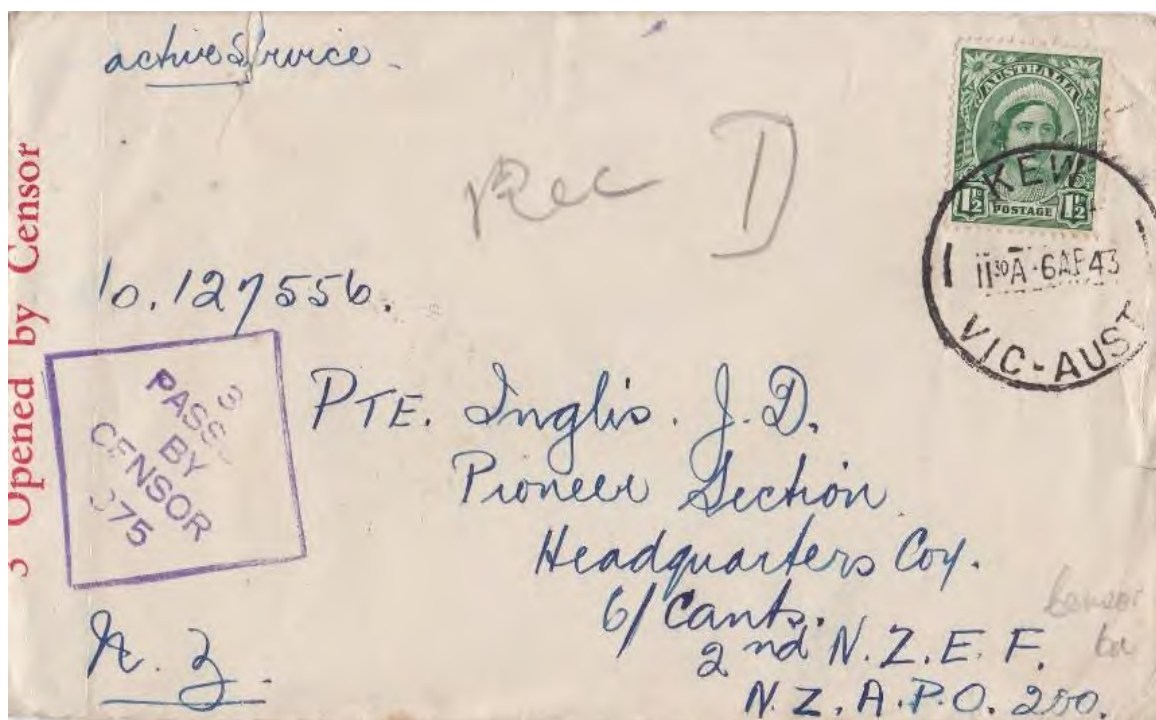


Australian Journal of Philately

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

No. 143 March 2018



IN THIS ISSUE

**Types of Postmarks Found on Post Office Postal
Stationery Wrappers of Victoria**

New Zealand Musing— New Zealand at War 1939 - 45

Stationery Necessitated By Wartime Conditions

Australia House Mail

Lions and Donkeys: 10 big myths about WWI debunked

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.

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Date	2018 Programme	Display
16 April 2018	Michael Barden	Belgium, mail from international Trade fairs 1897 - 1958
18 June 2018	John Rennie	Australian Forces Mail 1945—1973
20 August 2018	AGM	Members works in progress

Contents

Editorial	3
From the President	4
<i>John Young</i>	
Types of Postmarks Found on Post Office Postal Stationery Wrappers of Victoria	5
<i>Dr John K. Courtis</i>	
New Zealand Musing— New Zealand at War 1939 - 45	11
<i>Tony Lyon</i>	
Stationery Necessitated By Wartime Conditions	13
<i>Tony Lyon</i>	
Australia House Mail	20
<i>John Young</i>	
Answers Please!	21
<i>Brian Fuller</i>	
Lions and Donkeys: 10 big myths about WWI debunked	22
<i>Michel Barden</i>	
Help Wanted	26
<i>Brian Fuller</i>	
Is the Date Right?	27
<i>Ian Cutter</i>	
HHDS	28
<i>Compiled by George Vearing</i>	
Advertisement	31
Back Cover: Palestine Registered Inland Mail	32
<i>Tony Lyon</i>	
Front Cover	
Interesting WWII cover posted at Kew, Vic, Australia addressed to NZAPO 200 (Tonga) but diverted to NZBPO in Cairo, Egypt. Received 24 JU 43 evidenced by Egypt Postage Paid 25.	



Editorial

Tony Lyon

Firstly we must offer our apologies for the late emailing of the December journal. It resulted from a misunderstanding as to whom would do the sending. Michael Barden took that responsibility but felt he could no longer. Anyway we have sorted it.

Please note that the cupboard is bare and we desperately need articles for the June journal.

June's journal will not be available until July as I will be in Tanzania for 3½ weeks from mid April and then in Europe on holiday with my wife. It would be great if when I return there is sufficient material to quickly compile. This journal I wrote a fair proportion and I will of course write about my interests. Therefore for varieties sake please put pen to paper or tickle that keyboard.

I have noticed a disturbing trend when it comes to international exhibiting. It is often said that one needs deep pockets to compete at the highest level and that is fine with me. If I enter an exhibition it will be about a subject I am interested in and I certainly don't have deep pockets.

What is happening though is the frame fees have now reached, in many cases, \$US 80.00 per frame. If one adds to this an APF frame fee and it can cost over AUD750 to enter 5 frames. I suggest that the ordinary exhibitor is thinking twice about entering. Thus the plea that comes asking for participation in some of the exhibitions recently.

Notwithstanding the previous gripe I am happy with the State Gold medal awarded for my Canberra entry "New Zealand Forces Mail to and from the South Pacific 1940—1945" and I appreciate the recognition from the judges.

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From the President

British Commonwealth Pacific Airlines

Before the end of World War 2, Great Britain and some Commonwealth nations became concerned about Pan American Airlines securing something approaching a monopoly over trans-ocean air routes. PAA's chairman had more than hinted about such an ambition. In February 1946 the British, Australian and New Zealand governments met to plan a trans-Pacific air service. Canada was content to be an onlooker. In June 1946 a company was registered in NSW to run such a service, with ownership divided between Australia [50%], New Zealand [30%] and UK [20%]. Named British Commonwealth Pacific Airlines, the company's chairman was Arthur Coles, one of the famous brothers who owned the Coles variety store chain. Coles was already chairman of the Australian National Airlines Commission and had been Lord Mayor of Melbourne [1938-40] and an independent member of the Australian federal parliament [1940-46].

Finding pilots was not particularly difficult, but finding suitable planes for a passenger service was a challenge. Coles managed to charter four planes from ANA, and on 15 September 1946 BCPA's first commercial flight set off from Sydney to Canada. The route was Sydney, Fiji, Canton Island, Honolulu, San Francisco and Vancouver. Flying time and refuelling stops took about 43 hours. On 25 April 1947 a second service from Auckland to Vancouver began. Within a year or so BCPA carried double the number of passengers across the South Pacific that PAA attracted, until PAA also had a fleet with pressurised cabins.

BCPA ran until April 1954, when it was taken over by Qantas Empire Airways.

BCPA is now history. The first serious account of the airline was not published until 1993 and that remains the only one so far. In Australia BCPA ranks as barely a footnote in aviation, but New Zealand at least took the trouble to print BCPA airmail labels.

An example is shown on the cover flown from Nelson to Portland, Oregon. Its transmission was 1.30pm 3 May 1948 to 8 May [San Francisco].

A somewhat nicer souvenir of BCPA is the postcard menu for breakfast between Canton Island and Honolulu. The postcard was sent to Australia from Morro Bay, south of San Francisco in 1953, and is neatly franked with the USA Golden Gate bridge stamp.

