

Australian Journal of Philately

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

No. 95 March 2006



A tribute to Keith Norman Glover OAM — Mr. Radio Australia

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ISSN 1442-1313

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

Correspondence: All to the Secretary except as noted.

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OFFICE BEARERS 2005 - 2006

Secretary:

John Lancaster
APS Inc.
Box 59,
Flinders Lane,
Victoria 8009
Australia

Australian Journal of Philately

Tony Lyon
6 Allaware Ave
Croydon, Victoria 3136
Australia
Phone: 03 9779 9285

HHDS Notes

George Vearing
Box 426
Mooroopna, Victoria 3629
Australia
Ph: 03 5825 3194

E-mail: lyonaj@optushome.com.au georgedwv@optusnet.com.au

<i>President</i>	:	David Brindle
<i>Immediate Past president</i>	:	Frank Pauer
<i>Vice President</i>	:	Vacant
<i>Secretary</i>	:	John Lancaster
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	:	Irene Kerry
	:	Tony Lyon
	:	Sebastien Hadjifotis
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2006 Programme		
18 April 2006 (Tuesday)	Michael Barden	Airmail Letters from Belgium
19 June 2006	Annual Competition	
21 August 2006	AGM	Presidents Display
16 October 2006	TBA	

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Front Cover pictures the late Keith Norman Glover OAM, broadcasting for Radio Australia. See tribute page 5.	
(http://www.livehouse.com.au/bob/921A+Special+Audio+Tribute+to+the+late+Keith+Norman+Glover+22Mr+Radio+Australia%22.html)	



Editorial

Tony Lyon

It was with sadness that we learned of the death of Keith Norman Glover on the 3 February 2006. Affectionately known as Uncle Keith to many of us, both on the council where he served with distinction, and those members who attend the meetings in Melbourne. Always ready to relate a story from his radio days or about Great Britain which was one of his main stamp collecting interests, Keith was in every way a gentleman. There was nothing pretentious about Keith and at the end of the meeting he would be the first to go and prepare supper and wash up afterwards. A number of council members were able to attend his memorial service where many fine tributes that were paid to him. Keith will be greatly missed.

On a brighter note, there are a number of interesting articles for your perusal and also questions that have been posed regarding some of the covers presented.

As a result of the questions posed in the December issue (AJP No 94), we had a very good response and it was interesting to read some of the information put forward with regard to the Sydney Harbour postcard which William Hempel of Denmark sent. Frank Adamik pointed out that as the picture shows Luna Park, it has to be later than October 1935 when Luna Park was opened. He suggests that the ferry pictured was either South Steyne, Curl Curl or Dee Why perhaps. John Higgs of Sevenses Stamps suggest that it was one of the larger ferries, South Steyne, North Head, or Bellubera.

In discussing this with William Cochrane he advised that the fact that the ferry appears to be heading for the Parramatta River, could have meant that it was heading up to the maintenance area which was up the Parramatta River at that time. As to Valentine, I will report on that in the next issue.

All of this demonstrates the knowledge and helpfulness that exists within the society. Try and make it to the April meeting if you can. It is an excellent time of sharing and viewing the display. Till next issue, ciao.

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A Short Presidential Note #2

Now it's March and we are already starting to ask where is the year going?

We had the first of our bi-monthlies in February and what a wonderful collection and display was presented by John Young. Who could have imagined that such a strong selection on "Department Stores" philately and ephemera could be gathered into one collection. John started with the history of it all back in the 1850s and displayed many covers and items from the Australian Department stores through to recent times.

John managed to bring back many old memories of those stores where the boast was you could go in and buy anything from "ten feet of curtain material", or "one of them new fangled washing machines", or "maybe an ice box for Mum", in fact almost anything that could be sold, and all under the one roof. All this with a smile and 'proper' service. A far cry from today with self service stores or the shopping centers where you walk miles to find anything, and hardly ever with a smile or a really knowledgeable person on hand to advise and answer your questions.

Next meet is on Tuesday 18 April, (avoiding Easter Monday), where Michael Barden will delight us with "Airmail Letters from Belgium". So please come one come all that can and whilst being regaled in something new and interesting, catch up with some philatelic friends.

By the way in case you have missed it, there is one bloke out there that beavers away, puts in a great deal of effort, comes up with all the new and varied then prepares an article for almost every issue of our Journal. I speak of George Vearing and his "Hand Held Date Stamps". George gets some help from others but must spend considerable time of his own in coordinating and preparing. Thanks George for a great effort that is surely appreciated by many.

A plug for our Editor. He needs some further articles from members and associates to keep up the high standard for our Journal. So how about it. Let's hear about your favorite cover, or ask that question where you always wanted an answer. Let's get into it and develop the writing skills. Let's hear from our members.

Enough from me and cheers from him.

David Brindle

VALEDICTORY Keith Norman Glover, Order of Australia Medal
14 October 1922 – 3 February 2006

Keith was born in Burwood Sydney on 14 October 1922, the eldest son of six children of Edna and Norman Glover. He attended Fort Street High School where he excelled in theatre, play reading and in all of his academic studies.

Keith worked for the Perpetual Trustee Company until joining the Citizens Military Force in 1941 being posted to the Intelligence Corp. He and Harry Hammond were soon seconded to the Entertainment Unit of the 1st Australian Division, and worked with folk like Gracie Fields, where he saw service in Papua New Guinea and New Britain. This experience fostered his love for entertainment and radio. Discharged sergeant, he joined the Tivoli Circuit for a short time.

Keith was one of eight chosen from over 500 applicants for work in the ABC where he began announcing in Brisbane from 1 July 1947. Here he met the Ede family and so began the romance of Gwenyth and Keith. They were married in East Kew Methodist Church in June 1948 and lived in Brisbane until 1956. He was transferred to Melbourne to cover the Olympic Games.

Keith was one of around 30 full-time staff announcers at Broadcast House on the corner of William/Lonsdale Streets, supplying the myriad of announcing tasks, from hosting and reading news, to support not only 3LO [now #774!] and 3AR [now Radio National] then known as the home services, but also various regional programs and Radio Australia. Keith's enduring legacy to Radio Australia is the mail-bag programs which he conducted. Such was the popularity of his mailbags that the PMG [now AusPost] were often besieged in the Melbourne mail sorting rooms with an amazing number of letters containing contributions and responses to what Keith was presenting on air, and that occurred on quite a regular basis. In those days the mail staff certainly knew who Keith Glover was. And then there was his work behind the scenes as Studio Supervisor, in charge of the team of announcers and their day to day work.

The late fifties was the time when the new wonder of the age arrived, that one-eyed monster called television. And where did those first television personalities come from?

Well, they came from newspapers, theatre and very often from out of nowhere, but most of them came from radio. And with his extensive show business experience Keith was a natural to appear on camera. He recalled not long ago that while it was a 'big deal' to appear on TV, say reading the news, you were simply rostered to do the job. The day might start with a news reading shift taking in 3AR and Radio Australia from the city studios, and the last part of the shift would simply say "Ripponlea". And down he would go and read the 7 o'clock news bulletin in his very own suit! And without taking anything away from today's newsreaders in the early days when Keith was reading; the film or videotape inserts from home and via satellite that we take for granted these days, they just didn't exist - film grabs were very few and far between - that medium_close-up of the newsreader, would be on view for the majority of the 30 minute bulletin. So you can imagine that was really being placed under the microscope and the newsreader carried almost the entire bulletin. Furthermore, Keith even had his own dance series in the 1960's with the highly popular "Old Tyme Ballroom", seen all over Australia.

Meanwhile Keith worked to form a Credit Union within the ABC – a pioneer of such a facility at that time - later serving the Victorian and Australian Associations of Credit Unions, including a year of full-time work in Canberra. He was awarded a Churchill Fellowship in 1974 to study radio capabilities in Europe, USA and Japan. In doing so he met many of his Radio Australia listeners.

Keith's philanthropic and charitable pursuits were many. By the time he retired the word had got around how entertaining he was. Time and time again he'd be called on to act as a guest speaker all over town and beyond. His work with the Royal Victorian Institute for the Blind and Vision Australia remains an enduring example of his talents and of time and effort given so freely. He was awarded the Alec Johnson medal for his readings. His many interests included the RSL, Freemasons, philatelic societies, Rotary and Probus. And with such a busy schedule maintained over so many years it remains a wonder how he managed to continue his stamp collecting. He even had a program on 'Phil-A-Telly' on Radio Australia!

He is survived by wife Gwenyth, his children Beth and Peter, daughter-in-law Carolyn and grandchildren Hughe and Hollie. Keith Glover was a marvellous voice on ABC radio and a memorable presence on TV but his kindly influence extended way past the reach of the transmitters. To put it simply he made a difference and the world is a better place thanks to him. And so vale Keith Glover: broadcaster, entertainer, volunteer, inspirational and Christian Gentleman.

Peter Glover and Pete Smith

For the Perfin Collector

William Hempel of Demark sent these to me and I thought it would be interesting to ask whether a member can advise which companies they originated from. I know there are perfin collectors who are members of this society, but whether there is already a handbook regarding Australian company perfins I know not. I feel I should know fig 4 HB, however it eludes me.

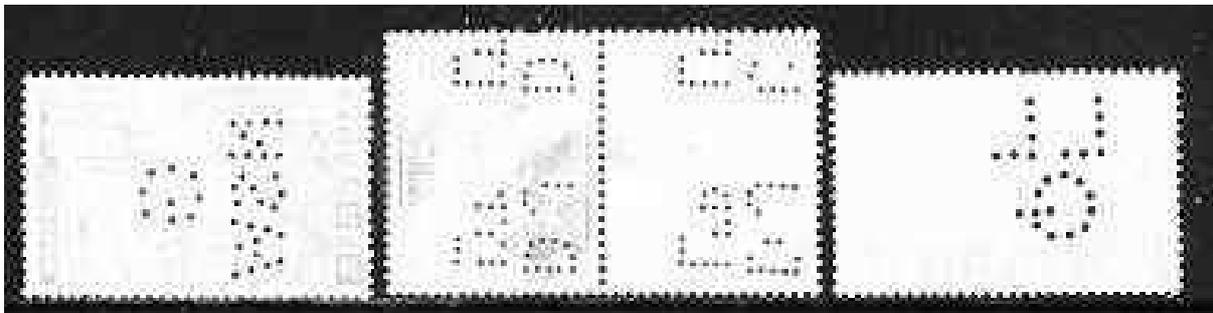


Fig 1 is Govt of NSW

Fig 2?

Fig 3?

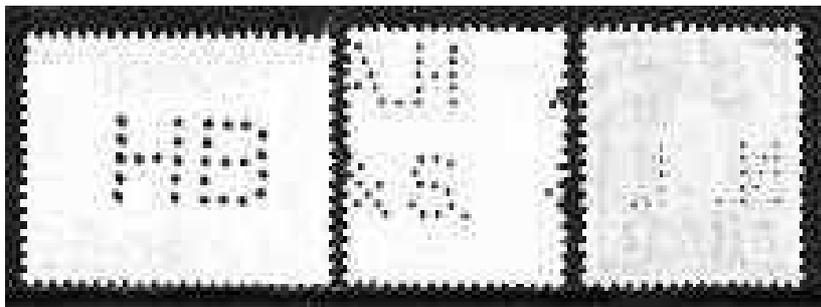


Fig 4?

Fig 5?

Fig 6?

The First Mail from U.S. Forces in Australia During W.W.2.

Ronald. M. Lee.

The receipt this week of a photocopy from Andrew Brockett of an item posted in Darwin in January 1942 and thought to be from an American serviceman started me thinking about how little has been written in Australia about the handling of mail from U.S. forces in Australia during W.W.2. This is strange because the arrival of the Americans in 1942 made a significant impact on nearly all aspects of Australian life.

As a schoolboy at the time I can recall the technical impact. Bulldozers replaced horses pulling scoops. Their aircraft and equipment were impressive and there were thousands of servicemen in the country.

On 29 November 1941, before U.S.A. entered W.W.2., a convoy left Honolulu bound for the Philippines. The troops and equipment were intended to reinforce U.S. forces there. The convoy consisted of eight transports and cargo vessels and was escorted by the cruiser U.S. Pensacola. It is now known as the Pensacola convoy.

After the convoy had crossed the equator they were advised of the Japanese attack on Pearl Harbour, that U.S.A. had entered the war and that the convoy was to proceed to Australia. Thus the first American servicemen in W.W.2 arrived in Brisbane on 22 December 1941.(2500 men landed in Brisbane and after along voyage there were many letters to send home)

This was the time when Australia was in the most precarious position. There appeared to be nothing to stop the Japanese onslaught south. Australia did not have the resources to defend itself. The Empire route was struggling to maintain its service to England and was using an emergency route to avoid Singapore under attack. The P.A.A. Pacific service between Auckland and San Francisco had been suspended. There was no military air service across the Pacific as the Americans had arrived unexpectedly in Australia and there had not been time to set up an air transport service.

Intending to send some reinforcements to Manila in addition to establishing a force in Australia, two ships from the convoy (the Holbrook and Bloemfontein) left Brisbane on 28 and 29 December 1940 for Manila via Darwin. They arrived in Darwin on 4 January 1942 where troops and cargo were unloaded.



The envelope illustrated in figure 1 contains much of interest. It was posted through the Darwin civil P.O. which was destroyed on the first Japanese air raid on 19 February 1942.

It was censored by the Darwin civil censor and is franked 4 shillings for air mail to U.S.A.

Andrew Brockett, correctly I suggest, felt this letter had been posted by a U.S. serviceman. That this letter was posted a few days after the arrival of the first U.S. forces in Darwin and was addressed to a member of the U.S. forces in U.S.A. supports this view.

Before the arrival of U.S. forces in Australia there was almost no contact between the ordinary Australian and people in U.S.A. It seems to me it is unlikely that a civilian in a small remote settlement would be writing to a serviceman in U.S.A.

The postage was paid at the correct rate for transmission by TEAL and the PAA Clipper service to U.S.A. but that service was no longer operating. The suspension of the Clipper service had been announced on 19 December 1941. Nevertheless covers intended for this service are known posted much later. Until I saw this item the latest date I had seen for mail intended for the clipper service was 24 December 1941.

It seems understandable that a town as small (population 6,000 in 1938) and remote as Darwin would not be aware that a new service was about to start as postal notices from the managing post office in Adelaide, 2,000 miles away, would have taken time to reach Darwin by mail.

On 19 December 1941 the Brisbane Courier Mail reporting the suspension of the Clipper service added "Post office officials told the Associated Press that the new route for Australian airmail had not been decided and that air mail would be held up temporarily"

On the same day, in Australia, it was announced that a new service between Australia and Britain was to be established, by sea to USA and by air to England. The route across the Pacific to USA was by sea only. The new rate was two shillings and one penny per ½ ounce to USA. The earliest cancellation known to me is Jervis Bay on 3 January 1942. It was back stamped in England on 10 March 1942.

The American serviceman posting his letter at the Darwin Post Office would have asked for airmail to U.S.A. We know now that the Clipper service had ceased permanently but at the time people thought the closure was temporary and soon to be replaced with another air service. One has to be careful about condemning a letter which we now know was over franked. I suggest this letter was correctly franked according to the information then available in the Darwin P.O.

It should be noted, too, that the Americans had not been expected to be sent to Australia when they left their homeland. They had, therefore, made no arrangements to establish their own field P.O's. These were not established until several months later.

Are any readers able to provide more examples of mail censored in Darwin or mail from the first U.S. servicemen in Australia back to U.S.A.?

Please advise the editor of this journal. It would be great to be able to produce a follow up article with more examples and information.

Registered airmail letter to Gwalior – a cover story

Michael Barden

The sender ostensibly mailed this envelope to his wife in India. Earlier in the 1930's the Belgian postal authorities had frowned on self addressed post-restante letters, as they were always out of pocket from the return journey. This assertion is well proved here, as shown below, but for the Indian post office! Hence, using his wife as addressee gave some legitimacy to his action.



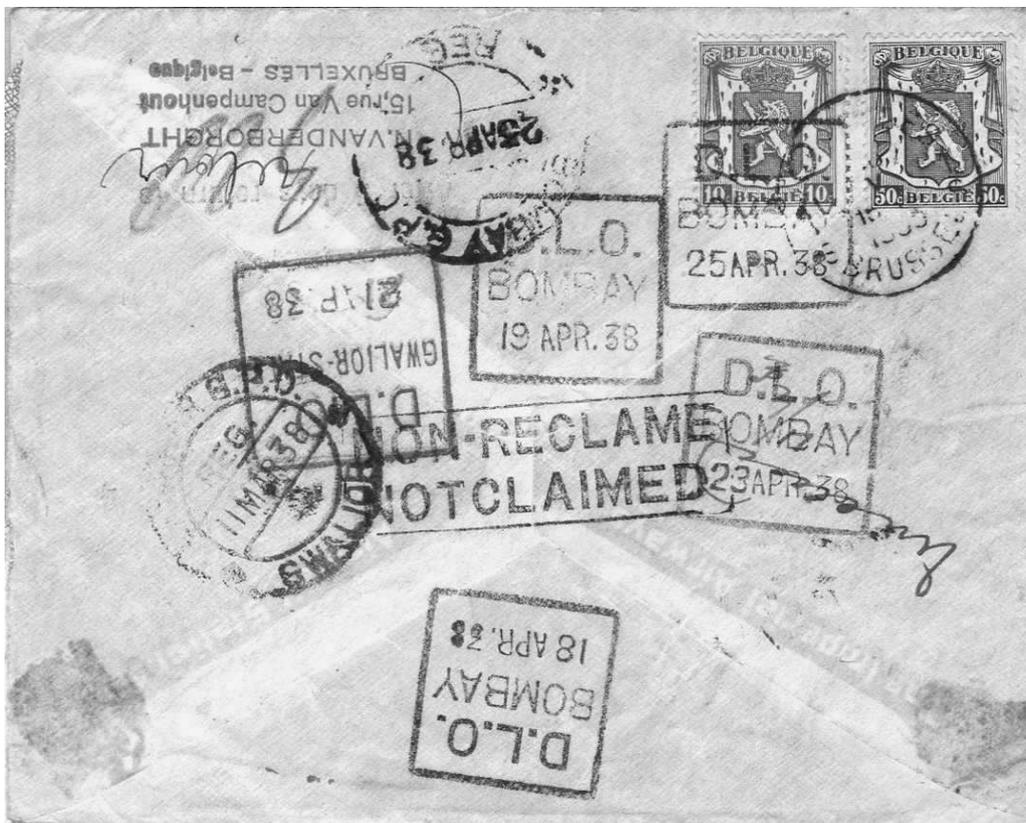
Letter to Gwalior, recto – note buff sticker protrudes above and below white one

The letter was mailed from **Brussels GPO on 3 March 1938**, and directed to go by Imperial Airways. From Brussels it went to London. For a long time I could not make any sense of the 5⁶⁰ Fr paid for the postage (60c on the back). It was not until I learnt that on 28 February 1938 the unit Empire rate to India had reduced from 6^d to 1½^d that some light dawned. Here, maybe, was the real reason for the letter's despatch; an early example of the new rate.

The letter arrived in **Gwalior 11 March** (cds backstamp), and then when unclaimed, it was returned to Bombay (**Bombay DLO 18 Mar 38** backstamp). The next day it was returned (**DLO Bombay 19 Mar 38** backstamp) to Gwalior (buff stick on note – invisible – with **DLO Bombay 19 Apr 38** and m/s *Gwalior, for consignment through DLO*). The white stick on note (front) bears **DLO Gwalior 21 Mar 38** and m/s to *DLO Bombay*; also see the **DLO Gwalior 21 Apr 38** backstamp.

The next mark was **DLO Bombay 23 Apr 38** (received). Then there is a Bombay DLO used to cancel the 10c rear stamp (**DLO Bombay 25 Apr 38**), and finally for India **Bombay GPO Reg cds cancel dated 25 Apr 38**.

The final cancellation was **Brussels 20 May 38** (cancelling both 50 & 10c stamps) on receipt back in Brussels, having been returned by boat and train.



Letter to Gwalior, verso – flap is at bottom, ie inverted

Now let us consider the postage paid. The second clue was the envelope flap being tucked in. The central top (bottom as illustrated) **DLO Bombay 18 Apr 38** struck both flap and body and proves this. Most likely nothing was included. Thus the basic postage rate was for printed rate letter at 35c. Registration was 1⁷⁵ Fr (Brussels 1 registration sticker is under the stick on notes). These add up to 2¹⁰ Fr, leaving 3⁵⁰ Fr for the airmail.

Officially, the general airmail rate, as published by the Belgian postal authorities, did not reduce from 4⁵⁰ Fr to 3⁵⁰ Fr (per 5 gms) to India until 1 May 1938. Hence our savvy collector got his reduced rate letter through the system some two months early. But his new rate was 77%, not the 25% for Commonwealth members. Still us and them?

The 5 Fr red-brown stamp used, showing a plane over Brussels, was issued on 30 April 1930 specifically for airmail letters. (It was demonetised 1 April 1948). The brown-violet version was issued 3 December 1930 specifically for the Vanderlinden & Fabry first airmail delivery to the Belgian Congo, which left Brussels 7 December 1930 for Leopoldville.

References:

Catalogue de Timbres-Poste Belgique, 2002, Belgium

La Poste Aerienne en Belgique, ses debuts, ses tarifs, E & M Deneumostier, 1989

Tarifs Postaux Internationaux 1892-1988, vol 3, E & M Deneumostier, 1990

KOSAKVINTEREN DENMARK 1813 / 1814

David Brindle

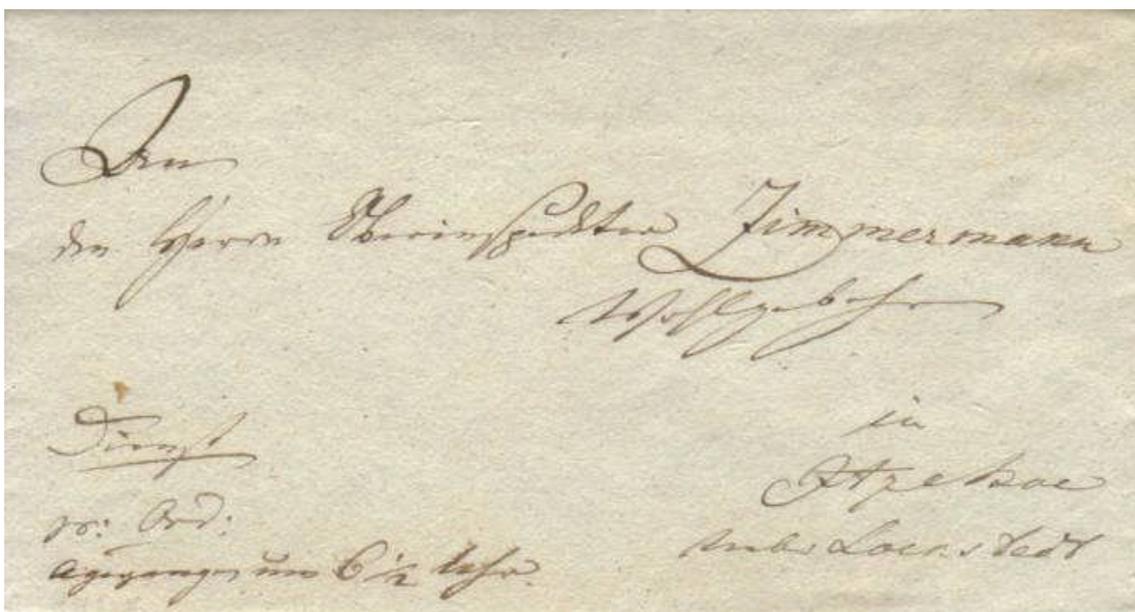
Perhaps this article could have waited for further research but I think that a "find" is worth sharing.

BRIEF BACKGROUND.

(Some may say too much information, but I believe it sets the scene for this entire)

In the Napoleonic era, Denmark was armed but neutral until 1807 when Britain invaded, bombarded Kobenhavn, occupied various strategic islands and confiscated the Danish fleet. Denmark subsequently allied with France (I wonder why??), against England & her allies. As part of the Napoleonic political machinations Denmark declared war on Sweden in 1808 and again in 1813 (at various times in the past centuries Sweden was either an enemy or ally). Russia and Prussia were included in the 1813 declaration. The Danish Army Corps of 1812/13 marched with Napoleon but after the main French Army defeat at Leipzig (Oct 1813), the Danes withdrew into their Duchies of Holstein and Slesvig. A Swedish and Russian force followed under The Swedish King Carl IV (formerly Marshall Bernadotte of France), and after several battles in which the Danes were never defeated, the Danes withdrew into north Slesvig. The Russians and Swedes occupied all of Holstein and the southern part of Slesvig. Following a Peace treaty on 14 Jan 1814 the Swedes withdrew completely but the Russian forces remained in Holstein for several more months. The winter months of 1813–1814 are known as the "**KOSAKVINTEREN**". The Napoleonic era was disastrous for Denmark, the 1814 Peace Treaty forced her out of the alliance with France and the war effort plunged her into huge debt and bankruptcy, she also lost half of her territory in Norway, which was given to Sweden.

Philatelic material of this period but is scarce and very hard to obtain. The Swedes and Danes were close to home and their letters although still very scarce are a little more numerous than the Russians. Over the past 10 to 15 years I have only seen (or heard of) one Russian related entire and that is shown below. I have been lucky to recently acquire this entire and a lot more work needs to be done by me to satisfy my curiosity, however I am very happy to share this unusual item with you.



The postal instructions are written in "old German" and if anyone can help with translation it would be appreciated. The only thing that I can make out is "pr: Ord. = per ordinance". It is directed to a "..... ZIMMERMANN in ITZHOE, a major administrative and army headquarters town in the Duchy of Holstein.

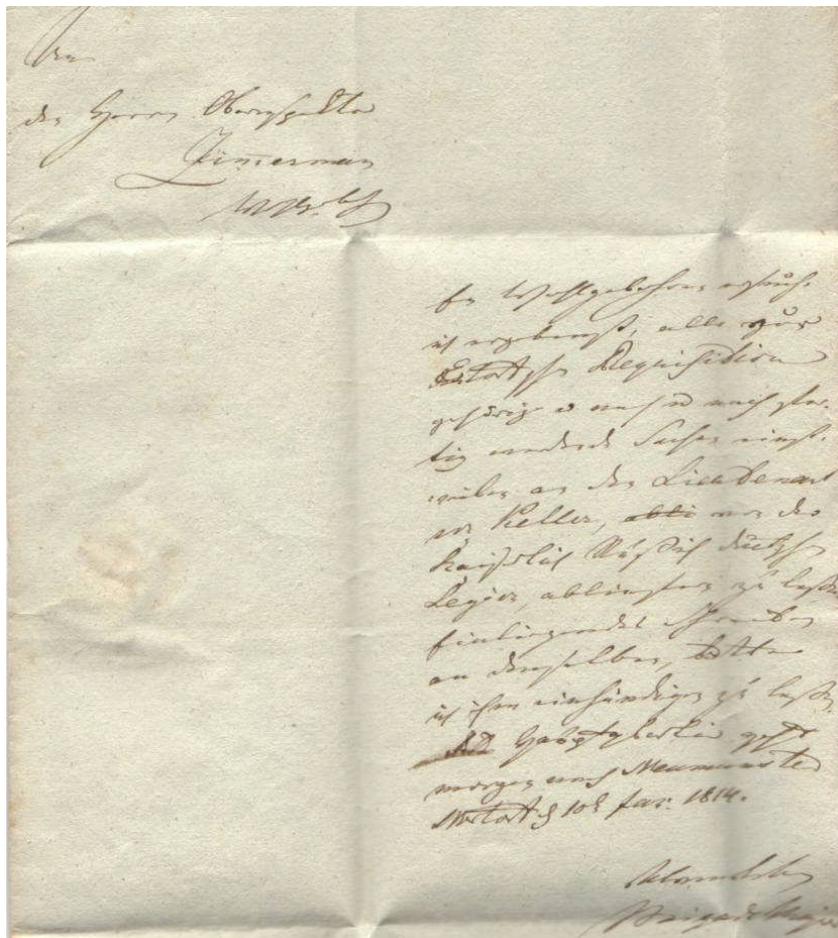
Based on this front "Where is the Russian connection?" Well the connection is revealed via the wax seal on the reverse. The seal is shown at 150% in an attempt to gain clarity.



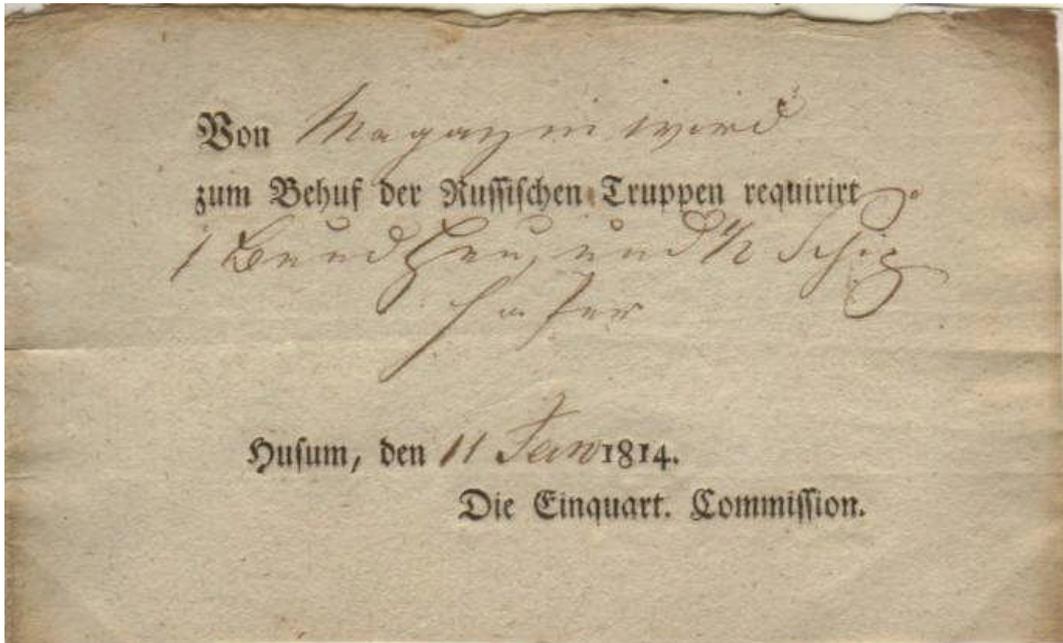
The inscription is difficult to make out as some has broken away and been lost, but the remainder reads

On top as "...L : **RUSSICHE**", and on the bottom as "**....BRIGADE**". The impressed Russian coat of arms is the "**CROWN over the TWO HEADED EAGLE**".

The contents are shown (at 70% to save journal room), but again are in "old German" and will need some work by an as yet hard to find person who is able to translate scripted material.



To complement this entire I also attaché a scan of a separately acquired REQUISITION for supplies



Gee I wish I had a better grasp of this language, but I do know that it was written in HUSUM (a town just on the Slesvig side of the Holstein / Slesvig border), on 11 Jan 1814 just before the Peace treaty was signed. Note -

“..Behuf der Russische Truppen = On behalf of the Russian Troops” (my translation).

I hope somebody else gets a little something out of this sharing. However can I suggest that there are many hidden treasures out there and other members may wish to share some of their items with us through the pages of our Journal.

David Brindle

Up coming Exhibitions

Adelaide Stampex 2006

An Australian National Philatelic Exhibition, will be held from 18 to 20 August, 2006 at the Ridley Centre, Wayville Showgrounds, Adelaide. Exhibition hours will be:

Friday 18 August: 10am to 6pm
Saturday 19 August: 10am to 5pm
Sunday 20 August: 10am - 4pm

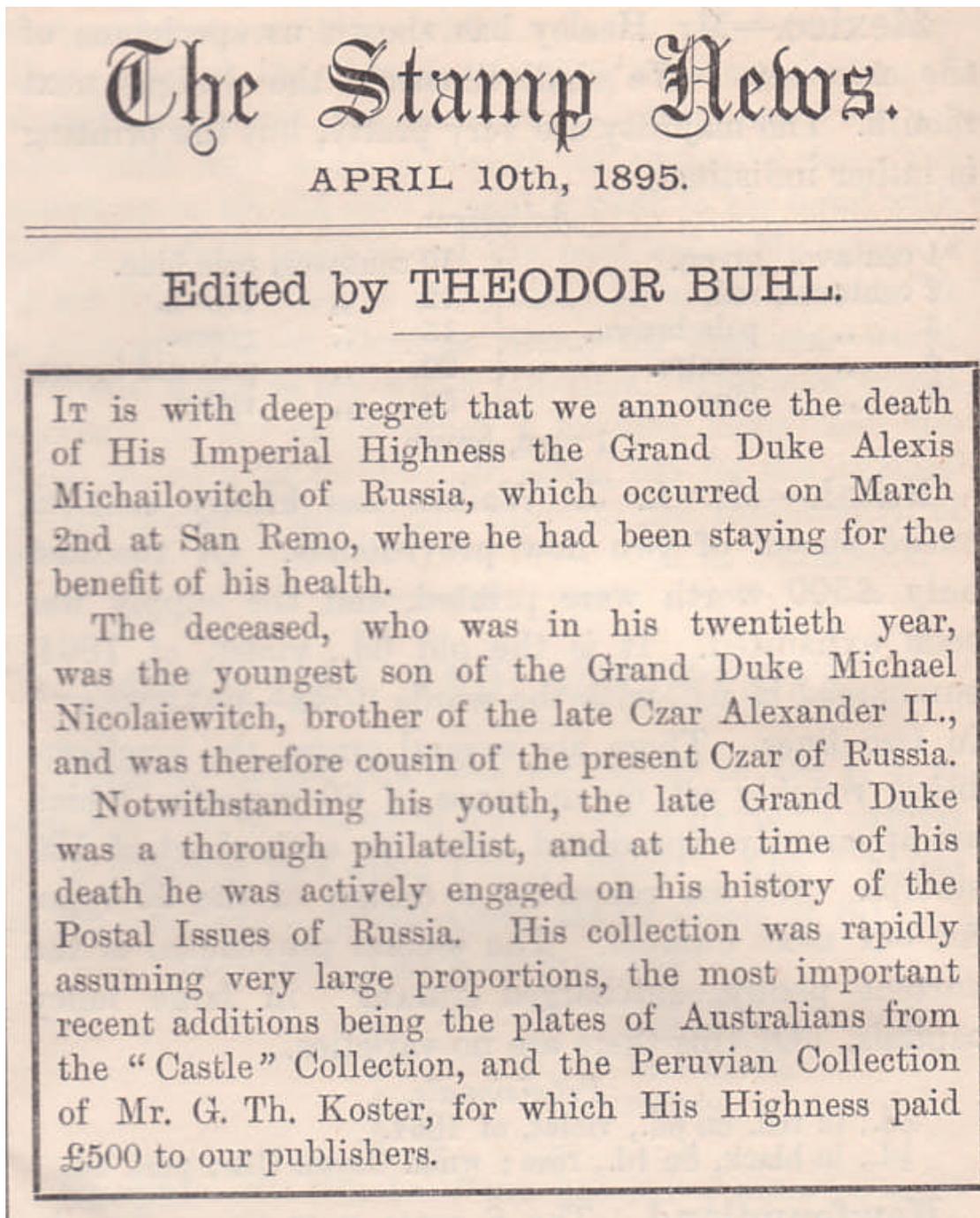
River City 2006

A National One-Frame Philatelic Exhibition to be held at the RNA Showgrounds, Gregory Terrace, Brisbane, on the weekend of 26 & 27 August 2006.

It is being organized by the Queensland Philatelic Council under the auspices of the Australian Philatelic Federation Ltd.

Oz Collection in Imperial Russia!

Thanks go to William Cochrane for this piece of past history. I wonder where those plates of Australians (sic) are now?



OCCASIONAL GOODIES

The items for this column will be supplied to AJP by Torsten Weller the Melbourne Postmark and Postal History dealer trading as Aero Collectables, as he comes across items that are unusual or have unexplained aspects to them. We thank Torsten for contributing these interesting items for your perusal and comment. These items, if still available, may be purchased from the above dealer.

Victorian Postcard forwarded by Berlin Pneumatic Mail

1901 Victoria 1d pink postcard used to Berlin (**FIG 1**), Germany up-rated with 1/2d green for foreign postcard rate, re-directed within Berlin and sent by pneumatic mail with violet cachet "*Durch Rohrpost weiter*" [forwarded through pneumatic mail] and Berlin P.12 (pneumatic post office #12) datestamp on face; this is the first piece of Australian mail I have seen that has been delivered via pneumatic mail. There is no endorsement by the sender indicating urgency, and this fits with my interpretation that the card was not intended by the sender to be sent by pneumatic mail, but that it "happened" to go by *Rohrpost* as part of its re-direction within Berlin

I also think that a re-direction label was at one point affixed to the face of the card and then later removed before it was delivered:

- there are three partial strikes of Berlin datestamps at the bottom left of the card which appear to have been struck partly on the card and partly on the label
- the only readable partial datestamp is from "*Schoene...*" on 14 Oct 01 at 2-3 N (2pm-3pm) ie. Schoeneberg to which the card was re-directed

So here is what I can establish :-

1. card sent from Hopetoun, Victoria on 9 Sept 01
2. card arrives in Berlin on 14 Oct 01 at Post Office 48 at time-code 7 1/4 - 8 1/2 V (V = *Vormittag* = am)
3. at this time (i.e.. before it was re-directed) it was marked "*Durch Rohrpost weiter*" and endorsed "12" in blue pencil and put into the pneumatic mail system to expediate its transit across Berlin, as the next timed datestamp is that of Pneumatic Post Office P 12 on 14 Oct 01 at 8.10V (am)
4. after arrival at Pneumatic Post Office P 12 it was transferred to Post Office 12 as shown by the datestamp of this office on 14 Oct 01 at 9-10V (am)
5. at this stage I believe delivery was attempted, and the card was re-addressed to Schoeneberg and a re-direction label affixed (this must have been done almost immediately, as...)
6. card arrived in Schoeneberg on 14 Oct 01 at 2 - 3 1/2N (N = *Nachmittag* = pm) as shown by partial cds on card (rest presumably on re-direction label)
7. here the trail is hard to follow without the re-direction label, but delivery obviously did not occur in Schoeneberg, and at some stage the card was re-addressed to Berlin (possibly with notation on re-direction label, but this is conjecture)

8. card arrives back in Berlin at Post Office 48 on 16 Oct 01 at 4 1/2 - 6 N (pm) where it started 2 1/2d days earlier, and this time delivery presumably is successful.

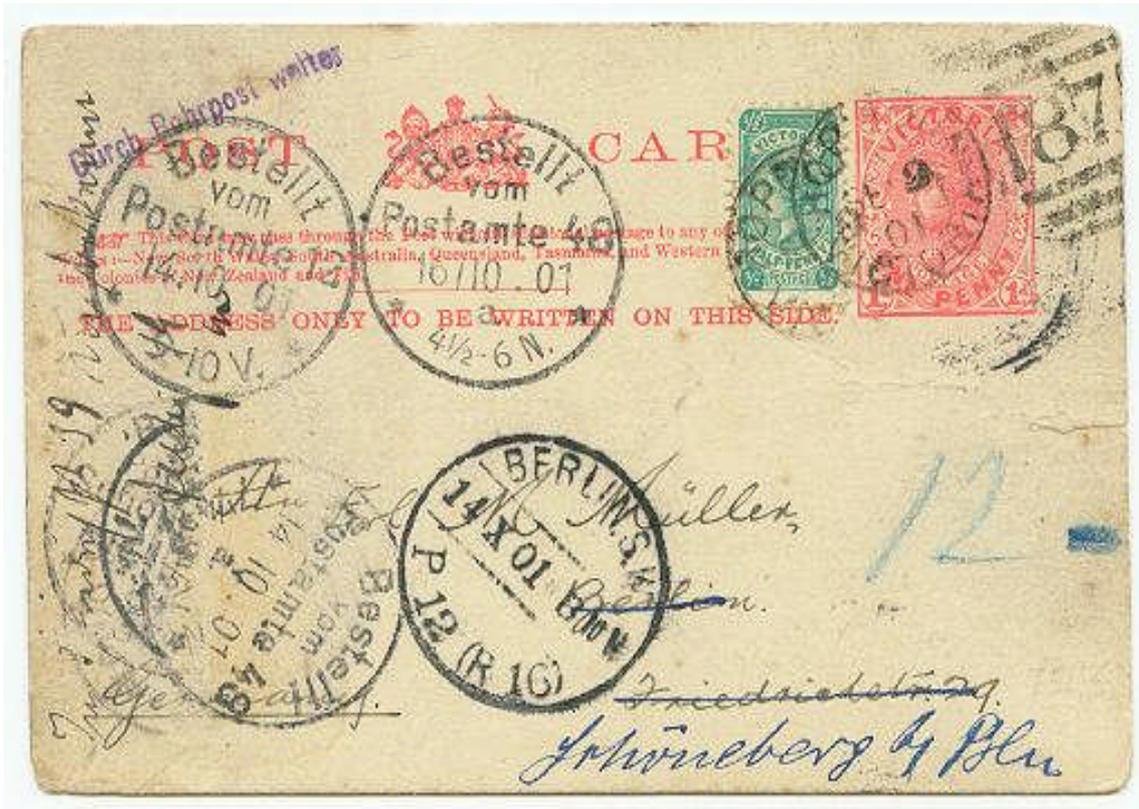


FIG 1

QANTAS commercial cover 1923 "airmail" to USA

1922 (June) early QANTAS advertising cover sent to Pennsylvania Aero Club, USA with single franking 6d blue Kangaroo tied Longreach, Qld datestamp with QANTAS-issue green / black "By Air Mail" label on face; the 6d pays second-weight step surface mail to the USA (4d for first oz and 2d for second oz) (**FIG 2**).

According to Tom Frommer's Airmail Labels book, this particular label was not issued until March 1923 (i.e.. 9 months later than this cover), however Tom has himself recently acquired a cover with the same label on the same type of envelope dated 19th February 1923 (i.e.. before the date he gives for the label's issue), so it is not impossible that the label was already available the previous year also, the cover did not travel by official airmail in Australia as there were no official airmail contracts in June 1922.

- this raises the question of why the label was applied to the cover.
- there is always the possibility that some-one added it later.

However, since the cover was purchased in the USA (country of destination) and loose labels are not plentiful (especially in the USA), I am reasonably sure this is not the case, and a couple of explanations as to why some-one at QANTAS would have added the label come to mind :-

1. the cover was in fact carried by airmail by QANTAS itself, possibly from Winton to Longreach (where it was placed in the official post stream), or,
2. the writer thought it was a nice "addition" to put on a cover to the Philadelphia Aero Club.

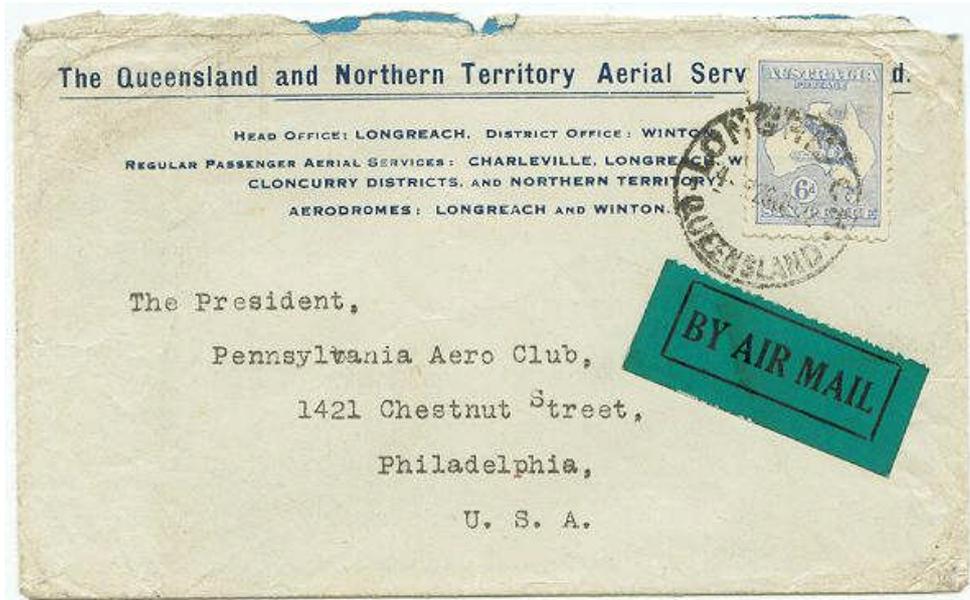


FIG 2

Not Quite All-The-Way Airmail to the UK

Australia 1935 (28 February) airmail to England with only 5d paid and taxed with T / 60 red cachet applied in Sydney and 6d / IS / T cachet applied in England and two 3d British Postage Dues applied and tied CREWE datestamp (1 April) (FIG 3).

All-the-way airmail to England was introduced in December 1934 and the rate was 1/6d, but this cover was apparently sent by sea to Karachi and onwards by airmail (the route before the all-the-way service was introduced, and as shown by the transit time of 4 weeks which is too long for all-the-way airmail and too short for seamaile).

The cover was certainly taxed as if it was sent via the old Karachi service, as the 6d charged is double 3d deficiency which is the amount the cover is underpaid for the Karachi service (2d empire letter rate plus 6d airmail fee per 1/2 oz).

Items featured in this column have passed across the desk of Melbourne postmarks & postal history dealer Torsten Weller, and some may still be available for purchase. If you have further information on any of these items and / or are looking for weird and wonderful items to add to your collection, you can contact Torsten on (03) 9571 1243 or at: torsten@aeroimages.com.au

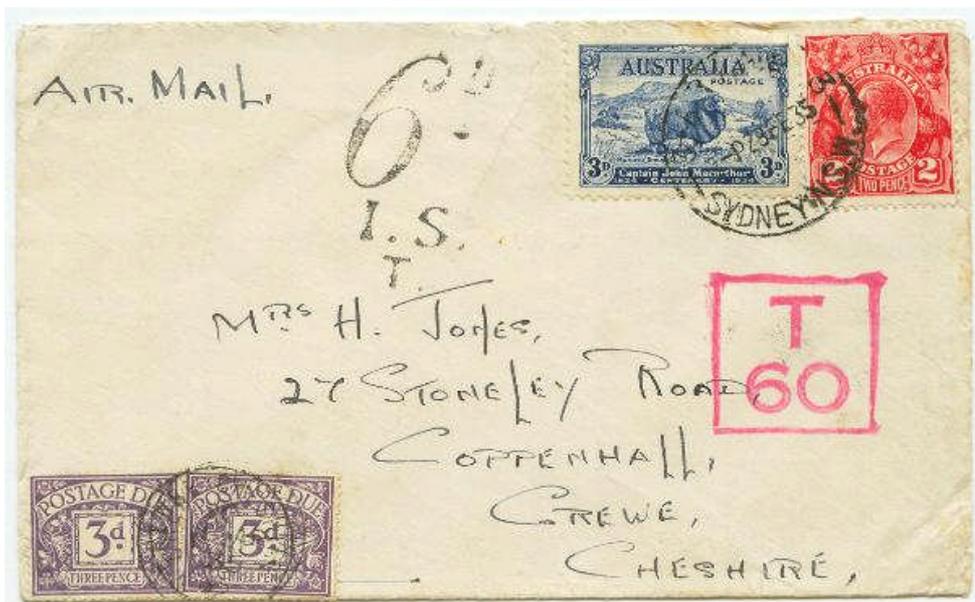


FIG 3

INDO-PAKISTAN WAR 1965 & 71

Thanks to Nina Dowden for the genesis of this article. Nina kindly sent a number of covers for consideration and these immediately took my eye.

Indo-Pakistan War 1965

In 1965, August 5th, Pakistan, believing that India having suffered defeat in 1962 against China would not react to a quick war over the disputed territory of Kashmir, crossed the Line of Control disguised as Kashmiri locals and attempted to take control of various areas of Kashmir. Pakistan was under the false impression that the locals would want and respond positively to a takeover by their forces. However, the local people had tipped off the Indian forces and on August 15th, Indian forces crossed the ceasefire line. This area between India and Pakistan has been under dispute since the separation in 1947 when war broke out on the 22nd October 1947. This war came to a close 1st January 1949. Negotiations between India and Pakistan began and lasted until 1954 without resolving the Kashmir problem. Pakistan controlled part of the area, Azad (Free) Kashmir, while India held most of the territory, which it annexed in 1957.

Concerning the 1947 partition, Michael Koldner wrote:

According to Alastair Lamb, it seems likely that Lord Mountbatten, the British Viceroy, engineered Partition in such a way that Jammu and Kashmir would go to India. At the very least, it seems evident that he tampered with the process sufficiently to leave that option wide open. By allocating the Gurdaspur district of the Punjab to India, even though it ought to have gone to Pakistan by the logic of Partition, the possibility of Jammu and Kashmir joining India was left open. Had Gurdaspur gone to Pakistan, there would have been no land-route connecting India to Kashmir. The evidence seems to suggest that Mountbatten meddled with the proceedings of the Radcliffe Commission, whose job it was to assign territories to either Pakistan or India. At best, his intention was to give Maharaja Sir Hari Singh a real choice of which Dominion to join. More likely is the assertion that he intended India rather than Pakistan to be the guardian of the Northern Frontier because he had more trust in India's secular leadership (<http://www.defencejournal.com/nov98/indkashmir.htm>).

In this second conflict, Pakistan had seriously underestimated India's ability to respond. The war eventually spread to the Punjab and after an indecisive battle in the Sialkot region, both countries agreed to a UN mandated ceasefire which took affect on the 23rd September 1965. The ceasefire and the Tashkent Declaration of 10 January 1966 brought the two sides back to their original positions prior to the crises. The war was, more or less, a wasteful mistake.

Much has been written by the media of both sides of the conflict which has slanted the issues to their point of view. Fortunately the scope of this article concentrates upon the postal history aspect and thus does not attempt to make any kind of judgment one way or the other.

Indo-Pakistan War 1971

The third war that broke out between India and Pakistan had a different basis than the previous conflicts. Here Pakistan had failed to accommodate East Pakistan's demands for autonomy in 1970 which in turn led to a secessionist demands in 1971. India provided active military support to those wanting to separate and war broke out on 22 November 1971, lasting until 17 December 1971. The immediate affect of this conflict was the birth of the new independent nation of Bangladesh. The Pakistani military was soundly defeated and the President Yahya Khan resigned and was replaced by Zulfikar Ali Bhutto.



FIG 1a

FIG 1a has been registered at Shershab Colony Karachi 31 August 1965 as indicated by the manuscript marking on the front and by the three strikes of a double circle cancel on the reverse (FIG 1b). The cover has not received a censor mark and shows on the reverse a double circle Providence R.I. Reg Div cancel dated 5 Sep 65 and a double circle Providence R.I Annex USPS cancel of 7 Sep 65. Postage R1 22 annas.

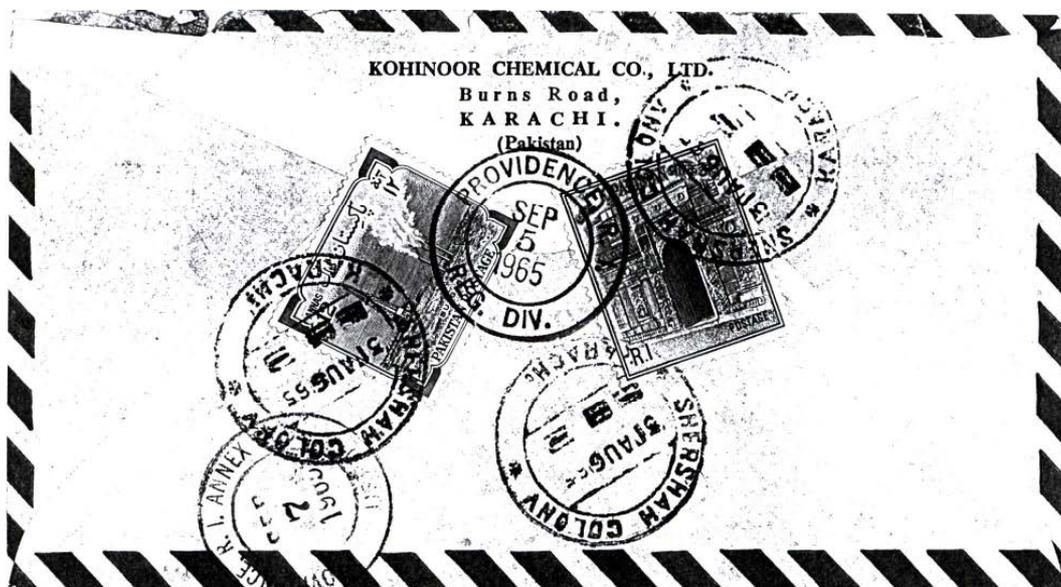


FIG 1b



FIG 2a

Cover from Karachi to Providence, R.I. USA (FIG 2a). This is cancelled Shershash Colony Karachi by both a double circle and a straight line cancel. Registered 27 September 1965 in manuscript with a boxed K — 128 in purple which may be a censor's mark. The single line date Oct 4 1965 is probably a Foxon Co receiving mark. On the reverse (FIG 2b) is a double lined Pakistan censorship mark and a double lined circular Providence R.I. REG DIV dated 3 OCT 1965 and a double lined circular Providence R.I Annex USPS dated 4 OCT 1965. Postage R1 75 Paisa

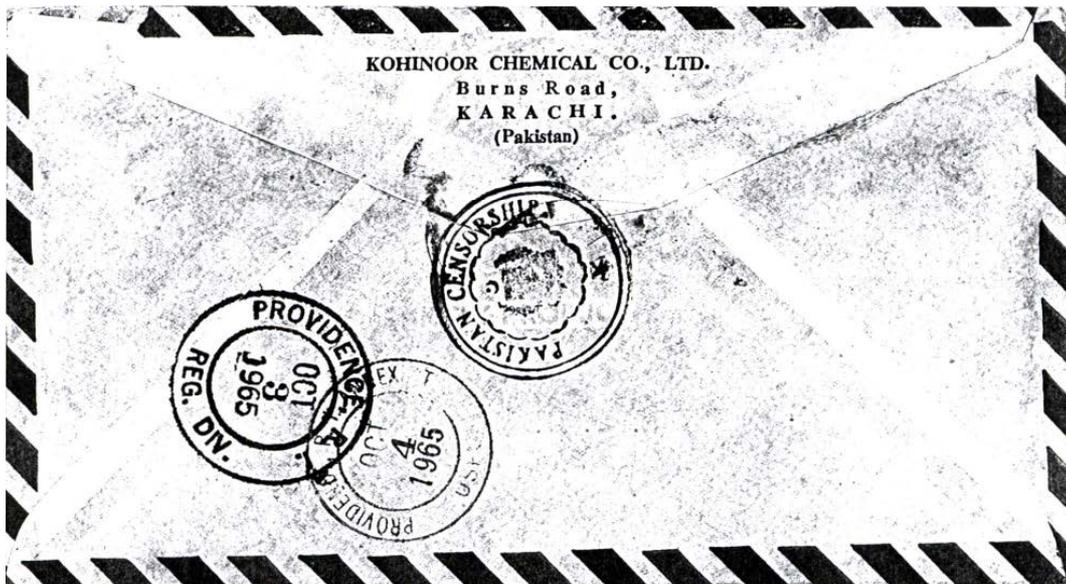


FIG 2b



FIG 3

FIG 3 was taken from the internet and shows an oval Pakistan censor T I. Passed in Violet ink dated Oct 1965. Postmark appears to read Temporary P.O. The delivery Postmark is dated 19 OCT 1965. Censor applied at Chittagong. After the 1971 war Chittagong became part of Bangladesh.



FIG 4

Cover with double circle Chittagong cancel dated December 1965 with C-1 (Chittagong censor) in rectangle. Delivery date 18 December 1965, FIG 4.

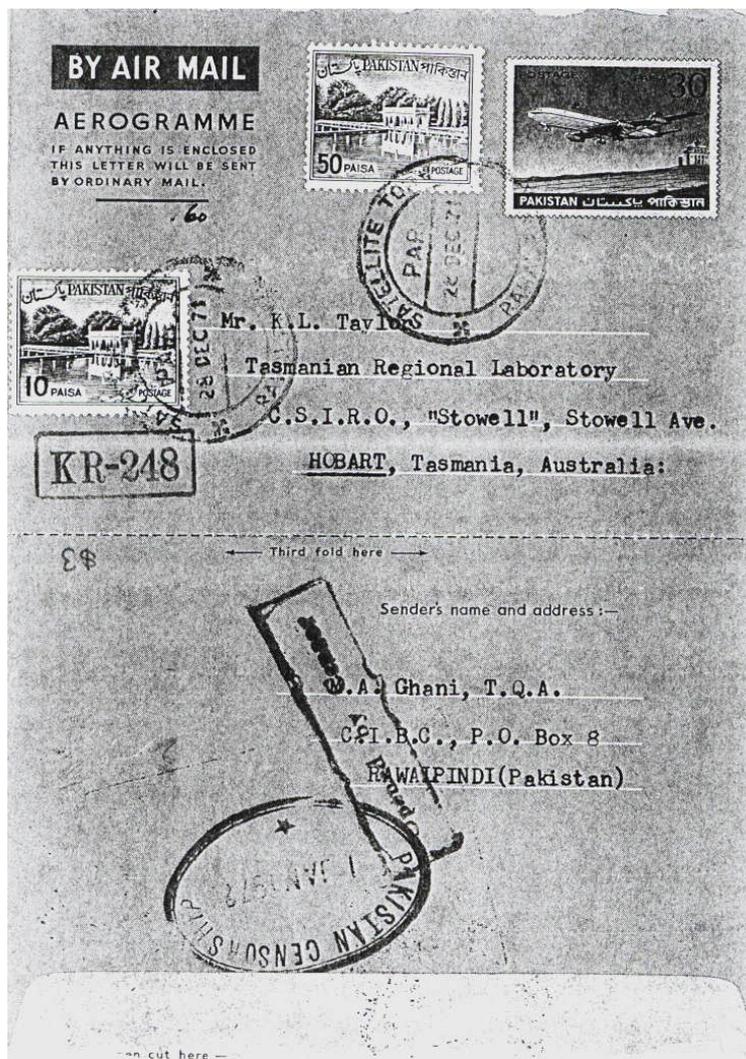


FIG 5

Aerogramme sent from Satellite Town, Rawalpindi To Hobart Tasmania. Two double circle Cancels of Satellite Town on front along with KR-248 (Karachi censor) in rectangle (FIG 5). On the reverse is a oval Pakistan Censorship and an opened by censor in a rectangle. Postage 90 Paisa.

Information Received

In AJP No 94, December 2005, William Hempel asked on behalf of Poul Larsen regarding the vessel which carried the postcard from Perth, WA, which was illustrated on page 25.

Frank Gerlcevich from Como, WA, sent the following information:

Re. Query on ship from Fremantle to Denmark...I rang the WA Maritime Museum and received the following information.

The ship "GERA" of the Norde Deutsche Lloyd line arrived in Fremantle on Sept 23, 1898, after traveling down the east coast of Australia, Sydney, Melbourne, Adelaide to Fremantle.

Its probable sailing date was Sept 25, 1898 en route to Europe via the Suez, Genoa, Antwerp and onto Hamburg.

Unfortunately the records are not complete, but these dates tie in with the Ship Mail Room, Perth of Sept 24, 1898 and the arrival in Denmark, 21 Oct 1898.

If you have a query, ask the members through your journal. There is a lot of knowledge out there.

BY AIR MAIL MOST OF THE WAY

Pat McNamara

This cover was sent from Singapore to New Zealand.

The front shows it to be registered and air mailed and bears three postage stamps with a total value of 78 cents made up of one mono colour 8 cent and one bi-coloured 30 cent and one 40 cent. A notation states that this is a first day of issue. It is postmarked Singapore 12 pm 1 JA 1936.

On the back are two TPO 2 SOUTH (NSW) postmarks dated 10 JAN 36. There is a Singapore Registration postmark 12.50 pm 1 JA 1936 and two Sydney Registered postmarks 11 JAN 36.

There are no NZ postmarks.

QUESTIONS

Firstly, if the letter is a FDC it would mean the post office would have had to been open New Years Day, a public holiday here in Australia at least.

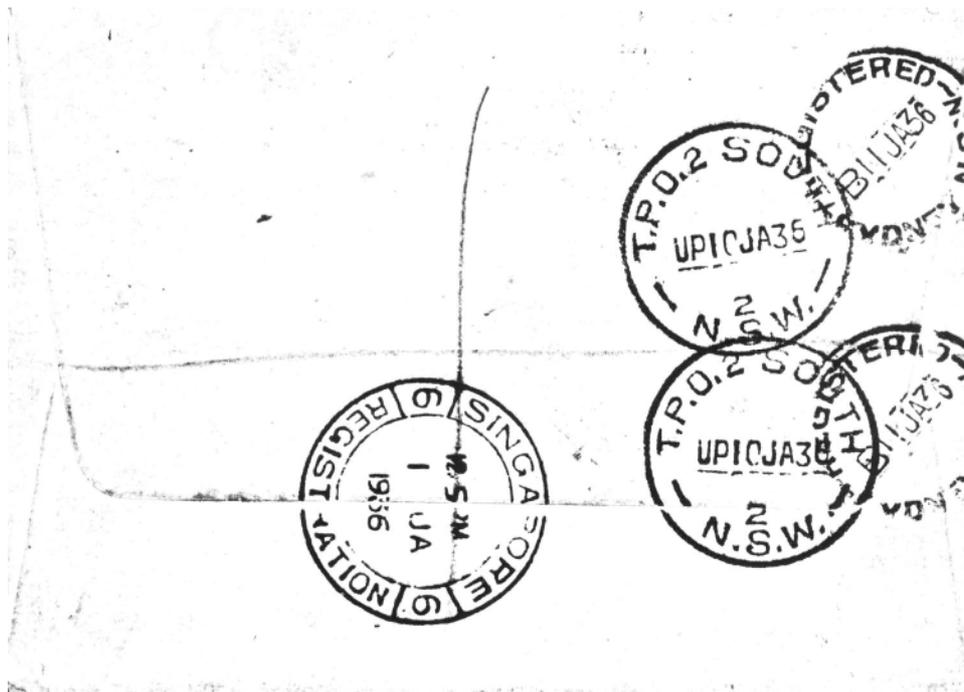
Secondly, in 1936 what was the scheduled landing place for aeroplanes?

TP02 SOUTH UP seems to have travelled between Cootamundra and Sydney but that seems a long way from Sydney for a plane to land.

In AJP March 1997 there is an article by Bob Tobin on pages 24/25 which says (quote) At Charleville ... was off loaded and flown to Cootamundra where it continued on the over night TPO to Melbourne (end of quote). So some mail went that way, via Cootamundra.

ANY HELPERS PLEASE





Letters to the Editor

This is another for the What's Next department. (See AJP No 94 December 2005 Page 8, ed).

HOW STAMP COLLECTING IS CHANGING

Remember how we despised those countries which issued unnecessary stamps or those which did not make their stamps available at all post offices in the country. Australia and other countries then in the British Empire would never stoop so low.

All that has changed. In Australia Posts' Stamp Bulletin (not dated but probably December 2005) they advertised 'Treasures from the Archives' an imperforate sheet of 10x5 dollar stamps, and believe it or not, the issue is 'Very limited..only 500 produced..and can only be purchased by calling 1800 331 794 from midday on 10 January 2006' It is not being sold at face value but at a premium.

I ask if this issue will be including in Stanley Gibbons' catalogue of legitimate issues and the Australian Specialist Catalogue? Does this indicate that there is no stamp collector voice in Australian Post? Perhaps we are now naïve enough to believe that anything issued by Australian Post is collectable.

Yours faithfully

Ronald.M.Lee
56 Kirkland Ave.
EUROA VIC 3666.

H.M.S. Achilles

Tony Lyon

H.M.S. Achilles is arguably the most famous vessel associated with the New Zealand Navy. For it was the H.M.S. Achilles that was to take part in one of the earliest naval battles of WW2. (September 1941 New Zealand Division of the Royal Navy became the Royal New Zealand Navy and henceforth Achilles became the H.M.N.Z.S Achilles).

Britain had prepared for the protection of seaborne trade in the event of war when in January 1939 the broad lines of the naval policy was laid down in an Admiralty memorandum. This determined that in the event of war it was important to protect against enemy raiders in the Atlantic, the Red Sea and the Indian Ocean. Commodore Harwood, Commodore of South America Division had the responsibility to protect merchant shipping in the River Plate and Rio de Janeiro areas. One of the concerns was that German merchant ships might be converted into armed raiders.

Whilst all of this was occurring at the British end, Germany was quietly preparing for the eventuality of war and thus on August 21, 1939, the pocket battleship *Admiral Graf Spee* commanded by Captain Hans Langsdorf, sailed from Wilhemshaven. The Captain's orders were to remain in an area north-west of the Cape Verde Islands until war was declared, after which he was to operate on the South Atlantic trade routes. On 5 September 1939 instructions were received from the German Naval staff that, 'by order of the Fuehrer', no action was to be taken against passenger ships, even in convoy, and the pocket battleships were to move well away from their operational areas and maintain wireless silence. Orders were not received until 26 September 1939 to commence raiding operations.

The British steamer *Clement* was sunk about the 30 September by the *Admiral Graf Spee* and when the news reached the Admiralty the *Achilles* was instructed to leave the Pacific and join Commodore Harwood's South America Division.

The *Admiral Graf Spee* was located by the *H.M.S. Exeter* on the morning of 13 December 1939 and the crews of *H.M.S. Ajax*, *Achilles* and *Exeter* swung into action stations. Although out gunned by the German ship, Harwood had devised a plan of attack which was subsequently followed. Although outgunned, an advantage on the British side was a long established British naval doctrine that laid down that 'war at sea cannot be waged successfully without risking the loss of ships. Should the object to be achieved justify a reasonable loss of ships, the fact that such losses may occur should be no deterrent to the carrying out of the operation'. *Ajax* and *Achilles* moved into position in the north-north west while *Exeter* turned to the west. This meant that the German ship had to contend with vessels attack from different directions. During the battle *Exeter* received significant damaged but continued to play its part in the fight. The action lasted for 82 minutes after which the German ship made a run for Montevideo with the British ships *Ajax* and *Achilles* shadowing. The *Exeter* was instructed to head for the Falkland Islands and arrived at Port Stanley 18 December 1939.

The *Admiral Graf Spee* made the safety of Montevideo by midnight of the 13 December, 1939, and *Ajax* and *Achilles* kept watch over the wide area of the river estuary to keep the German vessel under surveillance. Meantime, the British were making every effort to detain the ship at Montevideo. The *H.M.S. Cumberland* arrived in the evening of the 14 December, 1939 to restore some of the narrow balance. There was much behind the scenes in political intrigue until the Uruguayan government declared that its decision to allow the *Admiral Graf Spee* 72 hours extension of stay in Montevideo would stand after which the ship must put to sea by 6.45 p.m. on 17 December or be interned. Realising that

there was no way out, Captain Langsdorf took the decision to scuttle the *Admiral Graf Spee* which he duly did in early evening of the 17 December, 1939.

After a further period of patrol during which for a some of the time it acted as Rear-Admiral Harwood's flag ship, Achilles returned to New Zealand arriving back in Auckland on the morning of the 23 February, 1940. Thousands of well-wishers watched from every vantage point. It was estimated that 100,000 people lined Queen Street, Auckland and its approaches to cheer the ship's company.

After repairs in New Zealand the Achilles spent the next period as an escort for various troopships or protection shipping convoys taking much needed food and supplies to Britain etc. In July 1941 the ship underwent a refit returning to convoy duties.

With the outbreak of war with Japan Achilles was ordered to join the Eastern Fleet and made for Singapore via Suva and Port Moresby. However by the time Achilles had reached Port Moresby events had occurred that led to the orders being cancelled and the Achilles was ordered back to New Zealand. Troopship protection within the Pacific, escorting Australian Troopships to Port Moresby, as well as voyages to New Caledonia and Fiji, was the order of the day. The Achilles was one of the vessels sent to escort the *Pensacola*, meeting up with the convoy between Noumea and Brisbane on the 19 December 1941. (*Pensacola* mentioned in Ron Lee's article on page 7).

Late in 1942 the Achilles returned to Auckland for a refit returning to active service mid December 1942. Damaged in a bombing attack early January 1943, Achilles spent the greater part of January at Espiritu Santo, Solomon Islands. Returning to Auckland on the 3 February, 1943, the Achilles sailed on the 19th for England and it would be 2 years before she returned to New Zealand.



FIG 1

A postcard with photos of the Wairarapa members of the ships company FIG 1. Caption states Arrival in Auckland Harbour on February 23rd, 1940, after the "RIVER PLATE" victory on December 13th, 1939. (H.M.S. Achilles was the first British Warship to go into action manned by New Zealanders). The Wairarapa for those who are unfamiliar with New Zealand is in the south east corner of the North Island about an hour north of Wellington. Main towns include: Masterton, Carterton, Greytown, Featherston and Martinborough.

Pictured from top left: A Jolly, M A Ramsay, G N Naidment, A G Kane?, L Hood, Officer?, C A Ashworth, Js Blackley, J H Coradime, C W Brash, T W Gray.



FIG 2

Cover from a Petty Officer on board the H.M.N.Z.S. Achilles during the period when Achilles was undergoing a refit in New Zealand Fig 2. Airmail Postage 10d paid by GB Geo VI. Tombstone naval censor cachet applied in red. Packet Boat of Auckland and Auckland C Type circular cancel dated 4 August 1941.

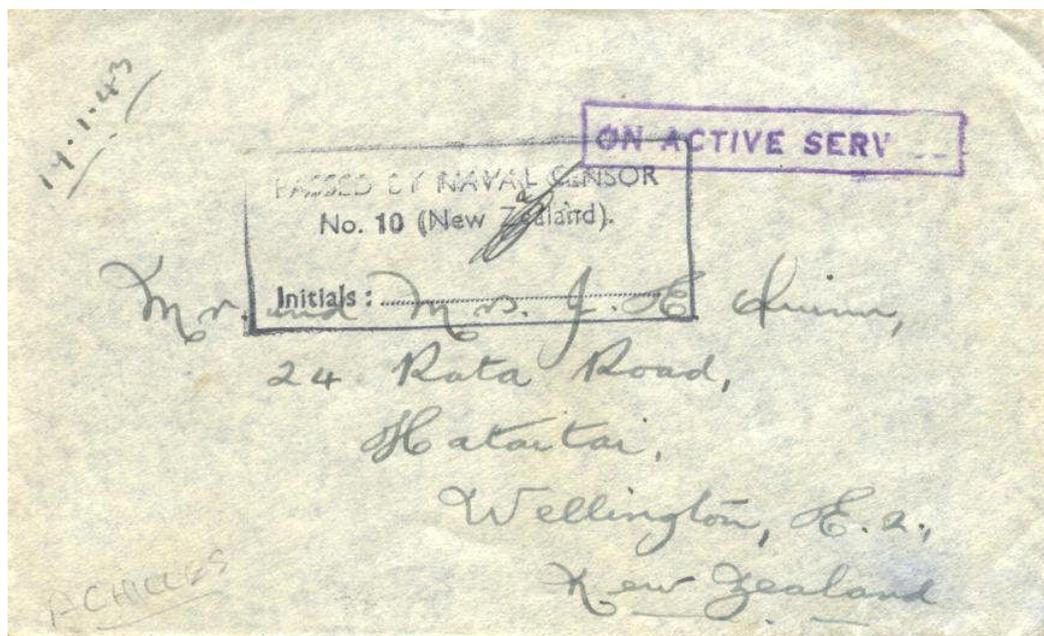


FIG 3

Cover from Achilles showing Passed by Censor No 10 (New Zealand) FIG 3. This was allocated to the Achilles. These numbers were removed on instructions issued 16 February 1943. This cover is from the period when Achilles was in the harbour at Espiritu Santo, in January 1943. The On Active Service cachet is applied in purple ink.

Reference: Waters S.D. (1956). Official History of New Zealand in the Second World War 1939-45: *The Royal New Zealand Navy*. Wellington: War History Branch Department of Internal Affairs.

Hand-Held Date Stamps

Coordinated by George Vearing

Upon looking at all the material in this edition, it struck me that there were a lot of postmarks that had earlier editions from the last few years, so it is imperative that we are on the lookout for changes in datestamps.

Many thanks to Richard Peck, Tim Cowley, John Tracey, Michael Barden, and Nina Dowden for their contributions to keep this column going.

A.C.T.



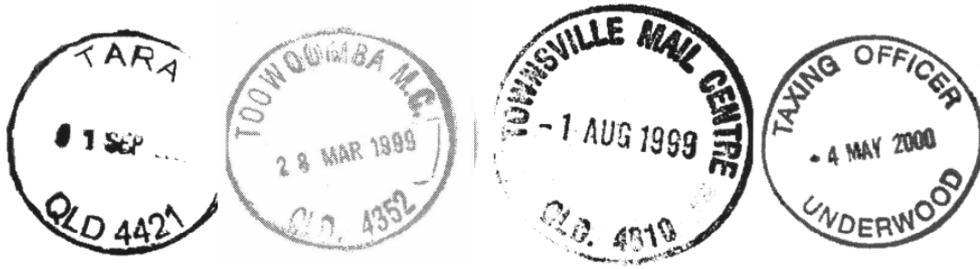
N.S.W.: - WETHERILL PARK ALSO Adv H. Earlier datestamps:- BURONGA (86/33), PANANIA (74/58).



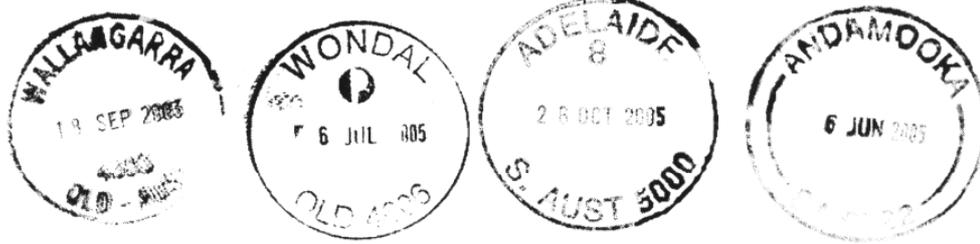


QLD.: -Earlier datestamps:-ILFRACOMBE (57/32), MARGATE BEACH (50/32), MOOROOKA (69/36), NORTHGATE M. C. (71/30), TOOWOMBA M.C. (87/31), TOWNSVILLE M.C. (86/34), WALLANGARRA (74/59).





S.A.



S.A. :- MANSFIELD PARK-Dateline is way off centre

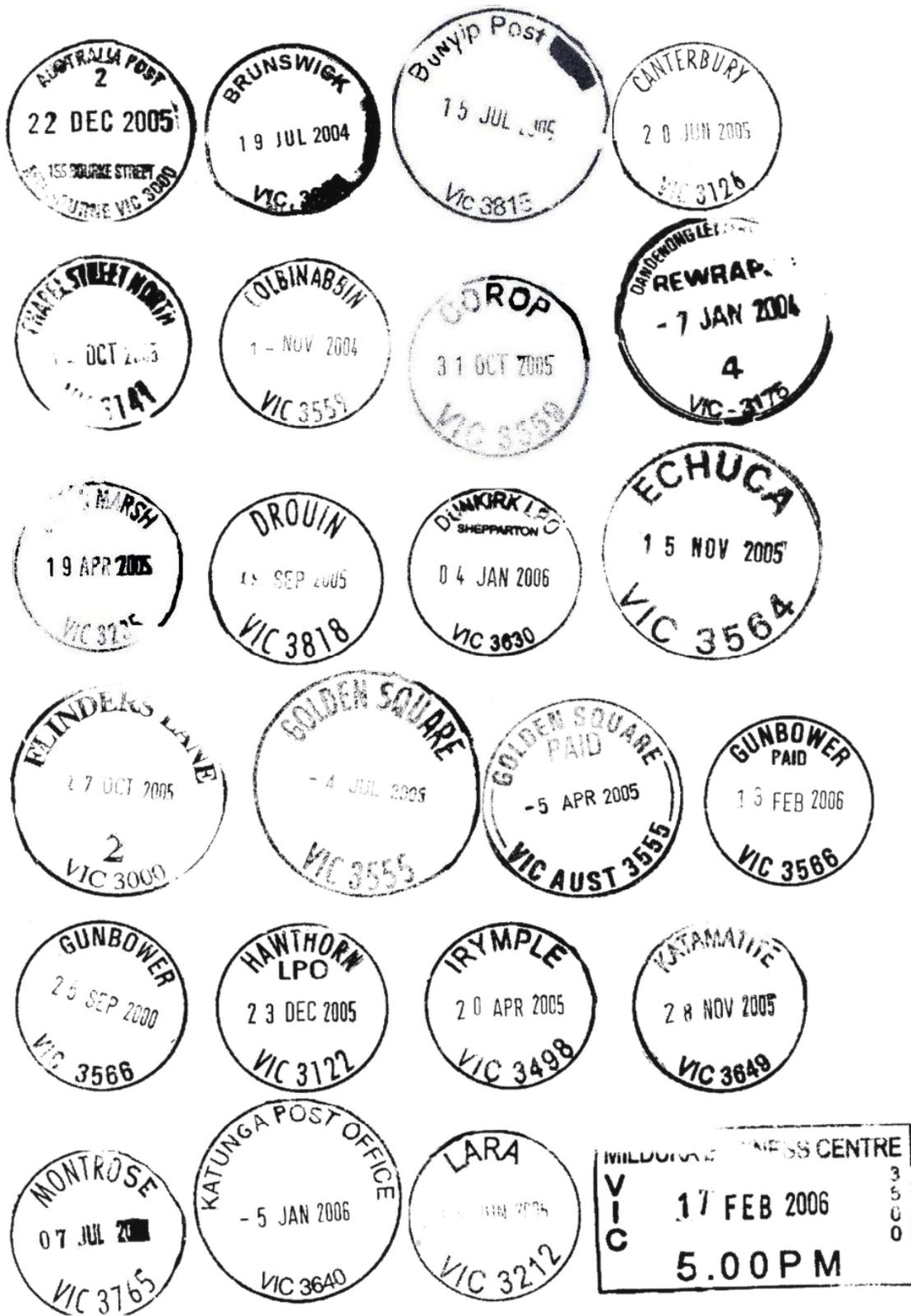


TAS. :-Earlier datestamp:-LAUNCESTON MAIL CENTRE (79/35). VIC.



VIC:-Wodonga seems to be using two number 4 datestamps as illustrated and I have a Copy of #4# dated 1FEB2006,Earlier datestamps:-ALTONA NORTH (53/24), BALLAN (86/36), BELMONT (87/33), BENDIGO CENTRAL (65/32), DROUIN (71/33), ECHUCA (72/31), GOLDEN SQUARE PAID (65/33), GUNBOWER (59/42), IRYMPLE (78/49), LARA (71/34), NAR NAR GOON (90/35), PORT FAIRY (72/35), TRAFALGAR (88/36), TYABB (75/72).







W.A.: -Earlier datestamps: -BORDEN (87/36), BRUNSWICK JUNCTION (77/36), PERTH MAIL CENTRE (86/37).



AND MORE OF GEORGE'S OLDIES



Urban Myths

By Harewood

March

2006

December brings us Advent, Christmas and Summer heat and holidays together with happy family celebrations. It's also an opportunity to demonstrate some acute strategic planning when it comes to the lovely bride.

It had been an ambition of Harewood to take the adorable Mrs H to an out-of-the-way place for many years. But to put in place all the requisite details was a feat in itself, since he wished to avoid the repercussions of a previous attempt at subterfuge! Fortunately he's blessed with a son who's very credible snaring the elusive piscatorial delight so managing to supply the table on a very regular basis.

There's also an ulterior motive in this remarkable strategy! Harewood needed a custom house picture, so what better way than to combine lunch for the bride at a lovely seaport. Thus in mid-December we all set off for a pleasant Sunday drive to Corner Inlet via Traralgon, Bulga, Yarram, and Alberton to Port Albert. Our fish supply comes from a quiet place near Yarram.

A little history about the area must of course enhance this delightful diatribe. Alberton was proclaimed a town in September 1842 with post office established November 1842 as a NSW office then in July 1843 it was transferred to Pt Phillip District. Postal facilities then moved to Port Albert in January 1856. Our good friend David Wood advises that Alberton had butterfly 10 and barred oval 30 and Port Albert BN 12.

The final destination for our excursion was for lunch in the local hotel. And what a meal it turned out to be with more food than we could handle. Publican had just taken over so he sought advice of Harewood on a particular shiraz that was unpriced - a pleasure to oblige on a superb day.

The Gippsland Company developed Port Albert when the first settlers arrived in

February 1841. This company was subsequently dissolved and the interests were then taken over by Turnbull Orr & Co. In March 1843 the customs cutter "Prince George" called into Port Albert on its way from Sydney to Melbourne. Apparently the old adage "being in the right place at the right time" certainly applied to this visit, for they impounded a cargo of tobacco and spirits on which duty hadn't been paid. Resultant upon this seizure a customs officer, Capt William Moore was appointed in January 1844. He remained until 1857, to be followed by P R Stevens who was removed for embezzlement! Accounting for duties collected seems to have been a problem with customs officers in those days.

In October 1850 the port was declared a Port of Entry and Clearance, and a customs house constructed for £32 - approx equivalent today \$1800 - by convict labour. Then in 1856 a permanent customs house was needed, but eventually also fell into disrepair so the Customs Officer moved into the de-licensed Derwent Hotel.

W R Belcher replaced Stevens and acted until 1867, and from 1868 until the position was taken over by the local constable in 1895 there were a number of customs officers. Customs presence ceased in Port Albert in 1903. Apparently Customs Officer C Bullock drowned whilst searching for oysters from his yacht.

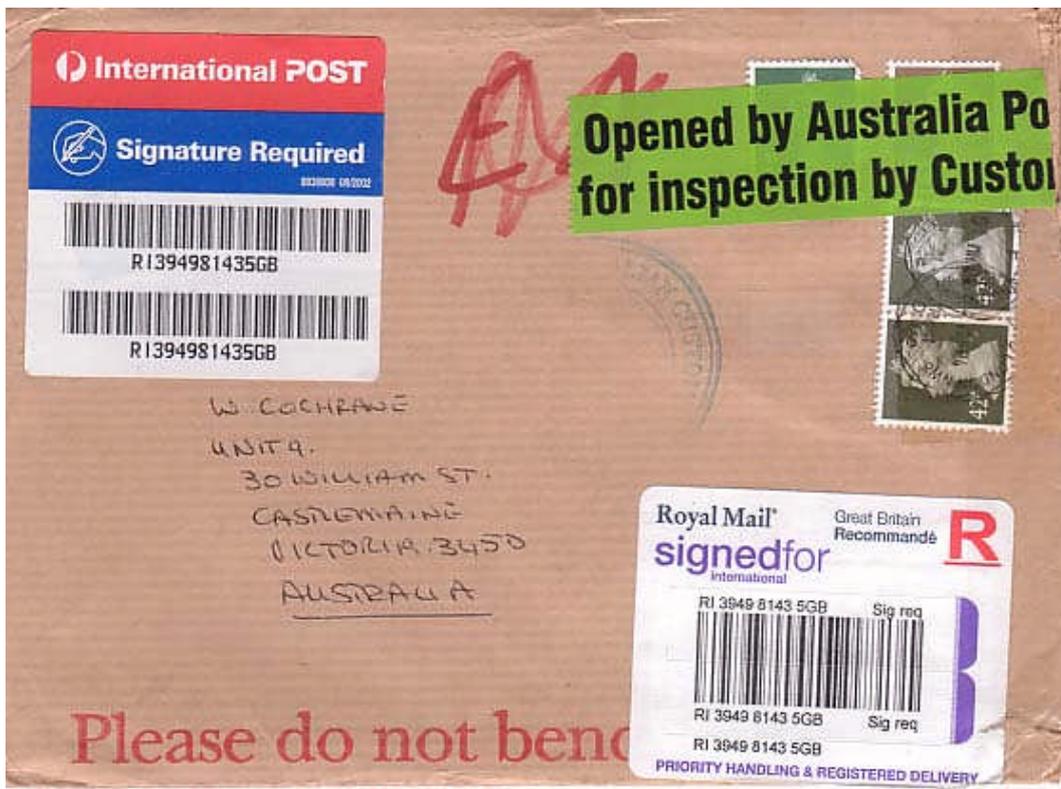
So why did Port Albert flourish then decline? It reached its heyday in the 1850's-1860's because of gold mining needing capital equipment that could then only be brought in by sea., and hauled inland by bullock teams as far afield as Omeo and Walhalla. There were exports of live cattle to New Zealand and Tasmania, wool, hides, butter, cheese and wattlebark to Melbourne and Sydney.

By the end of 1861 ships were taking out 1000 ozs gold weekly. In January 1892 Great Southern Railway opened with a ticket

to Melbourne costing 23 shillings. The same year the first butter export from the Yarram Butter Factory realised 114/- in London.

With the advent of steamship operations in the Gippsland Lakes and gradual rail/road improvements to Melbourne, contributed to its decline.

The Modern Scene



Registered GB cover which has been opened by Australian Customs. Faint circular cachet applied by Australian Customs as well as a rectangular label with black print on a green background.



An Underwood Mail Centre Underpaid Mail Collection Unit cachet applied over a Postage Paid cachet. My question is; how would Underwood Mail Collection Unit know if it was underpaid. There is no return address on the envelope?

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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 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

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