks of 10/- stamps on unwatermarked paper met requirements until August 1923.

The use of ¼d stamps was discontinued in 1917, but early in 1915, supplies of these were issued for use on the Midland Railway Company line (from Midland Junction to Walkaway, 447 kilometres), connecting the Northern and Central sections of the WA Government Railways. These were overprinted by rubber stamp, MIDLAND RAILWAY ONLY in block capitals in three lines. I have not seen any of these.

In June 1918, the use of 1d stamps was discontinued, and the stock on hand was surcharged "½d" in black. These ¼d and ½d stamps were without watermark.

The actual size of each sheet of 60 stamps was 477 mm by 298 mm, the paper being pre-cut to this size. From 1919 the practice of perforating the outer edge of marginal stamps was discontinued.

In September 1919, 3d, 6d, 9d and 1/- stamps were issued ungummed, but were found unsatisfactory, and from May 1920 until the stock of ungummed paper was exhausted in December 1921, sheets of stamps were gummed by the Government Printer before issue.

The following values were treated thus: ½d, 3d, 6d, 9d, 1/-, 2/-, 2/6, 4/- and 5/-, the ½d being a new issue following the exhaustion of those surcharged in 1918.

*Government Printer Takes Over*

From 1 November 1919, production of stamps was transferred from the Government Lithographer to the Government Printer, and all supplies since

have been produced by him and, since 1922, on gummed paper.

In September 1923 variations were made in certain colours, and apart from slightly different shades, 6d became red, and 10/- became opal blue. In July 1924 a new denomination, 1/6 orange, was introduced, followed by 1d in rose-pink in December 1925.

During the period that unwatermarked paper was in use, there was considerable variation in quality and thickness. There was also a wide variation in thickness of watermarked paper, particularly since 1921 when very thin paper has been used.

The same design had continued until 1951, printings being made in denominations as needed, and issued on requisition.

The stamps of the Second Issue can be summarised:

Issues of 1907-12, size 36 mm by 52 mm, perf 11.

1907, watermark, WAGR Crown.

¼d pale green  
½d yellow  
1d orange  
3d slate blue, blue  
6d deep blue  
9d deep green  
1/- olive-brown, bistre  
2/- red-brown, brown  
2/6 purple  
4/- carmine  
5/- grey  
10/- red

1912, no watermark.

¼d pale green, discontinued 1917  
but supplies used for Midland  
Railway Co 1915  
½d yellow  
1d orange, discontinued June 1918  
3d blue  
6d deep blue  
9d bright green, deep green  
1/- olive-brown, bistre  
2/- red-brown, brown  
2/6 purple  
4/- carmine  
5/- grey  
10/- red

1915, overprint on 1912 issue, no watermark, MIDLAND RAILWAY ONLY.

¼d purple on pale green

1916, printing on new supplies of watermarked paper, thick, medium, thin, pre-cut, watermark often misplaced.

3d blue, shades	2/- brown
6d deep blue, shades	2/6 violet, shades
9d green	4/- carmine
1/- yellow olive	5/- dull olive

1919, 3d, 6d, 9d and 1/- values without gum.

1918, surcharge on 1912 issue, no watermark.

½d in black, lithographed, on 1d, orange

1920, ½d, and all eight values of 1916, but gummed after printing.

Prior to 1919, and from 1922 onwards, all printings are on gummed paper. September 1923 and later, same watermark, and perforation, perf 11, on thin paper.

½d yellow, shades	1/6 orange, July 1924
1d rose pink, December 1925	2/- salmon brown, pale brown
3d blue, shades	2/6 violet, lilac
6d scarlet, September 1923	4/- purple, mauve lake, September 1923
9d green, shades	5/- deep olive, dull olive
1/- pale olive, yellow olive	10/- opal blue, September 1923

Use continued until late 1951 at least, cancellations generally showing date stamps after 1917. It is not certain in many cases whether the date stamp is incorporated with the large rubber number obliterator with numerals from 23-30 mm high. Cancellations generally appear neater on the larger stamps.

I have not been able to identify all printings positively in my own collection, and have used Bromfield's colour names in many cases to supplement my own observations, hoping that others may improve in a more exact check list.

#### *Midland Railway Company*

I have not seen a copy of the 1915 overprinted ¼d stamp, but have a photographic print of a rouletted ONE PENNY stamp, type-set in six lines, reading as follows: Midland Railway / Company of W.A. Ltd / (Inc. in England) / PARCEL STAMP / 1d. (large) / ONE PENNY. The whole is surrounded by a double row of printer's rule, and there is no indication of scale.

This came to me with the collection from USA in 1968, and I have no further information about such an issue.



*Third Issue 1952-60*

#### *Issues from 1952*

All the following data is based on my own collection which was loaned to the Western Australia Study Group in 1977, and I acknowledge the assistance of Mr Brian Pope, of Perth, who has gained information on the stamps currently in use.

In 1952, a new design was prepared from drawings made by members of the staff of the Western Australian Government Railways in response to a call for a more modern stamp. The issue in fifteen values show three different methods of transportation, suitable for two colour reproduction by offset lithography.

1d, 9d, 1/6, 3/-, 4/- and £1 — a diesel train set;  
3d, 1/-, 1/9, 2/- and 5/- — a tractor and bus;  
6d, 1/3, 2/6 and 10/- — a modern steam locomotive.

The design, 34 mm by 52 mm, very similar in size to that of its predecessor, was prepared for use on the same offset machine. It is divided into four boxes by green lines. The top box has the title "WESTERN AUSTRALIAN GOVT RAILWAYS" in two lines, printed in vermilion red on a plain background. The next lower box has a green underprint with the letters WAGR within a diamond pattern. The denomination and words PARCELS STAMP are boldly printed in vermilion red in this panel.

The third panel shows the appropriate transportation picture in green on an uncoloured background. The lowest panel is reserved for the station name, only printed in green for Perth, or black for certain other stations. Otherwise this space is blank and the station name is printed diagonally in black over the value tablet. The watermark is unchanged, as is perforation. Paper is thin.

Little colour variation is noted during the life of this third issue, and cancellation is mostly by date stamp without station number.

#### *Third Issue, 1952-60*

1d	green and vermilion red	2/-	green and vermilion red
3d	" " " "	2/6	" " " "
6d	" " " "	3/-	" " " "
9d	" " " "	4/-	" " " "
1/-	" " " "	5/-	" " " "
1/3	" " " "	10/-	" " " "
1/6	" " " "	£1	" " " "
1/9	" " " "		

In 1961, the design was modified by the elimination of illustrations, and in the bottom box, the words SAFETY AND SERVICE in three lines occupy the space, with PERTH station name below as before.

Other station names are overprinted diagonally in black over the value tablet. Colours are turquoise blue and vermilion red, with watermark and perforation 11 unchanged.

#### *Fourth Issue, 1961-66*

Size, perforation and watermark unchanged.

3d	turquoise blue and vermilion	1/6	turquoise blue and vermilion
6d	" " " "	1/9	" " " "
9d	" " " "	3/-	" " " "
1/-	" " " "	4/-	" " " "
1/3	" " " "	10/-	" " " "

1d, 2/-, 5/- and £1 values are not reported but probably exist.

*(To be continued)*

## OBITUARY

*Mr J. B. WILLIAMSON, F.R.P.S.L.*

Mr James Bernard Williamson, F.R.P.S.L., of Pinner, England, who had built an internationally renowned collection of Australian Commonwealth, died in December.

The collection was the result of more than forty years of effort.

Mr Williamson joined the Royal Philatelic Society, London, in 1948, and had been president of the British Society of Australian Philately, of which he was almost a founder member.

He had also been president of the Pinner Philatelic Society and the Middlesex Philatelic Federation.

He was always a prominent figure at meetings of the Philatelic Congress of Great Britain, at which he was official scrutineer, and which his wife, Enid, always attended.

Before retirement, Mr Williamson was responsible for all transport used by Scotland Yard and he had many interesting stories of testing police vehicles on the famous Brooklands Racing Track before it was demolished in 1940.

He had wide-ranging interests beyond philately, and was an expert on Tunbridge Ware, on butterflies, and on the horticulture of apples.

All his life he had been a dedicated social worker and, in his own words, regarded such work as "the rent we pay to God for our room on earth".

## EDITORIAL NOTES

### *R.P.S.L. Representative*

The Royal Philatelic Society, London, has appointed Mr John Gartner its representative in Victoria.

The position was previously held by Mr J. R. W. Purves.

### *Stamp Advisory Committee*

Mr Ray Chapman, M.B.E., has been appointed philatelic representative on the Stamp Advisory Committee.

He succeeds Mr John Gartner, who followed Mr J. R. W. Purves. Mr Gartner resigned in December, after sixteen years' service on the Committee.

All three have been members of the Royal Philatelic Society of Victoria.

### *Off to "LONDON 1980"*

Miss Joyce Buchanan, Business Manager

of *Philately from Australia*, is going overseas to attend "London 1980".

She asks that those writing her understand the reason if their letters are not answered promptly.

### *Lord Howe Island Provisional Variety*

Professor Dott Giorgio Perazza, of Bologna, Italy, reports in the *London Philatelist* (September-October 1979, p. 128) that he has a mint copy of the 1930 Lord Howe Provisional (Australia) 1½d Sturt commemorative, endorsed in manuscript, 2d Paid PM LHI (in four lines), with PM omitted.

The Royal Philatelic Society, London, has certified it as genuine, adding, "It is impossible to state that mint examples may not have been made for collectors after the provisional use was necessary".

The certificate, No. 60575, was issued in 1966.

# TASMANIAN NUMERAL CANCELLATIONS

By H. M. CAMPBELL, F.R.P.S.I.

Although it is many years since I was directly concerned with the study of Tasmanian postal markings, and passed on to other fields, I have maintained my interest in new discoveries in the "tying" of numeral cancellations.

I am now contemplating the production of a new work embodying the listing and comparison of the numeral cancellations used in *all* the Australian States, and it is this that has led me to take up my pen at this stage.

The main reason is that there are certain identifications in *Tasmania: The Postal History and Postal Markings: Part II* with which I do not agree, and if I produce a Tasmanian list which varies from that in Part II in certain respects, it could cause confusion unless I have previously explained my reasons for disagreement.

I have nothing but admiration for the remarkable amount of new information that the authors of Part II have amassed. There are various points with which I do not agree, or would have put differently, but I have kept silent because, being one of the authors of the original work, my motives could have been misunderstood.

The authors of Part II may have made a mistake in placing as much reliance as they appear to have done in the lists of post offices in *Walch's Almanacs*. If these lists were no more reliable than the post office lists in *Pugh's Almanacs* for Queensland, they should be regarded with caution, although providing useful confirmation when they agree with other evidence.

In the case of *Pugh's*, Mr P. Collas and I found that in a number of cases a post office did not appear in the list until several years after other evidence gave proof that it had opened.

Tasmania, of course, is much smaller in area than Queensland, but there were, and still are, isolated areas about which it would probably have been difficult to obtain accurate information.

Many years ago I knew a gentleman who at one time had been a schoolteacher at Strickland; I was not interested in Tasmanian postal history at the time, but from what he told me I could imagine how isolated that community was — and that was after World War I. It is not many years, either, since the Emu Bay Railway used to carry tourist buses from Rosebery to Burnie because the Murchison and Waratah Highways had not then been completed, and there was no passable road. That shows how important it is to check and double-check the reliability of one's sources.

As it was a book about postal history and postal markings, we tried to present the picture as the postal authorities saw it, which in some cases was not exactly as it was.

In our lists, therefore, and particularly in Chapter V, we have quoted the locality descriptions given in the *Gazettes* for each post office when it was opened. We put these in inverted commas to show that they were quotations, and not necessarily how we ourselves would have described the location. These

descriptions are rather vague in many cases, but we have been taken to task in the amendments to Chapter V in Part II for giving wrong descriptions. To quote a case where the description is a little more explicit, it states on page 46 of Part II that Fossil Bank was *not* half-way between Deloraine and Latrobe, but much closer to Latrobe. We were just quoting, but the description is not necessarily as inaccurate as is made out.

The full *Gazette* description is actually, "At Parramatta, half-way between Deloraine and Latrobe," which might indicate that the post office was not actually at the "fossil bank" which gave it its name; one would have to be able to pinpoint where the Parramatta homestead was in the 1860s to be certain whether or not the description was roughly correct.

On the other hand, the composer of the description could be thinking of the time taken to traverse the distances, as in the case of the Chinese *li*, if the "Old" Deloraine Road was much more difficult between Fossil Bank and Latrobe than between Deloraine and Fossil Bank (I have no idea whether it was). The main point is that from the postal point of view it did not matter whether the description was correct or not.

Another point on which we have been criticised is for using the term "later" to indicate a change of name for a post office when there was a physical re-location of the office at the same time, eg, GROVE — VICTORIA, MOUNT HEEMSKIRK — REMINE, KELLY'S POINT — BARNES BAY. It would have been more accurate to use "Closed (date) and moved to — — —", as I have done in my Queensland book, but the distinction is not really important, as from the point of view of the post office authorities they were still the *same* offices, doing the same job.

Where I think we were wrong was to use the prefix "R" for both re-allocations and replacements — it would have been better to deal with replacements as I have done in *Queensland Cancellations and the Postal Markings*, by putting in the "Remarks" column after the original number "Later used No. — — —", rather than cluttering up the Number column with numbers out of sequence. There were evidently more of these than we originally thought (ie, Nos. 297-300), eg, 279 and 328, and also some that were both replacements and re-allocations, such as 345 to Forth and, evidently, 130 to Longley and 251 to Bradshaw's Creek.

It is good to have North Franklin properly "tied" to No. 339, and not 338 as we had it.

I now come to what is said about the two allocations in Part II, and how it would affect my proposed work.

### *Chapter III. The First Numeral Obliterators*

Irrespective of what the writer of the amendments in Part II has to say, in my opinion, the mystery surrounding Nos. 48 and 67 has not been satisfactorily cleared up.

No. 48. There is no reason to doubt that the numeral was originally allocated to Ouse, and we know for certain that it was later used as an additional canceller at Hobart. However, apart from a cryptic reference in Basset Hull, *The Stamps of Tasmania*, there is no evidence that No. 48 was ever used at the Cascades (wherever it was situated), so I propose to omit it unless somebody can produce a proving "tie".

No. 67. There appear to have been two classes of Receiving Houses in these early days:

1. Receiving Houses in their own right, where the postmaster received a salary, and
2. Receiving Houses attached to other post offices, where the officer in charge received no salary.

If we look at the list of early offices that were not included in the first allocation, on pp. 5-6 of Part II, it will be seen that some were closed before 1853, while most of the others were Receiving Houses attached to post offices. The fact that there was indeed a Receiving House at Barnes Bay therefore proves nothing, as it was attached to Hobart. If it did indeed receive No. 67 at the end of 1853, it raises these questions:

1. Why was it not included in the original allocation?
2. If Barnes Bay received a number, why did not also Trumpeter's Bay, which was opened on the same day in 1851, and was also attached to Hobart?
3. If the allocation was an afterthought, why bother so late in its useful life, as it was almost certainly closed in 1854?

On the other hand, Birch's Bay, which was opened as a Receiving House at the same time as Port Cygnet (No. 66), was not attached to a post office. In my opinion, No. 67 was as likely to be allocated to Birch's Bay as to Barnes Bay, if not more so. I therefore regard Birch's Bay as a possible, if not a probable.

#### *Chapter V. The Second Allocation of Numeral Obliterators*

- 44 HUON TRACK (LESLIE) (LONGLEY) (p. 66, Part II, p. 43). The note in the original should be altered to read: "Later used No. 130 as a replacement".
- 59 MONTACUTE (p. 66, Part II, p. 43). It now appears obvious that Montacute was closed in 1876 and moved to Glen Quoin. The latter would therefore have almost certainly have continued to use No. 59, and the tentative allocation of No. 196 is wrong (see under 196 later). The office opened in this area later as Hollow Tree was evidently regarded by the post office as a new office, so to include reference to it here, except possibly in a note, only makes for confusion.
- 79 SHIPWRIGHT'S POINT (p. 67, Part II, p. 44). It appears now that No. 279 was a replacement canceller. It would be better to include reference to this here in a note: "Later used No. 279 as a replacement".
- 99 TAYLOR'S BAY (p. 68, Part II, p. 45). It appears that this should read: "Closed and moved to  
LITTLE TAYLOR'S BAY 3.12.81 Closed 1.6.93".
- 103 LEITH (p. 69, Part II, p. 45). The re-allocation of this number has now been "tied" to LLEWELLYN (opened 1.1.83).
- 130 SURGES BAY (WATERLOO) (p. 70). The last sentence under Remarks should be reworded: "No. 130 later used at LONGLEY as a replacement (see No. 44)".

*(To be continued)*

## BOOK REVIEWS

*The Falkland Islands. Printings of the Pictorial Issue of 1938-1949*, by C. E. Glass. 20 pp. 16 × 25 cm. Published by Robson Lowe, Ltd. 50 Pall Mall, London, SW1Y 5JZ. Price, £2.

A philatelic work in which the stamp printers concerned have been deeply interested and involved is definitely unusual.

It is even more so when it has an introduction by an executive of the firm — in this case, Mr H. J. Mears, retired stamp production manager of Bradbury, Wilkinson and Co., Ltd. To him, also, Mr Glass records his indebtedness "for the enthusiastic help he gave."

The 1938 Falkland Island pictorial set has always been popular and Mr Glass has done an immense amount of intense research, ranging from the study of individual stamps and postmarks and ultraviolet examination to a vast amount of reasoning, backed by information from the printers.

The result is a little work of major importance, which makes substantial adjustments to the standard handbook, B. H. S. Grant: *The Postage Stamps of the Falkland Islands*.

Among his findings are:

There were 17 printings of the issue. But this is a great reduction on the number previously thought.

All the stamps overprinted for South Georgia, South Shetlands, South Orkneys and Graham Land were printed specifically for this purpose, and were all overprinted, except 18,720 surplus 3d of the 9.9.44 printing.

The number of stamps overprinted was considerably less than half the figures in Mr Grant's book.

Different papers were no proof of different printings, as more than one kind of paper might be used during a printing.

The catalogue dating of 1940 for the 1d scarlet must give way before the evidence of a copy on cover, dated 1938.

Mr Glass gives details of numbers printed, and overprinted, with details of destination — the Islands or "dealers" and numbers of stamps perforated "Specimen." for almost all printings and values.

A printing could be of one or more values.

Mr Glass mentions that the staff were warned that the company was liable to a

£1 fine for every sheet of paper unaccounted for.

Mr Glass's book is a complete answer to anybody who might claim that philately is not an intellectual hobby.

*Supplement to:*

*Northern Territory: A Postal History, 1824-1975*, by E. Williams and P. Collas. 16 pp. 22 × 28 cm. Duplicated. Published by the Society of Australasian Specialists. Available from Edward A. Williams, Nicholas Road, 1250 Amherst Street, Buffalo, N.Y., 142216, USA.

The excellent parent work was reviewed in *P from A* (December 1977, p. 98). This supplement presents the new material that has been gathered since it was published.

It deals with additions and amendments, and revises the particulars of Australian Army postmarks used in the Northern Territory. There are changes of postcodes, and of the registration labels used in the Northern Territory.

Mr Williams says postal history subsequent to 1975 might be presented in a future supplement if there is sufficient demand.

*Victorian Government Punctures*, by John E. Elford. 19 pp. 21 × 26 cm. Multi-graphed. Published by John E. Elford, 8/51 Union Street, Windsor, Vic. 3181. Recommended price, A\$2.00.

Thirty years of study of Victorian Government punctured stamps has gone into the production of this work and during this time, Mr Elford has examined thousands of stamps.

Mr Elford has distinguished four types of VG punctures, with eight positions, including inverted punctures, and provides comprehensive tables of the stamps punctured, with the different types and their positions.

The lists begin with the George V surface-printed 1d, and concludes with the Year of the Child.

Another interesting chapter lists the Missing Holes in Type 3 punctures, with earliest dates known if these are available.

A surprising item in the list is the 2/- Australian Antarctic Territory map stamp with VG Type 3, inverted. What is the story it cannot tell?

*The N.S.W. Philatelist*, Vol. 1, No. 1, October 1979. 27 pp. 22 × 30 cm. Multi-graphed. Published by the Philatelic So-

ciety of N.S.W. Box H175, P.O. Australia Square, Sydney, N.S.W. 2000.

This new publication is edited by Mr C. M. Trevers. The contents are interesting articles by Professor O. G. Ingles on Tasmania — The Mystery of the De La Rue Plate Numbers 1870-1900, and by Mr N. J. Sheppard on the 1/- N.S.W. Charity Stamp of 1897. Mr Sheppard has succeeded in plating the stamp.

His article contains seven pages of excellently reproduced illustrations, mostly of the various varieties.

*Philatelic Bureau Christmas Island, Indian Ocean, Information Booklet.* 8 pp. 16 × 22 cm.

This unusual publication sets out the island's philatelic policy, so that all collectors will know it. It appears a carefully considered one.

Stamps issued will be: Definitives, to stay on sale for at least four years; commemoratives, recognising occasions of importance or historical significance to the island, and commemorating twenty-five years, or multiples of it; special stamps, featuring Christmas Island subjects.

The island will make two to four issues a year. First day covers will be available for only a month after day of issue.

Definitive issues will remain available at the bureau for a year after withdrawal; commemorative and special stamps will stay on issue for six months after the end of the month of issue, and then at the bureau for a further six months.

"Except for occasional high denomination stamps associated with definitive issues, all stamps are related to postal charges current at the time of issue."

The booklet mentions that the early Christmas Island postal history has never been fully recorded but much information gathered by philatelists is now being pieced together. A brief summary is given.

Confusion about the world's three Christmas Islands — off Halifax, Nova Scotia, in the Line Islands of the Pacific, and in the Indian Ocean — is inevitable, and the anonymous author says:

"It is not surprising that the earliest known cancellation of Christmas Island (Indian Ocean) on cover has a history. Addressed to 'Phosphate Commission, Halifax, Christmas Island', and posted on January 14th 1904 in the Netherlands East Indies, it traced the route Thursday Island, Townsville, Gilbert and Ellice Islands, Auckland, Brisbane, Van-

couver, Halifax, Christmas Island, Nova Scotia, San Francisco, Auckland, Sydney and Singapore before finally reaching Christmas Island, Indian Ocean, on January 14th 1905, exactly one year later."

*Philatelic Bureau Christmas Island, Indian Ocean, Newsletter 1/80.* 4 pp. 16 × 22 cm.

The first stamp issue in 1980 will mark the twenty-fifth anniversary of the Christmas Island Golf Club, announces the *Newsletter*.

"Rumour has it that an area was cleared for a golf course in the centre of the island under the guise of a jungle clearing for a phosphate quarry," it tells the world.

Details of the issue are given. The 20c and 55c stamps are in sheets of fifty, but why not say also whether this is 5 × 10 or the other way round?

*Switzerland Catalogue, 1980.* Editor, H. L. Karcher. 140 pp. 14 × 20 cm. Published by The Amateur Collector Ltd, Box 242, Highgate, London, N6 4LW. Price, £6.10.

This year's edition presents an additional 1,400 prices, bringing the total to about 13,000.

Traditionally, the publishers have given a table of the number of prices changed and the various percentage changes. This year, because of the international inflation, they have had to forego this exercise, and instead, issue a list of revised prices, with a warning that more are expected.

This is the only English-language catalogue of Switzerland, and, if prices may change, the quality of the information in the catalogue remains the same. It is rightly said that it is becoming a catalogue handbook.

*Stamp Investment Guidelines,* by Bill Hornadge. Second Edition. 79 pp. 13 × 22 cm. Published by Review Publications Pty Ltd, 1 Sterling Street, Dubbo, N.S.W., 2830. Recommended price, \$4.50.

This is a revised, up-dated, and enlarged edition of Mr Hornadge's work published early in 1976. It has grown from 64 pp to 79.

He reiterates his conclusion that the specialist is in the best position, and "have their cake and eat it" because he/she has the pleasure from building the collection and the financial appreciation in the background, and because their specialised knowledge enables them to take advantage of buying and selling opportunities.

The Ten Way Test to determine investment potential and the Ten Golden Rules are still emphasised.

# THE ROYAL PHILATELIC SOCIETY OF VICTORIA

## *Paris Postmarks*

One of the pleasures of membership of the Society is the discovery of the unexpected interests of members, and at the second November meeting Mr H. Warwick Wal'cer displayed Paris Postmarks.

It was a display that traced the involved history of the various types, and emphasised the great amount of study Mr Walker had done.

Mr Walker said the first stamped French postmarks identifying the town of origin appeared about 1695. Only eight were known but their use expanded greatly in the early eighteenth century.

Most towns used a straight-line town name preceded by "De" but some major towns were identified by initials only. Paris began a pattern of differentiation that continued to 1876.

The early Crown over P was fairly rare but the P in Triangle types had a life from 1778 to 1827. The Departmental number was added in 1793, but Paris used its Department number, 60, only.

The date was introduced in 1830, and uniformity was established for twenty-two years.

The introduction of stamps in 1849 produced an anonymous diamond grill canceller.

Killers were not abolished until 1876.

## *Stamp Printing*

The 20 December meeting was a special and very memorable one.

The address was by Mr L. R. Ingvorsen, of the Asher Security Division, Leigh Mardon Pty Ltd, who explained the photo-lithographic process and the production and printing of the 1979 Christmas 25 cent and 55 cent stamps.

Mr Ingvorsen showed the transparency that was the start of the 55 cent and the "basic art" — an enlarged painting of the design in full colour — for the 25 cent.

He explained the various stages in production, showing the transparencies separating the colours and one of the plates (one colour).

He also passed around a sheet of each of the stamps in the condition they came from the press.

These were particularly interesting because they showed many control markings outside the area of post office sheets.

He said that each 50th sheet was examined for defects and if any were found the checker went back examining each sheet until perfect sheets were found.

Asked why the full sheets, with all the markings were not available to collectors, Mr Ingvorsen said Australia Post stipulated the size of the sheets that were to be delivered to it.

He also said that his firm chose the above-average quality sheets that were to be sold through the Philatelic Bureau, now Australia Post's philatelic branch.

Mr Ingvorsen's address was followed by many questions from the large audience present.

He could have had no doubt that the work he had done in preparing and delivering it was greatly appreciated.

## *Watermarks and Perforations*

It is a long time since the Society had an evening devoted solely to the technical aspects of philately, but at the second January meeting the president (Mr P. Jaffé) spoke on perforations

and watermarks.

Mr Jaffé demonstrated the great depth of his knowledge over the whole field of philately, in an impressive lecture.

He discussed the making of the paper and the ways of creating the watermark, and the various types of watermark.

Interesting points included examples of cases where the watermark "bit" having been lost or damaged, a different type was used.

Excess water in the pulp could markedly reduce or increase the clarity of the watermark.

Philatelists aimed to classify stamps according to the tools used to create them, wanting to know the type and nature of the perforation machine used, just as it sought to classify them by dies or plates.

Generally, if stamps were to be perforated by line machine, the horizontal was done before the vertical.

The advent of the postage stamp had aided the creation of the modern perforating machine.

## *Scandinavia*

It was an unusual presentation of Scandinavia which Mr H. Von Strokirch presented to the first January meeting because of the wide view of his subject which he took.

This resulted in a large number of unusual or seldom seen items.

The opening item was a page of both values of the stamps printed on the flap of first Finnish postal stationery.

Early classics of Norway, Sweden, Denmark, Greenland and Iceland followed.

There was a Swedish official cover, used by the Post Office for mail to its foreign counterparts, in 1897.

The extent of the Danish post offices in northern Germany was shown by a cover from Itzehoe Railway Station, via Hamburg and Schwartau, to Lubeck, without ever leaving the Danish mail service.

A Danish West Indies ship mail stamp bore an "insufficiently paid" postmark, but Mr Von Strokirch said that this was applied to stamps used as local postage to foreign ships. It was not known to have been used for its intended purpose.

Then there were British 1d Reds, from Plates 88, 96 and 115 cancelled C51, at St Thomas in the Danish West Indies.

Another interesting item was the 1919 Faroes Provisional on cover, sold only between 13 and 24 January 1919, and dated PM 22/1/1919. The rate had risen from 5 to 7 ore and there were no 2 or 7 ore stamps there.

Provisional wartime surcharges were shown unused and on cover.

A Norwegian Missionary Society stamp of Madagascar, produced at its press there in 1897, was printed in English.

## *S.A. "Departmentals"*

South Australia's "Departmentals" — with all their mysteries — are one of the most intriguing issues produced in Australia.

At the February meeting, Dr D. H. Pearce, of South Australia, came over to present a remarkable display of them, featuring unique covers and extremely rare stamps.

Dr Pearce's address on the origin and history of the stamps was a model of what such an introduction should be, lucid, logical and interesting.

His definition of "common" as related to the "Departmentals" was "any stamp of which more than 80 copies are known to exist", and he said there were only six major specialists in this issue in the world, two in Australia, two in Britain, and two in the United States.

Dr Pearce said he believed the number of stamps overprinted was less than that calculated. "I believe that something like 500,000 or 700,000 stamps would be the correct quantity."

He said he was inclined to believe that the size of the block of overprints applied at one time

could well be 60 (12 x 5). No multiples larger than his own block of 18 were known.

This block (6 x 3) was of C.O. (Commissariat Office) 1/-, red overprint, and was accompanied by blocks of twelve and eight of other issues.

The stamps included a beautiful copy of the 6d large star rouletted, P.O., with two stops after P, and a piece with five 1/-, a 2d, and a 6d, with P.S. (Private Secretary) in black on the 6d only.

The covers included the only Police cover known, one of the two L.T. (Land Titles), the only known M.R. (Manager of Railways) cover, and one addressed to Disraeli.

Dr Pearce had noted the earliest recorded dates against each stamp for which a date is known.

## EDITORIAL NOTES

### "The Aero Field"

Would any member of the Royal Philatelic Society of Victoria having copies of *The Aero Field* which he has not returned to the library please contact the librarian, Dr G. N. Kellow?

### Unique and Useful

Admiration must go to *Chile Filatelico* for an imaginative and beautiful cover.

This is a reproduction of all the issues of Chile's first type, the Perkins, Bacon-engraved Colon, in full colour.

The London and Santiago printings are identified with their dates, and the Santiago 1854 printings to the individual printers with the months of issue.

The stamps are on a white ground, with a silver surround which bears the titles of the major articles and the date of the issue in orange ink.

### Three Ross Smith Covers

#### *Went to New Zealand*

The official list of addresses of the Ross Smith England-Australia air mail, published in Mr Nelson Eustis's *The Ross Smith Air Stamp* show that three letters had New Zealand addresses. They were, with the official numbers:

294 Miss E. M. Hall, "Glenroy",

Canterbury, N.Z.

302 Mrs C. H. T. Sterndale, "Tideswell",  
Timaru, N.Z.

331 Frank E. Amodée, 22 Ardmore Road,  
Ponsonby, Auckland, N.Z.

### London 1980 Exhibit Rules

Regulations for exhibits in *London 1980* are not without interest.

They state that no exhibit mounted on black pages will be accepted.

"The use of transparent slip-in mounts is to be strongly discouraged and the organising committee take no responsibility for displacement or loss of items from exhibits mounted in this manner."

Each page must be in a close-fitting lightweight transparent protective envelope, which must not exceed the page by more than 1 cm all round.

### The Story Behind the Stamp

Remember the World War II song hit, A Nightingale Sang in Berkeley Square?

A Melbourne pilot-philatelist claims on the evidence of the address on a cover in his collection that the bird was off-course and was calling for bearings. He says the bird had arrived at Berkeley Square W1, when his destination was Nightingale Square SW12!

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★ **SOCIETY'S OFFICIAL ORGAN:** *Philately from Australia* is posted free to all members.

★ **MEETINGS** held on the third and fifth Thursday of the month at 7.45 pm in its own premises, 6 Avoca Street, South Yarra, Melbourne 3141.

★ **EXCHANGE BOOKS** circulate regularly within Australia to interested members.

★ **THE SALES BRANCH** enables members to buy and sell stamps not considered suitable by the vendor for exchange sheets. Postal bids accepted from members for any item.

★ **COMPREHENSIVE LIBRARY** is open to members on Meeting Nights and one other night monthly or by arrangement with the Librarian. Also 12.30 on first Wednesdays.

★ **CURRENT FILES** of the leading overseas philatelic journals printed in English are available on the tables at the Society's rooms.



★ **QUARTZ LAMP & MICROSCOPE** and a Reference Forgery Collection are available.

★ **MONTHLY DISPLAYS:** It has always been Society policy to obtain the best available collections for display at Society monthly meetings. Lectures and discussions by leading philatelists enable members to improve their philatelic knowledge.

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