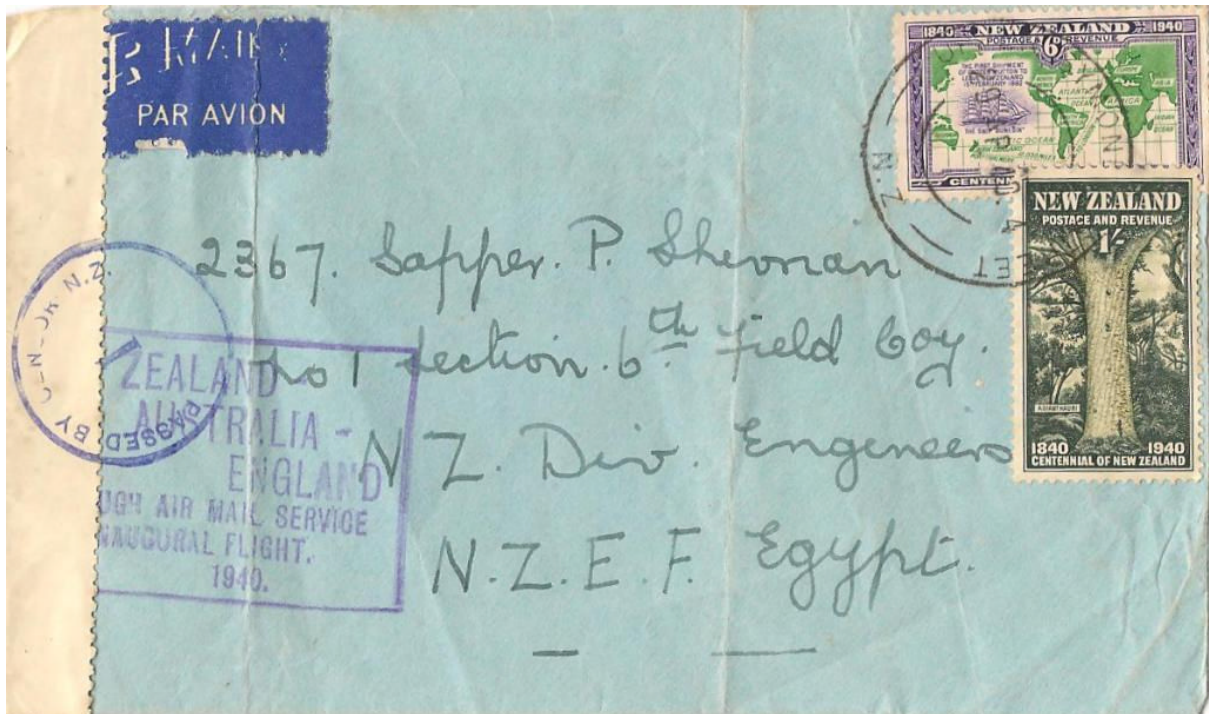


Australian Journal of Philately

(Incorporating: The Date Stamp and Australian Journal of Postal History)

No. 109 September 2009



IN THIS ISSUE

Express Delivery Part 3

The Battle for the South Pacific (Airways)

Cover Story: Hughenden Station, Queensland

Hand-Held Date-Stamp Notes

Meetings: The Australian Philatelic Society meets bimonthly on the third Monday of (February, April, June, August, October, December), at 7.45 pm at the RSL Canterbury Memorial Homes, 152 Canterbury Rd, Canterbury, Melway Ref: page 46 C 10/11. Visitors welcome.

Subscription. The annual subscription: In Australia: \$A25.00 (Australian Journal of Philately by surface); Asia/Pacific - including New Zealand: \$A30.00 (airmail*); USA, Canada, Europe etc: \$A35.00 (airmail*). Joining fee for new members \$A10. Society members receive four copies of The Australian Journal of Philately each year. (* airmail is now the only AP option)

Webmaster: Website address: <http://www.aps.org.au>

Correspondence: All to the Secretary except as noted. Journal articles to be with the Editor by 15 February, May, August and November respectively.

Secretary:

Irene Kerry
PO Box 7014
Hawthorn
Vic 3122
Australia

Australian Journal of Philately

Tony Lyon
6 Allaware Ave
Croydon, Victoria 3136
Australia
Phone: 03 9779 9285
E-mail: lyonaj@optushome.com.au

HHDS Notes

George Vearing
Box 426
Mooroopna, Victoria 3629
Australia
Ph: 03 5825 3194
georgedwv@optusnet.com.au

OFFICE BEARERS 2009- 2010

<i>President</i>	:	John Young
<i>Immediate Past president</i>	:	
<i>Vice President</i>	:	Vacant
<i>Secretary</i>	:	Irene Kerry
<i>Treasurer</i>	:	John Steward
<i>Librarian</i>	:	John Young
<i>Committee</i>	:	Michael Barden
	:	Tony Lyon
<i>Editor, AJPH</i>	:	Tony Lyon

Advertising in the Journal:

Half Page \$A30.00 Please send copy to the Editor
Full Page \$A50.00

Disclaimers:

Articles in this issue of The Australian Journal of Philately do not necessarily reflect the opinion of The Australian Philatelic Society Inc. or of the Editorial Committee.

Copyright of each article in this issue of The Australian Journal of Philately is owned by the author, unless otherwise stated. Permission to reproduce articles must be obtained from the copyright owner, who normally should be contacted through this Society.

2009 Programme

19 October 2009	Michael Barden	Belgium 19/20th Century Int'l Trade Fairs
14 December 2009	Christmas Meeting	4 sheet competition all members
15 February 2010	John Steward	Postcards

Contents

Editorial	3
E W Tapp, Naval Officer <i>John Young</i>	4
Express Delivery Part 3 <i>Richard Peck</i>	5
Canada Cover <i>Nina Dowden</i>	18
The Battle for the South Pacific (Airways) <i>John Young</i>	19
A New Year Card <i>Ian Cutter</i>	22
Cover Story Response <i>John Young</i>	23
Cover Story: Hughenden Station, Queensland <i>John Lancaster</i>	24
Congratulations	25
HHDS <i>Compiled by George Vearing</i>	26
An Occasional Column	30
Melbourne Stamp Show 2009 or MSS 09	
Cover	
New Zealand Australia England Through Airmail Service Inaugural Flight 1940.	
This was the first Tasman Empire Airways Auckland—Sydney with RMA 'Aotearoa' commanded by Captain J W Burgess. On forward by BOAC Empire Route to Cairo. Addressed to Sapper of the 6th Field Company NZ Divisional Engineers in Egypt. Posted at Upper Symonds Street 29 April 1940. It left from Auckland 30 April 40. Airmail rate was 1 shilling & 6 pence.	

Editorial

Tony Lyon

Congratulations to all those members who competed successfully in Melbourne Stamp Show 2009. As we have all discovered preparing and entering an exhibit is time consuming and expensive and after all the effort one is at the mercy of the judges. I hope you received the award that you considered appropriate. I was unable to spend much time at this exciting event but what I did see was well worth the effort.

The dealers were a friendly bunch and there was more material available than my meagre pocket would afford. I did however pick up a number of items that were very pleasing and useful. I have heard people criticise the location for this type of event but in my opinion it is well lit, roomy and accessible by public transport. I have been to events elsewhere with lighting so bad it was almost impossible to view the exhibits. Anyway, well done to the organisers.

Don't forget the members meeting in October and again in December. It is a good time of philatelic fellowship and October is sure to be an interesting display by Michael Barden.

This issue has the final instalment of Richard Peck's Express Delivery article. Thank you Richard for allowing us to publish it. John Young again presents an article featuring airmail and demonstrates his deep knowledge of this type of material.

December will feature an article by Professor John Courtis and we look forward to publishing that along with other material which is yet to come in. Keep up the good work at set to work and provide a cover story or article for future editions.

Till next time happy hunting.

Privacy Statement

The Society collects, uses, discloses and holds personal information of members in accordance with the Commonwealth Privacy Act 1988.

The Society collects personal information about a member in order to:

1. maintain a current membership list;
2. inform members about the Society's activities;
3. publish details of members, with their consent, in the AJPH or other Society publications.

Members' personal information will be kept confidential and secure and will not be accessible for unauthorised use, amendment or disclosure. Members may seek access to and lodge any complaints about their personal information by contacting the Society's Privacy Office, John Young.

The Society will strive to ensure that the personal information of members is accurate, up to date and complete. Members can assist the Society in this task by providing correct information and advising when details have changed.



E W Tapp, Naval Officer

John Young

I have previously written about Lieutenant E.W. Tapp (Aust. Journal of Philately December 2006), and more has now come to light.

Illustrations 1 and 2 are the front and back of an envelope sent by airmail in April 1959 from Sydney to Lieut. Tapp, HMAS "Melbourne", c/o FMO, Manila. The postage was concessional, and 5 pence was probably the correct amount. (Civilian airmail letters to the Philippines cost 1 shilling and 6 pence.) There are receipt backstamps dated 18 and 22 April, and underneath the sender's address the number "19" is inked in, possibly a continuation of a wartime habit of consecutively numbering letters to people who were overseas.

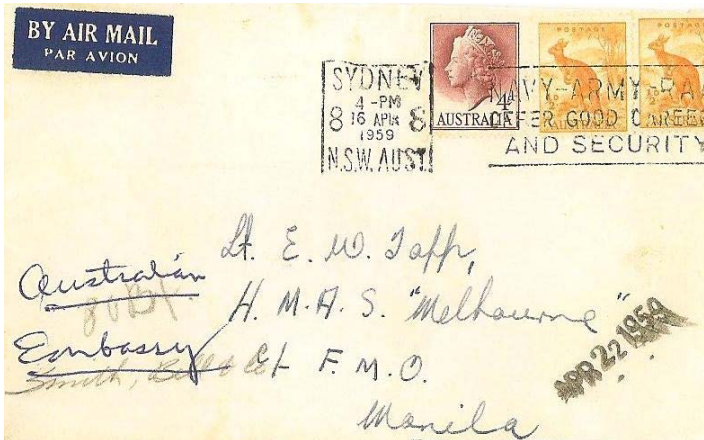


Fig 1

Illustration 3 is of a letter from Lieut. Tapp to his wife, airmailed at the correct concessional rate of 6 pence from HMAS Voyager on 23 February 1963. As previously told, within a year the Captain of the Voyager recklessly allowed his vessel to collide with the aircraft carrier Melbourne. Lieut. Commander Tapp perished with 81 other naval personnel.

Thinking back on this it should be remembered that, four years before, Tapp had been an officer of the Melbourne. If only he'd stayed there. There is also the further irony that the 1959 envelope to him in Manila was slogan postmarked "Navy-Army-RAAF offer good careers and security". Such was life.



Fig 2

Note on Postal Rates

Airmail letters to and from overseas armed services people was 6 pence from the early 1960s. There had been a 1 penny postage increase in Australia on 1 October 1959, so it is likely that the concessional overseas airmail rate was 1 penny less, i.e. 5 pence, before October 1959.

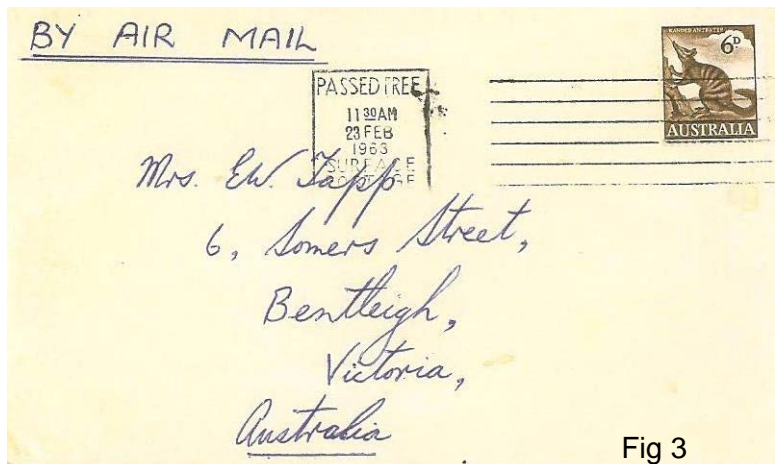
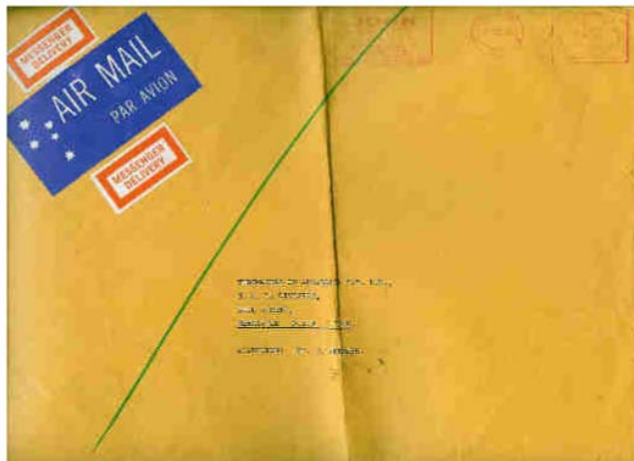


Fig 3

Express Delivery – Part 3

By Richard Peck

From 1 January 1977 the rates were 90c \$ 1-20.



Large packet (reduced to 30%), meter Ballarat 251177, backstamped Mail Centre Ballarat (unclear). \$1-20 messenger parcel + 40c postage.

From 1 January 1978 the messenger delivery charge was \$1-50 for all articles.



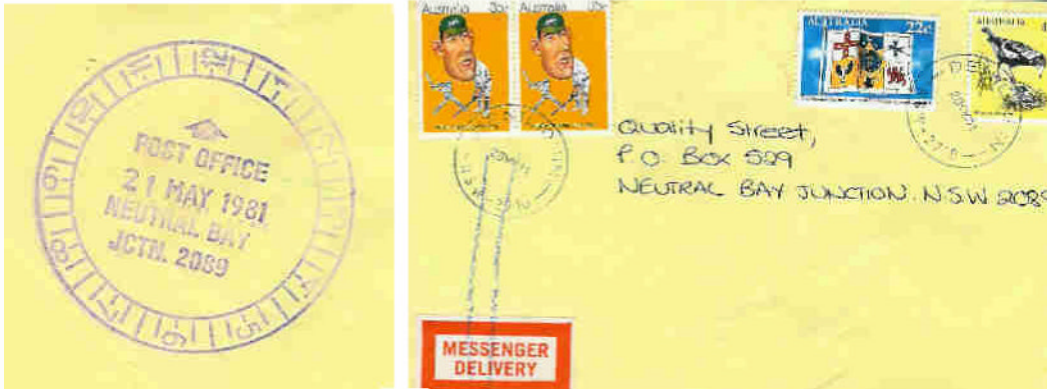
Tully 5P 7NO. 78, backstamped Cairns 7NO78



70c rate? (error for \$1.70) No other postal markings!

Cairns NCR JUN27[7]9

This rose to \$1-70 from 31 March 1980.



Backstamped with Priority Paid time clock & Neutral Bay date stamp 6A 21MY81. \$1-70 + 22c postage.

The rate again increased from 14 July 1981 to \$2.



Backstamped with Priority Paid "Received" time clock and Henley Beach date stamp 8A 24SE81. \$2 + 24c postage.

From April 1982³³ the messenger delivery charge was \$2-2 rising to \$2-50 on 3 October 1983 , and \$2-75 from 4 March 1985 until 25 August 1986 after which it was no longer listed in rate guides.



Corryong 15SE82, backstamped Seymour 16SEP82, Blackburn 17SEP82, Toorak 6A 17SE82 & Telegraph Office Toorak 16SP82



No backstamps, date unclear. It is possible that this was the rate from 1.9.1975 being 40c messenger + 30c priority paid + 10c postage (doubled in error to 20c).



*Underpaid? \$2.80= \$2.50 fee plus postage 30c
Posted Moranbah NCR FEB1285, front transit Mackay 12FEB1985, backstamped removed with flap plus Brisbane 13FEB1985.*

³³ \$2 rate seen 16.4.82*

The service was used in conjunction with Priority Paid³⁴ (initially known as Special Despatch) and finally ceased on 25 August 1986.

Australia Post postage meter stamp from January 1978. The stamp is titled "Australia Post" and "Kilometer Delivery and Domestic Registered Parcel". It features a grid of postage rates for various services. The rate for PM18 (Priority Mail 18) is shown as 30%.

Rate	Class of Mail	Weight	Distance	Rate	Class of Mail	Weight	Distance	Rate
30%	PM18	18g	100km	30%	PM18	18g	100km	30%

PM18 (Jan 78) reduced to 30%.

Australia Post postage meter stamp from March 1980. The stamp is titled "Australia Post" and "Kilometer Delivery and Domestic Registered Parcel". It features a grid of postage rates for various services. The rate for PM118 (Priority Mail 118) is shown as 30%.

Rate	Class of Mail	Weight	Distance	Rate	Class of Mail	Weight	Distance	Rate
30%	PM118	118g	100km	30%	PM118	118g	100km	30%

PM118 (March 80) reduced to 30%.

³⁴ Commenced as Special Despatch 1.10.67, renamed Priority Paid 1.10.70.

OVERSEAS EXPRESS DELIVERY

From December 1927 the fee was 8d plus postage plus additional fee if outside the free delivery area of the PO concerned.³⁵

In 1934 this was 6d plus postage.³⁶

From 9 July 1951 this was 9d plus postage.



Backstamped Haymarket 10MY56, GPO Sydney 10MY56, Buffalo NY MA Y131956 (twice). Rate of 13/6d= express 9d+ registration 9d + airmail postage for 8oz (4x3/-).



Incoming mail (note pink label, lower left). Posted London 14JU50, backstamped Adelaide (illegible)

³⁵ Still 8d in 1931 (Mackellar). See 1992 ed of ACSC, Section AA.

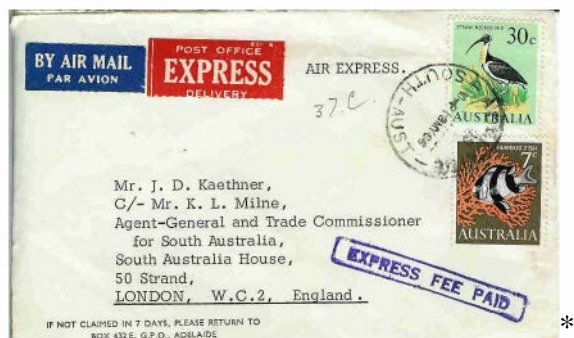
³⁶ *Post Office Guide* 1940 listed the countries to which this service applied.

From 1 April 1959 this was 1/3d plus postage.



1960 1/3d+2/3d=3/6d. Posted Artarmon ?????60, backstamped Berlin 8.7.60

From 14 February 1966 the fee was 12c plus postage.



Posted & backstamped Adelaide 18MY66. Note rubber stamp marking

From 1 October 1967 the fee was 20c plus postage.



Posted Seacliff 19MR70, backstamped Madison Square Sta. MAR25 70 11.30PM

From 1 October 1970 the fee was 25c plus postage. A red label PM130 appeared in mid 1970 and is known in two printings, Sch.C6194/70 and Sch.6686/71 to distinguish it from Messenger Delivery.



Backstamped Famburg Flughafen 17.1.71 "10" and Hamburg 17.1.71 "1 5". 25c + 90c (triple weight) postage + 30c registration.



Backstamped Rome Telegrafo 5.6.71. 20c + 95c postage.



Posted (backstamp) 7 Darlinghurst 24AU70, Unclaimed/GPO Kathmandu.

From 1 October 1971 the fee was 40c plus postage.

The 1972 Postal Guide lists three separate services: for Express/Urgent mail, Messenger Delivery (internal service) and Express Delivery (international service).

From 1 October 1973 the fee was 50c plus postage.

From 1 October 1974 the fee was 65c plus postage.



Adelaide 330P 29JY75, backstamped Firenze Telegrafo 1.8.75



Kensington Gardens 4P 4MY78, backstamped Adelaide 10P 4MY78

From 1 July 1978 the fee was \$1-35c plus postage.



Pair of covers indicating an interim increase in rate. Top back stamped New York JUL261978 \$1-50 + 50c postage (10g), the lower DEC181978. \$1-50 + 80c postage (20g).

From 1 June 1979 the fee was \$1-50 plus postage.



Barmera 1115A 27FE80, backstamped Adelaide 27FEB80, Munchen Flughafen 29.-2.80, Coburg 1.-3.80

From 31 March 1980 the fee was \$1-70 plus postage.



Petersham North 3P 4DEC80, backstamped Frankfurt am Main Flughafen 7.12.80, Lampertheim Hess 8.12.80, Burstadt 8.12.80

From 14 July 1981 the fee was \$2 plus postage.



Rundle St 24SE81, backstamped CME Adelaide 24SEP81 & Pozzuoli 30.9.81

From April 1982 the fee was \$2-25 plus postage.¹

From 3 October 1983 the fee was \$2-50 plus postage. In 1984 the three original 1972 services are still listed plus Australia Post Express (internal service).²

¹ Note the commencement of other services such as International Priority Paid in these years.

² See R Peck, *Fastpost*, 1990.



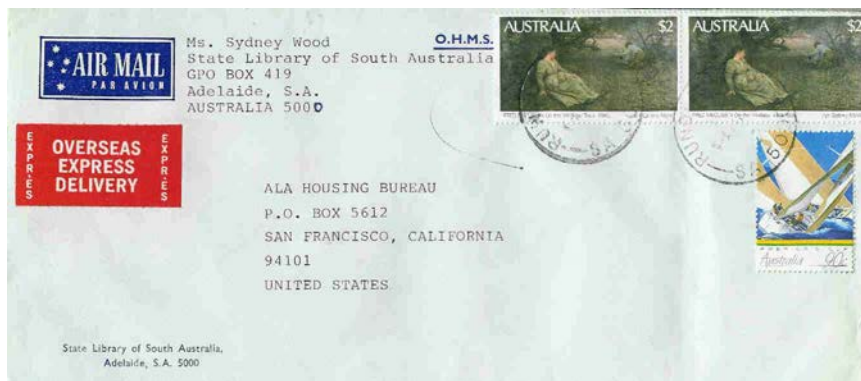
Torrensville 21SEP84, backstamped CME Adelaide 21SEP84 & Forum Hotel (private handstamp) 25SEP84 09:47

From 4 March 1985 the fee was \$2-75 plus postage.



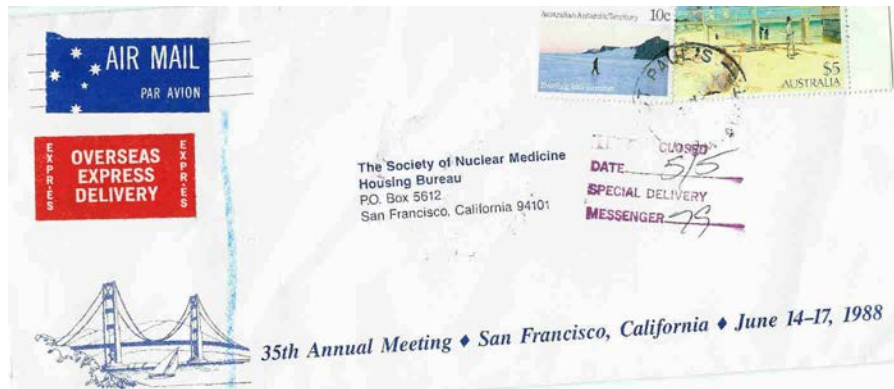
Clarence St 14MY86, backstamped Savusavu 20MY86

From 25 August 1986 the fee was \$4 (except for parcels) from delivery office to addressees.



Rundle St 14AP87, backstamped CME Adelaide 14APR87, San Francisco Rec Unit APR16 3.30pm 1987

From July 1987 the fee was \$4-20 plus postage. The service was not contained in the 13 February 1989 list of postal charges, having been replaced by International Priority Paid.



Posted St Paul's 3MY88, received timeclock 5MAY88 5.15pm. Late usage.

It was also the custom to place Australian labels on incoming mail to indicate the service standard required.



Posted Singapore 29JAN74.



Posted Wellington Pt Qld ??82, back stamped in Israel 22.4.82 & 26.4.82



USA Express Mail=Australian Priority Paid & Messenger Delivery. Backstamped Granville 7A 14AU78.

Several overseas postal administrations also have special delivery services and incoming mail is delivered accordingly.



Backstamped "Received" Brisbane with Priority Paid time clock 1200 9?JUL1987.

Even this cheeky one was treated with respect by Australia postal officials!



ENGLISH DEPARTMENT
UNIVERSITY COLLEGE
BOX 1082, MANAG



(reverse)

For details of combination covers from the USA see AS Wawrukiewicz & HW Beecher, -
US International Postal Rates 1872 - 1996. This system operated from 10 January 1927.

The author wishes to thank Martin Walker for research and comment during the production of this piece.



Canada Cover

Nina Dowden sent the following cover and asks:

'Why this would be suspected of being fraudulent, any help would be appreciated.'

It is registered and postmarked Vancouver B.C. Mar 14 1940 sent via airmail to New Town, Tasmania with the addition 'Hobart' There is a 'Passed for Export' cachet in purple and a one line receipt 000038 13 MAY 1940 in red.

There is also a rectangular cachet dated March 20 1940 in blue that appears to read '???? Division Dead Letter Office in top two lines, No 10 in lower top line.'

Franked 40 cents.

The Battle for the South Pacific (Airways)

John Young

Towards the end of World War 2 there was a contest between the British Commonwealth and USA for aviation leadership in the South Pacific. Australia played a part in the Commonwealth's tilt at aviation supremacy. To explain how this came about we need to go back to the pre-war days.

The British Aviation Empire

Britain's Imperial Airways ruled the England to Western Pacific air route with regular flights through Europe, Cairo, Karachi and Singapore, linking with a Qantas service from Singapore to Darwin. This dated from 1934, and had grown from the Imperial Airways service to Karachi that had started in 1930.

In 1939 Britain started a regular trans-Atlantic air service from Southampton to New York, but it ended in a few months when World War 2 broke out. It ran in competition with the Pan American Airways (PAA) trans-Atlantic "Clipper" service which also started in 1939, but PAA's service was still able to continue throughout the war.

PAA also achieved trans-Pacific aviation leadership, and by 1940 had alternate routes from Honolulu to Manila and Auckland. New Zealand's Trans Empire Airways Ltd (TEAL) did the Auckland to Sydney leg.

Britain had its route through Cairo to Singapore until June 1940. When Italy came into the war BOAC changed the route, diverting incoming traffic from Cairo down to Durban and putting mail on a ship to England. This "horseshoe route" lasted until early 1942.

Meanwhile in the Pacific, in 1942 the Royal New Zealand Air Force ran a "sideshow" airmail service to New Caledonia, Solomon Islands, New Hebrides and Fiji.

The Empire is Squeezed

After the loss of the "horseshoe route", mail from Australia and New Zealand to Britain was taken by ship to USA and put on PAA's trans-Atlantic service to Lisbon. This was the sole regular air mail route until July 1944 when the previous Karachi-Cairo route was re-opened. Mail was shipped to Ceylon, flown to Cairo, possibly to Gibraltar, and sometimes to England.

Empire Recovery

In September 1944 a Commonwealth aviation conference was held in Montreal, attended by representatives of Britain, Australia and New Zealand (Canada tended to be an overlooker). The main objective was to take on PAA and US aviation, and wrap Commonwealth aviation around the globe. The first step was taken in June 1945 with an air service four times weekly from Sydney to Hurn (near Christchurch, Hampshire), using Lancastrian aircraft. The scheduled journey time was three days. Two months later, in August 1945, the Royal Air Force Transport Command started a scheduled trans-Pacific serviced from Sydney to Montreal, which it continued until December 1945 when the Lancastrian service was audaciously extended to a Sydney-UK-USA service. Its journey time was six days, and was considered to be superior to PAA. Commonwealth aviation had encircled three-quarters of the globe, leaving only the Pacific.

South Pacific Invasion

Early in 1946 another Commonwealth aviation conference was held, this time in Wellington, New Zealand. It was decided to form British Commonwealth Pacific Airlines (BCPA). The Airline's chairman was Melbourne's Sir Arthur Coles (1892-1982), of the G.J. Coles and Coy. retail family. He had been Melbourne's Lord Mayor in 1938-40, and was one of the two independent Federal Parliamentarians who in 1941 brought about the defeat in the House of the Liberal-Country Parties Government. He was a very able organiser and businessman. He got an agreement with Ivan Holyman's Australian National Airways to use its four newly acquired DC-4s for BCPA's Pacific fleet. In just six months he got BCPA into the air, with its first flight to Vancouver in September 1946. From Australia, the British Commonwealth's airlines encircled the globe in both directions, through Asia and Africa to Europe and across the south Pacific to USA. BOAC had a trans-Atlantic run to join them up.

PAA's first scheduled trans-Pacific service to Australia came in September 1947. BCPA had a head start, but the PAA monolith, surprised at first, ultimately prevailed. BCPA had been a brave endeavour, but was forced to merge with Qantas in 1954. The following illustrations summarize the airmail story.

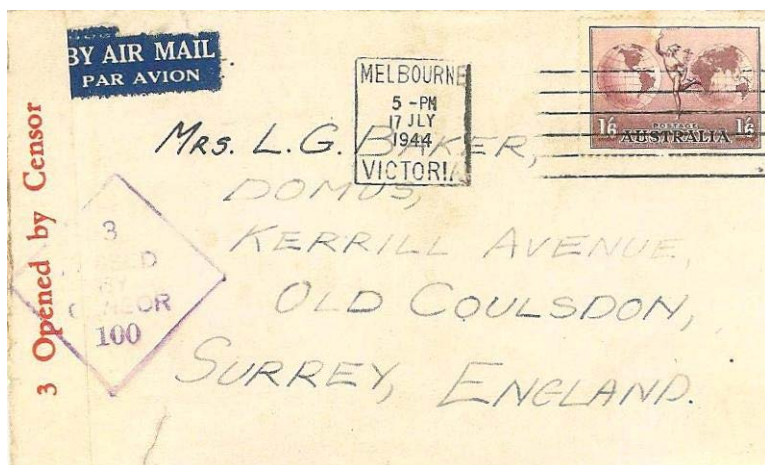


Fig 1 An early example for the re-opened airmail route through Karachi and Cairo in 1944

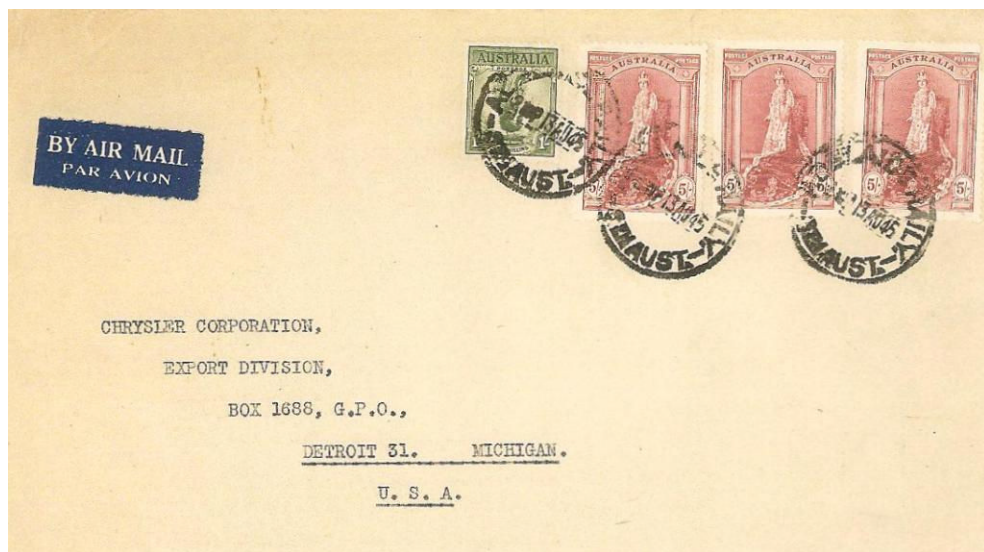


Fig 2 Quadruple rate (16 Shillings) cover to USA, flown by Royal Air Force Transport Command, Sydney to Montreal. Postmarked 13 August 1945, a few days before the Japanese surrender.

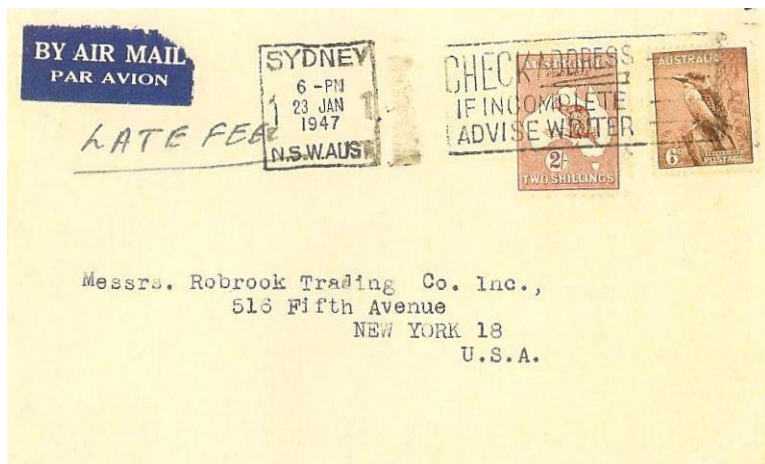


Fig 3 Flown by British Commonwealth Pacific Airlines, the service having begun in September 1946 from Sydney to Montreal. Postage still 2 shillings and 6 pence per ½ ounce. “Late Fee” inscription is a puzzle?

Fig 4 PAA's South Pacific air service. Back in business, February 1947.

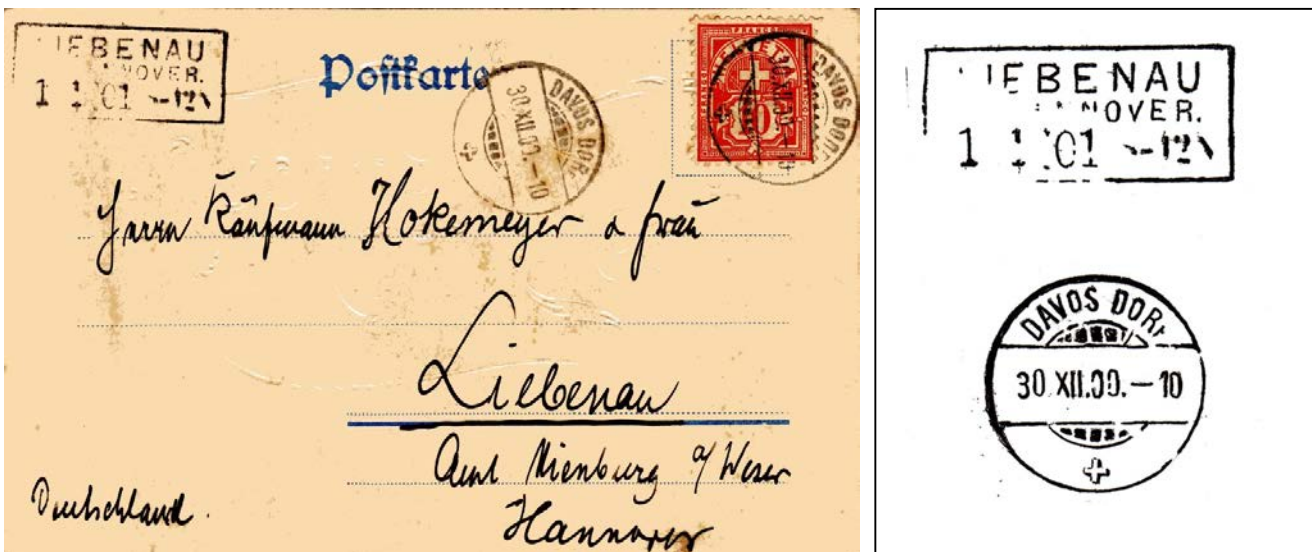


Sources: Postmaster-General's Department Annual Reports, 1935-36 to 1947-48
 Harry M. Moore, Silver Wings in Pacific Skies (1993)

A NEW YEAR CARD

Ian Cutter

This is a New Year postcard from Dorf to Liebenau.



Davos is a town in southern Switzerland about 20 km (but only as the crow flies) east of Chur, which is about 90 km SE of Zurich. The climate is described in tourist literature as “bracing but not excessively so”. It is now the home of the World Economic Forum.

When the card was sent, Davos Dorf and Davos Platz were separate settlements a few km apart, together only a fifth the size of the present town.

Liebenau [this particular one] is in Germany on the river Weser about 10 km SW of Nienburg, which is 35 km NW of Hannover.

The illustration on the card is of a pig thrusting its head through the card and uttering the words “Prosit Neujahr” i.e. “Cheers! New Year”

The cancellation on the stamp is dated 30 XII 00, and the arrival at Liebenau is 1 1 :01.

A number of questions arise.

1. Were New Year cards in common use, similar to our current Christmas cards?
2. Is the arrival datestamp a special for the New Year in general, or New Year cards in particular? If so, how widespread was the practice, not only in Germany but also in other countries?
3. Was there some official definition of a New Year card?
4. Could this perhaps have been a one-off arrangement for this particular date, which could be considered not only “New Year” but also “New Century”?

Can anybody comment?

Cover Story Response

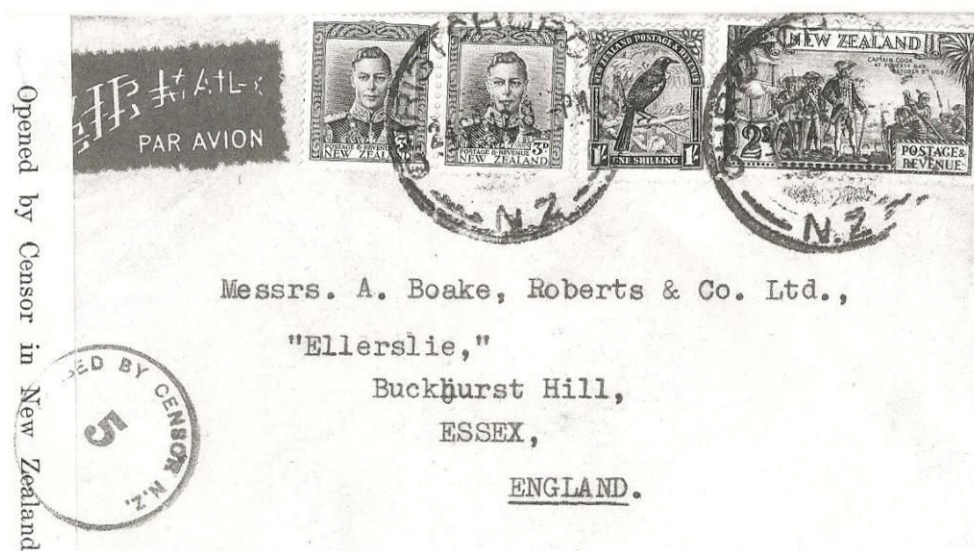
John Young

In the June 2008 issue of the *Australian Journal of Philately* p. 20, Tony Lyon showed us an airmail cover franked 17 shillings and 6 pence in 1944, from New Zealand to London.

It certainly went by sea mail across the Pacific and then airmail across the Atlantic (PAA New York to Lisbon, BOAC Lisbon to London). Although I have seen trans-Pacific airmail covers from USA (and even from Mexico) after the Pearl Harbour attack in December 1941, I've never seen them in the opposite direction from Australia or New Zealand. They are usually fully franked 70c (USA) to Australia or China, but I doubt they were flown further than Hawaii.

So, your cover went trans-Pacific sea mail, but by one of two routes. The low-cost one was sea mail to San Francisco, the airmail, at 2 shillings and 6 pence per half ounce; and the dearer one was sea mail to Panama, then airmail (PAA to Miami, domestic airline to New York, PAA to Lisbon, etc) at 3 shillings and 6 pence per half ounce. Each rate neatly divides into the franking of your cover, seven times or five times respectively.

New Zealanders did not always opt for the cheaper rate. I show below a cover at the 3shillings and 6 pence rate, although these are not common.



I am inclined to the dearer rate for your cover because:-

- 1) 2½ ounces of paper in the envelope seems more reasonable than 3½ ounces, having regard to the size of the envelope.
- 2) Is that a Trinidad censor tape? That would signify a Panama to Miami air route.

Can a censor-tape expert clinch the argument?

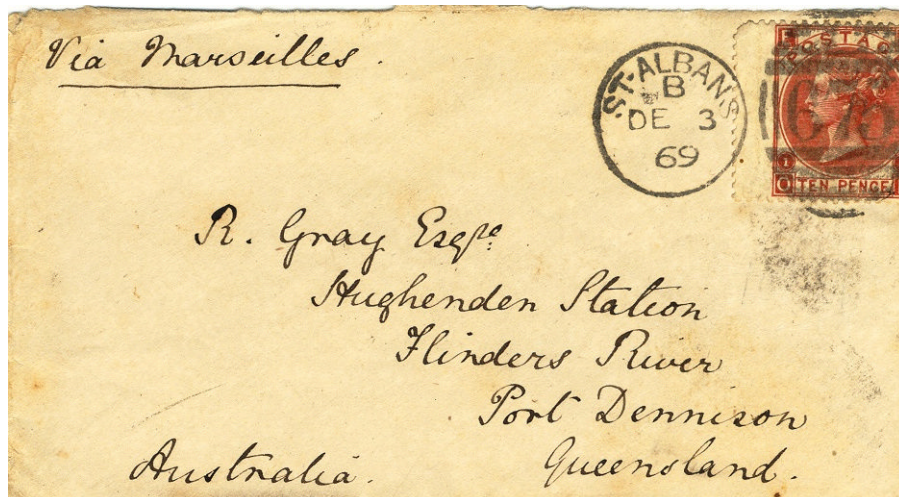
I would add that the Ebay price of US\$ 152.90 for a quadruple cover is not all that high, because it is a rarity, and I wonder how much further the buyer could have been pushed.

COVER STORY: Hughenden Station, Queensland

By John Lancaster

Many years ago in that once great philatelic magazine *Stamp News* a woman by the name of Eunice Shanahan wrote regularly about letters of the past. Invariably these entires were of British origin. Suffice to say that it is about time that some of the more memorable Australian colonial entires and covers received similar treatment. This story concerns a 3 December 1869 cover from St Albans Hertfordshire to the newly established pastoral property at Hughenden in Queensland.

Queensland had its beginnings in 1824 when Governor Brisbane established a convict settlement on Moreton Bay that shifted upriver the following year and came to carry his name. Brisbane was designed as a place of secondary punishment for prisoners convicted of serious offences in New South Wales, chosen based upon Bigge's 1822 report. It was only from 1842, when the convicts were removed and the region opened for free settlement that the need for a Customs House became urgent. Illicit distilling, sly grog selling and smuggling had become rife, with the bullockies hauling wool to Brisbane from the Darling Downs providing a ready market for contraband. William Duncan was appointed Brisbane sub-collector and remained until 1859, when Queensland was granted separation from New South Wales.¹



Franked with 10d red-brown SG 112 paying 10d packet ship letter rate by P&O via Marseilles²

Port Dennison is now known as Bowen. Hughenden is located some 376 km west of Townsville and 325 m above sea level, and owes its existence to the railway line and the surrounding cattle grazing land. Furthermore, it is located at a point experts consider to be the edge of Australia's ancient inland sea and consequently there have been a number of important fossils found in the area. The most important discovery was that of

¹ David Day "Smugglers and Sailors" AGPS 1988

² Provenance Cavendish Derby June 2007 estimated £80 realised \$A1100

Muttaborrasaurus which is displayed prominently in a building in the centre of town. The skeleton was the first entire fossil to be found in Australia.

Ernest Henry established the first settlement in the area in 1864 [only three years after the fateful Burke and Wills expedition]. He took up holdings on the Flinders River, which included Canterbury, Hughenden, Sussex and Somerset. Henry named the property Hughenden Station after the English home of his maternal grandfather, Hughenden Manor in Buckinghamshire. When the town was surveyed in 1877 it was decided to name the town after the station.³

Robert Gray was introduced into the North Queensland pastoral life by his cousin Ernest Henry. He had previously visited Sydney in 1862, but had returned to marry Charlotte Grayson. Gray, who in keeping with many others who came to settle the Flinders River country, was a retired army officer. He served through the Indian Mutiny and retained his military habits and dress right throughout his life. Over-extended financially, Henry sold his share to Robert's brother Charles in 1865 for £4,999 [in today's terms some \$A310,000]. In 1876 Robert Gray allowed a friend by the name of William Mark to build a hotel on his land to cater for the travellers passing to and from the Cloncurry Mining Area. By 1877 the hotel was joined by a store, a blacksmith and butcher shop. The first of the northern railway lines was opened from Townsville to Charters Towers in 1882, Hughenden in 1887 and Winton in 1899. A line was completed between Hughenden and Richmond in 1904 and extended to Cloncurry in 1908. Gray sold out of Hughenden in 1911 and died in London on 24 March 1931.⁴

In 1884 'Breaker' Morant moved to Hughenden to work on the local newspaper. His stay was brief and he left after some trouble over a hotel bill. Today it is a service and administrative centre for the surrounding Flinders shire which, at over 41,000 sq km is one of the largest shires in Queensland.



Congratulations

The Australian Philatelic Society offer its congratulations to two prominent people in philately here in Australia. Firstly to Dr Geoff Kellow who became the 15th Australian to be invited to sign the Roll of Distinguished Philatelists (RDP). Considered the highest honour that may be bestowed on a philatelist, Geoff joins the rare few that reach this pinnacle of philatelic achievement. Well done.

The second person we wish to acknowledge is Richard Beckon. Richard received the Australia Post 1809-2009 Bicentenary Medal for conspicuous and meritorious services for the historical development of and significant written contributions that he has made to philately, and the understanding thereof, over many years. It is a well deserved award and we very pleased to join with your many friends and colleagues in sincerely congratulating you for this achievement.

³ Australian Dictionary of Biography
⁴ ibid

Hand-Held Date Stamps

Co-ordinated by George Vearing

Many interesting items of interest concerning postmarks are always turning up and this edition is no exception. Firstly there is the postmark from the Perth Mail Centre which has the date in three lines similar to an old datestamp from New South Wales and also one that shows it to be inverted, and one from Alderley in Queensland which appears to have no day showing.

A very interesting format appears on the community postal agency datestamp which was used at Mcleay Island in Queensland where the name of the office or agency is written in and it would be interesting to know if this was a one-off or if there are more being use at other places.

While on holidays in Lakes Entrance, I went to the local Post Office and was told that there was 2 number 3s in use but no number 2, quite extraordinary.

Many thanks for their contributions to Richard Peck, John Tracey, Frank Adamik, and Ian Cutter that keep this column going.

A.C.T.

N.S.W.

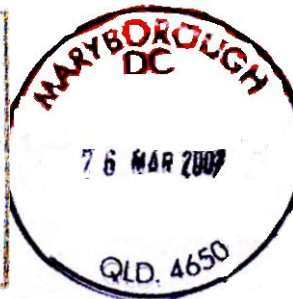
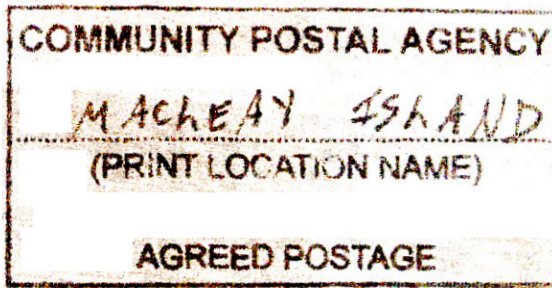


N.S.W.:-cont

TAS.



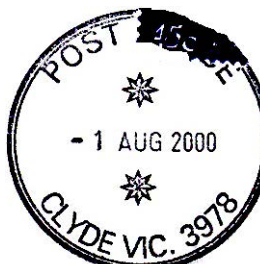
QLD:-Earlier datestamp :-CENTRAL QUEENSLAND MAIL CENTRE(82/35)



S.A.



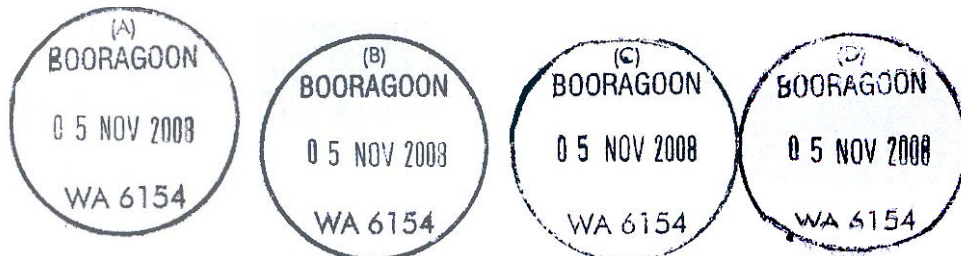
VIC:-QUEENSCLIFF has 2 similar :-Earlier Datestamps :-ANGLESEA (105/26), GUNBOWER (95/31), LAKES ENTRANCE(3) (101/30),ORBOST (2) (87/35)



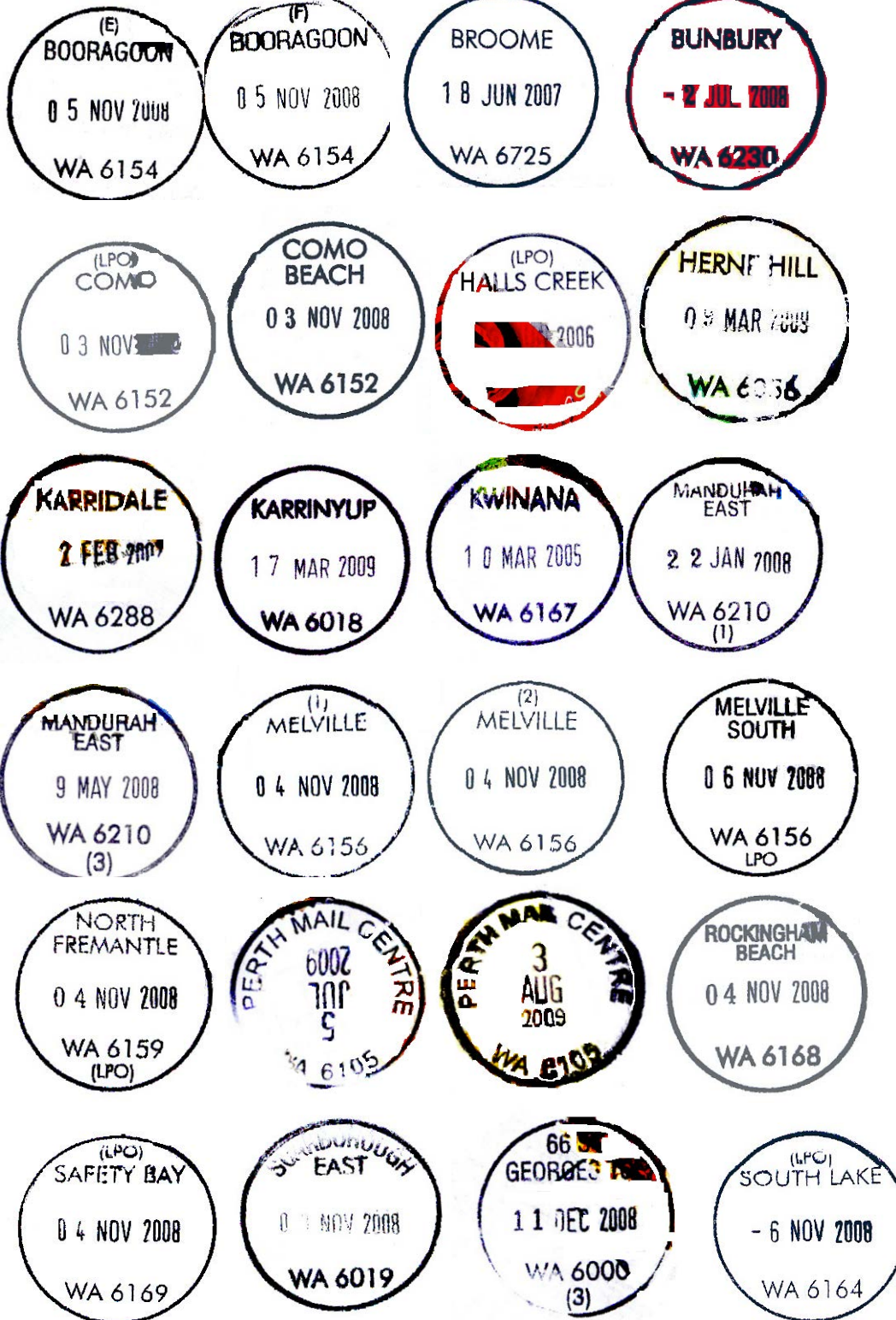
VIC:(cont.)



W.A.: -PERTH MAIL CENTRE -inverted dateline



W.A.: -cont



An Occasional Column: Melbourne Stamp Show 2009 or MSS-09

The quotation from the December 2008 issue of this august journal was somewhat prescient: *"Harewood has appreciated your gossip, innuendo, scuttlebutt and so forth sent via the website and other nefarious ways, but please no more, for its now time to put down the quill and chock the windmill. There will be no more."* But wait there's more as the spruiker said to the young blonde.

Like his nemeses Aloysius Pierpont [must be over eighty and who comes out of retirement each year to pen his acerbic observations on the Diggers event and award New Years honours to the discredited and dishonest corporate scions], has just reported his observations on the Diggers & Dealers Forum in Kalgoorlie, and Peter Rhule, who provides regular healthy and totally unbiased commentary about all political foibles [both in the *FinReview*], Harewood has found his trusty Mont Blanc writing stick, taken it up to pen an occasional piece for his beloved and appreciative readers. So dear old friends, pour a shiraz, light up a cohiba, and allow Harewood to reminisce upon the July event held at the tennis centre.

The stamp show was an orderly affair and seemingly without any acrimony. Frank Pauer, Torsten Weller and the rest of the organising group are to be congratulated for a very well conducted and run four days of philatelic harmony, and for placing sufficient seating around the hall to cater for the geriatrics that needed regular rest from the hazards of dealers. There were 151 exhibitors in thirteen classes that covered to usual to the mundane. One entry that did catch Harewood's eye was about the evolution of customs – a real study in Australian history – and it is a great pity that more exhibitors don't take up the local history challenge.

The previously old Social Philately class has now been split in two: that of Postal History – Social and Open Philately. There were fifteen in the former and nine in latter. One senior and respected judge observed that such a change had diminished its original concept.

Many old and dear friends whose names were familiar to Harewood were met and objective opinions exchanged amongst whom were Brian Peace of England and John Dibiase of Perth. Others warmly greeted were Barry Scott, Paul and Eileen Wales from New Zealand. From Queensland there was the irrepressible and effervescent Joan Orr of registered mail fame. The Sydney contingent included Hugh Freeman, Jeff Newman, David Collyer, Arthur Gray and Wilson Ilbery. From Tasmania were Malcolm Groom and Ross Ewington; from South Australia were Tony Presgrave, Martin Walker and Michael Blake. Overseas friends caught up with were Peter Singer, Willard Allman and Dale Forster of letter sheet fame – all from USA, as well as Patrick Frost of Argyll Etkin, Chris Rainey and Gerald Bodily from England. And not forgetting the locals amongst whom were Max Bulley, Harold Sheath, Len Buchanan, Alan Grey, Ron Lee, Tony Lyon, John Steward, and Irene Kerry who was there to put up and take down the frames. A coterie of Club Avoca old mates were observed being very studiously occupied with the smooth functioning of the event.

Camaraderie amongst collectors is alive and is something to behold and cherish. One was enjoying a coffee with several noted luminaries when from the next table Martin Walker proffered an envelope that he had especially brought to Melbourne. Such thought is truly generous and remarkable – it was just one of several that warmed the old Harewood.

Juries try to be all things to all exhibitors at all times and at this event calm appeared to prevail. Little was picked up by way of critical scuttlebutt or outright innuendo. The two major Grand Awards went to a magnificent traditional collection of Samoa exhibited by Jan Berg and a military postal history exhibit from Richard Bodin, both from Sweden. Other notable award winners were Frank Pauer, Martin Walker and John Dibiase.

So old comrades it's farewell until Harewood finds time to pen a brief report on the national one frame competition being held in Launceston from 30 October this year.

**Australian Stamp and Coin
Company**

Collectable

Specialists



Our Website

www.australianstamp.com

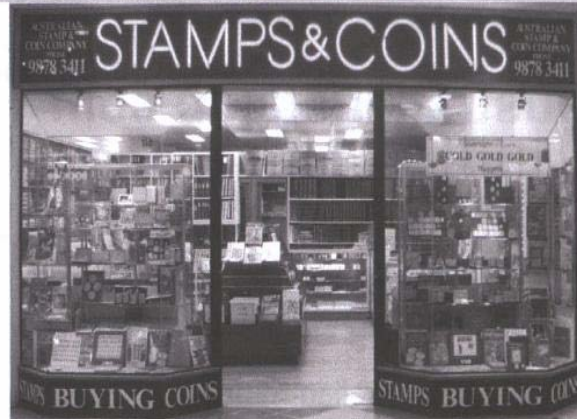
**STAMPS GALORE
FROM ALL THE WORLD**

Currently on-line is the
Australian Catalogue including

Specialist Australian Rarities
Choose from mint and fine used

- Colonies - (States of Australia)
 - Kangaroos
- King George V - all values, varieties & shades
- Pre Decimal KGV, KGVII and QEII
 - Decimal - Queen Elizabeth II
 - Postal History
 - Postal Stationery
 - Thematics (Topical)
 - General World

With Full Security Buying Available Online



COME AND VISIT OUR SHOP
Trading 7 Days a Week

WE OFFER • Keen Prices • Rarities to Current Issues

• Stamps • Coins • Banknotes • Accessories

BUYING and SELLING ALWAYS... Discretion Assured

Australian Stamp and Coin Company

Shop 133, Forest Hill Chase Shopping Centre,
270 Canterbury Road, Forest Hill, Vic 3131
Phone: 03 9878 3411 Fax: 03 9878 3877
Email: sales@australianstamp.com

What YOU can do to help the Australian Philatelic Society

- ◆ Sign up a new member
- ◆ Write an article for the Journal (Better still, write two!)
- ◆ Send the Editor any interesting philatelic news
- ◆ Come to the bi-monthly meeting if in Melbourne
- ◆ Help George Vearing with his Datestamp Notes
- ◆ Get involved in one of the Study Groups
- ◆ Enter the Society Competitions
- ◆ Volunteer to display your collection at the monthly meeting
- ◆ Ensure the Council receives your feedback and suggestions for the Society

Argyll Etkin

THE RARE AND UNUSUAL

turns an 'average' collection into a Medal Winning Collection!

We are stockists of the 'Rare and Unusual'.

Contact us now — Enquiries always invited for —

- ◆Postal History, Postal Stationery, Fine Stamps and related material.
- ◆Is your name on our Register of Specialists?

Argyll Etkin Limited

Leading Buyers- Recognised Valuers

The Argyll Etkin Gallery

27 Regent Street, Piccadilly Circus

London SW1Y 4UA, England

Phone: (020) 7437 7800 Fax: (020) 7434 1060

E-mail argyll.etkin@btconnect.com