

Australian Journal of Philately

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IN THIS ISSUE

Who Invented the Aerogramme?

Express and Special Delivery Mail

Greek Currency and Control Marks From 1936—1941

Part 3—Mail from Australia to European Countries

The Leviathan (Clothing Company) Limited

Cross a Tram with a Post Office and you get....

Melbourne International Mail Centre—Triple Oval Cancels

Hand-Held Date-Stamp Notes

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Date	2013 / 14 Programme	Display
16 June 2014	Harold Sheath	WWI Postal History
18 August 2014	AGM	Works in Progress
20 October 2014	John Young	Asia & middle East International Air Mails (1937-1945)

Contents

Editorial	3
From the President	4
Who Invented the Aerogramme?	5
<i>Michael Barden</i>	
Express and Special Delivery Mail	9
<i>John Young</i>	
Greek Currency and Control Marks From 1936—1941	13
Part 3—Mail from Australia to European Countries	
<i>Judy Kennett</i>	
Notice of AGM	17
The Leviathan (Clothing Company) Limited	18
<i>Michael Barden</i>	
Apology From a Non-Expert	22
<i>Ian Cutter</i>	
Cross a Tram with a Post Office and you get....	23
<i>Ian Cutter</i>	
Melbourne International Mail Centre—Triple Oval Cancels	24
<i>Brain Fuller</i>	
Airmail UK—Canada	25
<i>Nina Dowden</i>	
HHDS	26
<i>Compiled by George Vearing</i>	
Advertisement	30 & 31
Airmail to Singapore - Thence by Pacific Clipper - Registered?	32
<i>Tony Lyon</i>	

Front cover: See article page 5

Editorial

Tony Lyon

By the time you receive this journal I will be in Indonesia thus the need to finish it early. I will also need to finish the September journal early; by the middle of August, as my wife and I are going cruising down the Rhine.

I never really contemplated the idea of cruising until my friend, an accountant in an earlier life, and one who was always extremely careful with his money, was convinced, or cajoled by his other half to take a cruise last year. Upon return he told me it was the best money he had ever spent on a holiday. So we are off late August.

This offering is quite varied and I thank all of the contributors who help to ensure that we have a journal each quarter. I trust it is helpful and informative.

As the president has stated in his page, we are looking for articles next year to commemorate the one hundredth anniversary of Gallipoli in World War 1. We are also interested in any articles that are World War 1 related.

I am sure that many of our readers had relatives who fought in that war. My wife and I both had great uncles killed in that conflict. Whilst we are in Belgium we hope to travel to Ypres where my wife's relative is commemorated on the Menin Gate memorial.

My great uncle is commemorated at the Messines Ridge (N.Z.) Memorial having died in the battle of Messines Ridge in 1917.

Please keep the articles coming.

Ciao for now.

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From the President

John Young

This year is the centenary of the start of World War 1, and 2015 is the centenary of the Gallipoli campaign. The display at the June members' meeting is by Harold Sheath, who got in early with Australian postal history of World War 1. We hope to build on this start.

In 2015 the journal will concentrate on military postal history from both sides of the 1914-1918 conflict. Has anyone got Turkish material from Gallipoli? It presumably exists, because a television documentary a few years ago read from letters sent home by Turkish officers. We would also welcome postal history from the Australians who fought on after the armistice by joining up for the campaign in Archangel, Russia; although a bunch of foot-loose adventurers may not have written home very often. Postal history from less elusive sectors – Army, Navy, Airforce – is sought for articles and displays.

In October we will be planning the display syllabus for 2015, so please let us know if you have something military in mind for either a full or half display. My phone number is 03 9889 1385.

I conclude with a small offering, fifty years after Gallipoli. Recent auction prices for the 1965 Gallipoli commemoration commercially used on cover may surprise some collectors. The cover shown below has the full set affixed. The 2 sh. 3 pence stamp paid for airmail to Europe, and the others paid for registration with 2 pence overpaid.



Upcoming Exhibitions

14 -16 November 2014	Baypex 2014 Taradale Napier	NZ National and Australasian Challenge	Entries for non challenges to Gary Brown	Entries close 30 June 2014
16 19 April 2015	Anzac Sydney Exhibition 2015 Johnny Warren Sports Centre in Penshurst Park	National Exhibition	to be advised	to be advised
23 - 25 October 2015	Capital Stamp Show, TSB Bank Arena, Wellington New Zealand	National	to be advised	to be advised

Who Invented the Aerogramme ?

Michael Barden

The aerogramme's birth seems to be shrouded in some mystery. Wikipedia defines an **Aerogram**, **Aérogramme** or **Air Letter** as a thin lightweight piece of foldable and gummed paper (gummed flaps to seal – cf 19th century entires?) for writing a letter for airmail transit, in which the letter and envelope are one and the same. Most postal administrations forbid enclosures in these light letters, which are usually sent abroad at a preferential rate. Printed warnings existed to say that any enclosure will cause the aerogramme to go at the higher airmail letter rate.

The use of the term **aerogramme** was officially endorsed at the 1952 Universal Postal Union Postal Union Congress in Brussels. Thereafter, the term **air letter** and other terms quickly faded from use.

It seems there are two contenders for this invention, both in the similar part of the world. RB Jackson in Siam (now Thailand) and Majow DW Gumbley in Iraq. Let us look at each in turn.

RB Jackson worked for the Aerial Transport Company in Siam. In August 1932 he initiated the Air Gram, in order to provide cheaper, lighter letters. Airmail was relatively expensive and payloads limited then. His idea was soon taken up by KLM, Air orient and Air France. Their use dates basically from 1933.



Air Gram printed for Air Orient and posted at Bangkok GPO on 15 Nov 1933 whence it travelled to England.

(It seems the Air Gram for Air Orient contained the red, white and blue circles in the centre much as a registered design symbol)

There are not any transit marks to show whether it went by KLM or IA

Postage 35 stg

These aerogrammes measured 145 mm wide x 270 mm long (3 x 90 mm pages for writing).

They weigh 3 grams.



Air Gram printed for KLM and posted at Bangkok GPO on 23 Mar 1934 whence it travelled to England via Amsterdam.

Postage 15 stg

Aerogramme was the same size as that shown on the previous page.

KLM airmail etiquette crossed out at London, from where the letter went to Bristol by train



Air Gram printed for Air Orient and sent from Bangkok on 1 August 1936 to John Lancaster's Father in Melbourne.

It travelled by Imperial Airways / Qantas.

Postage was 30 stg (where 100 stg = 1 baht).

It was back stamped in Melbourne 7 August 1936.

The **air mail letter card** had been introduced into the Iraqi postal service in 1933 by the then Inspector General of Posts and Telegraphs, Major DW Gumbley CBE DSO Royal Engineers.

Gumbley invented and designed the Iraq Air Mail Letter Card weighing just four grams, which he registered at Stationers' Hall in London on 15 February 1933, under his own copyright ⁽²⁾. The Iraq Air Mail Letter Card was printed by Bradbury Wilkinson & Co Ltd of New Malden, Surrey and included a 15 fils impressed stamp, equivalent to about three old pence (3d.). It was first issued in Iraq on 15 July 1933.



The aerogram was largely popularised by its use during the Second World War (1939–45). Lieutenant Colonel R. E. Evans, Royal Engineers, Assistant Director Army Postal Service Middle East Force (MEF), proposed that a lightweight self-sealing letter card that weighed only 1/10 oz be adopted by the British Army for air mail purposes. He recommended its use to Sir Anthony Eden, the Secretary of State for War during his visit to the Middle East, in late 1940. By January the following year, General Archibald Wavell, 1st Earl Wavell, the Commander-in-Chief, MEF was told by Eden that *"Your Assistant Director Army Postal Services may forthwith introduce an Air Mail Letter Card Service for the Middle East. Use British stamps from all countries, including Egypt."* On 1 March 1941, the air mail service between the Middle East and the UK was started.



Before WW2, airmail letters were regarded as something of a luxury, the bulk being sent by businesses, for whom the time saved was worth the cost. The war played a great part in the development of airmails and the carriage of mail for military personnel increased tremendously. Here was a way to reduce the weight of letters, so allowing a greater number for the same payload.

The Australian government also adopted Gumbley's air mail letter card, giving the A.I.F. autonomous powers for troop postal matters. The forms were printed in Australia without any stamps. They cost 1d within Australia and 3d abroad. They also appeared in 1941.

On 21 July 1941 Great Britain became the first country to issue an impressed stamped air letter form, specifically for the use of POWs in Germany and Italy. In 1944 a POW air mail postcard was issued to those interned in Japanese camps.

From the need for light weight letters between armed forces abroad and their families at home to maintain morale, the aerogramme became the cheapest way after the war to send international letters.



They are still in use today, although the US Post has decided not to print any more. Emails and greater payloads of today's planes have seen their use decline.

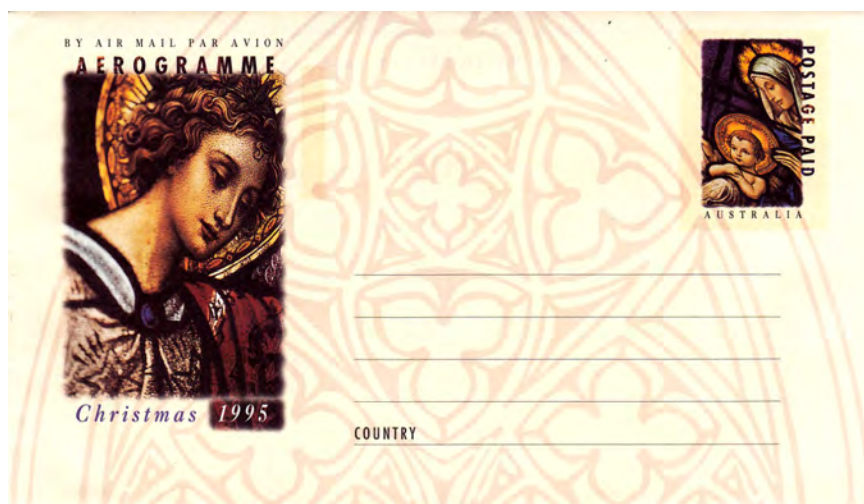


Gumbley inspired UK WW2 airmail letter card written by my Father from Palestine in 1945.

Area available for writing is 5 x frontal area of letter, helped by fold out flaps.

Due to its use in various theatres, adhesive stamps were used.

Note the same form as the Australian letter shown on the previous page.



The original size for aerogrammes was 124 x 99 mm and they had one fold. Today when folded in three, they measure 175 x 100 mm, and so have more area for writing.

An Australian 1995 Christmas aerogramme with no value indicium.

So while we have two slightly differing approaches to the same problem at the same time, no clear "I was first" inventor stands out. It would seem both men had the idea to make a light weight cheaper airmail letter, whose approaches differed slightly as you would expect. 1932 was the first era of rapid growth in Intercontinental flights. Maybe a reader has additional information to allow a decision to be made.

Perhaps Nelson Eustis has the last word when he made the observation in 1989 ... "not everything aeronautical was developed by the English!"

My thanks go to both John Lancaster and Michel Houde for providing illustrations and information for this article.

References

1. **Thailand**, Stampshow '89 J Lancaster's entry in Aerophilately at National level.
2. **The Great Britain Air Letter 1941 – 2011**, Peter Jennings FRPSL, FRGS, GSM August 2011
3. **The Thai Times**, sundry excerpts courtesy of Michel Houde, Canada
4. 1936 letter from Bangkok to Melbourne, J Lancaster

Express and Special Delivery Mail

John Young

With the advent of telegram-delivery services in towns and cities it became feasible to combine them with express or special delivery of letters and parcels. Early pioneers of the service were European and American postal authorities, and USA led the way with a special delivery stamp in 1895. The stamp featured a telegram boy on foot, and a redesigned stamp in 1902 had the boy on a bicycle (fig. 1, 2).



fig. 1

USA: messenger-on-foot and messenger-on-bicycle special delivery stamps, 188 and 1902.



fig. 2

USA: messenger-on-foot special delivery stamp (10c) plus 2c letter postage. Transmission was within New York City, from 9am to 11:30am (receiving backstamp), 1893.

Italy was a prolific issuer of express stamps, starting in 1903. It did not pay homage to telegram boys, preferring portraits of its king, until changing to allegorical designs in 1945 (fig 3). Italy's numerous colonies also issued express stamps. It is hard to imagine much in the way of express delivery in Italian Eritrea, but senders wanted express delivery when they wrote letters to Rome or Milan (fig 4).



fig 3

Italy: allegorical winged-foot Espresso stamp (50 Lire) for letter to Belgium, 1957.



fig 4

Eritrea: airmail to Milan and Espresso delivery to addressee, 1936.

Germany, Austria, Czechoslovakia and Hungary (illus 5) were heavy users of express mail. Czechoslovakia went to the trouble of issuing express stamps for letters, and Austria had express stamps for newspapers (illus 6, 7). On the other hand, less cosmopolitan Bulgaria issued a set of five stamps in 1939, featuring a cyclist, a motor cyclist and an express delivery van (illus 8).



fig 5

Hungary: the sender was keen and conscientious, paying for registration, advice of delivery, airmail and express delivery. Franked 19Ft 80, 1972.



fig 7

Austria: franked 20 Heller for second-class (unsealed) mail; Vienna plus 10 Heller express-newspaper stamps overprinted for post-war republic, 1920.



fig 6

Slovakia: Czechoslovakia issued special delivery stamps, and German occupied Slovakia followed suit in 1940. The stamp with V in each corner was for special delivery paid by the sender. The stamp with D was for payment by the addressee who wanted the post office to deliver all mail to him personally.



Fig 8

Bulgaria: set of five, issued 1939.

In the Americas, Cuba (1889) and Mexico (1919) issued numerous express stamps (illus 9, 10). US colonies started with special delivery stamps overprinted Guam (1899) and Philippines (1901); the Philippines issued numerous special delivery stamps pre and post independence (illus 11).



Fig 9

Cuba: Messenger on bicycle, second issue, 1902



Fig. 10

Mexico: Bowman express-mail stamp (10c) on a letter to USA in 1935, when you would expect the letter would have been sent by air from Veracruz to Oakland, California.

Fig 11

Philippines: Messenger-on-a-bicycle special delivery stamp (20c) on a local cover (4c postage), 1947.



The stamps are one thing, but the postal evidence is more often only an adhesive label or a rubber stamp (illus 12, 13). England, a great user of express services, settled for no-frills labels. In a time of austerity it used a cut-down version, a red "Ex" on a label about 2.5cm long (illus 14).



fig. 12

Ireland: Franking 11½ pence; for postage and airmail fee, 5½ pence, and express fee, 6 pence. Cover has Irish and German express labels. Transmission 26-27 May 1932 (Cologne backstamp).



fig. 13

Mali: French colony used the bold French Eprès sticker. Cover franked 125fr, shortly before Mali became a republic in 1960.

Most postal authorities have had express or special delivery services. A worldwide collection of the stamps and the hundreds of labels would be a multi-volume project, but it may be one of the last ways a collector could try to collect “the world”. An added attraction might be the absence of new issues.



fig. 14

England: 'Ex' stickers used on an economy re-use envelope. Postage 2½ pence, express fee 6 pence, 1944.



fig. 15

Belgium: Set of four, issued 1929.



fig. 16

Belgium: Registered trans-Atlantic surface mail and express delivery stamp below the address. Franked 5fr 35 postage and registration, and 1fr 75 express fee, 1933.



fig. 17

Egypt: A messenger-on-motor-bike express mail stamp (20 mils) plus 6 mils local postage, 1941.



Fig 18

India has not issued an express mail stamp but took the unusual step of issuing an express postal stationery envelope.



Fig 19

Australia: This cover is included because it is a rare survivor. Franked 9 pence, it has 3 pence for airmail in Australia (Sydney to a Fremantle boat), 3 pence sea mail postage, and 3 pence for express delivery in Poland. "Airmail" and "Express" are handwritten in red pencil.

Greek Currency Control Marks from 1936 to 1941

Part 3 – Mail from Australia to European Countries

Judy Kennett

Introduction. In Part 3 we are looking at Athens as a distribution centre for airmail and surface mail letters from Australia addressed to nine different European countries. These are just samples from my collection, chosen because they bear circular Greek currency control cachets. They are just a tiny sample of what was unloaded at Athens for further distribution between 1936 and 1941.

Nowhere in his little book does Ulysses Bellas mention what was done by the Greek inspection system about mails brought to Athens by European airlines, or by intercontinental airlines like Imperial Airways (IA, later BOAC). There have not been any instances reported of this 'transit' mail being opened and re-sealed with one of the tapes in use at that time. It is stated by Bellas 'Because of the volume of mail for abroad, control could not be exercised on all the letters sent from Greece. Five per cent of the total had, however, to be examined by the authorities'. (Ref 1) Nothing is said about transit mails. It has been suggested that only the items at the top of a bundle and perhaps the bottom were ever stamped with a cachet (hence examples of cachets on postcards?)

From now (2014) it's not possible to state definitely which airlines carried the envelopes in this sample from Athens to their final destinations. Indeed, with some we can't even tell from the backstamps available if they arrived. However, Deutsche Lufthansa (DLH after 1933) had a network of routes throughout Europe pre-World War 2, and it's likely that the envelopes addressed to Scandinavian countries would have been carried by DLH from Athens to its headquarters at Berlin. A Swedish airline ABA was also active in northern Europe at this time, and may have carried some of these envelopes from Berlin to the countries to which they were addressed.



Figure 1. Airmail firm's cover posted Sydney 29 Jun 1937 to Vienna Austria. Greek currency control cachet Fig 11. Endorsed 'Australia via Greece'. Back damaged. Backstamps Athens machine cancel 10 VII 1937, Wien 12. VII. 37 (twice). Probably flown Athens – Vienna by DLH.



Figure 2. Airmail cover posted Sydney 9 JY 37 to Goteborg Sweden. Greek currency control cachet probably Fig 12. Endorsed 'Europe – Sweden'. Backstamps light Athens machine cancel 20 VII 1937, Goteborg arrival 22. 7. 37. Probably flown by DLH to Berlin, then by ABA to Sweden. (Pt back shown)



Figure 3. Airmail cover posted Sydney 28 AP 38 to Pori Finland. Greek currency control cachet not distinct, probably Fig 8b. Endorsed 'Australia – Greece – Finland – Airmail'. Backstamp Pori arrival 10. V. 38. Probably flown by DLH to Berlin, then by ABA to Sweden and Finland.



Figure 4. Airmail cover posted Bondi Beach NSW 30 MY 38 to Duisburg Germany. Greek currency control cachet mostly covered by German currency censor tape, probably Fig 8. Endorsed '[Via Gr]eece'. On back German currency control tape, with inspector's initials, and tied with Duisburg arrival 10. 6. 38. Carried by DLH. Under tape are signs of a machine cancel, possibly Athens.



Figure 5. Airmail cover posted Brisbane 23 JA 39 to Oslo Norway. Greek currency control cachet poor, probably Fig 8b. Backstamps – Athinai / Poste Aerienn 3 II 39, poor Oslo (date not readable), also offset of Brisbane cancel. Endorsed – 'Australia – England (crossed out) – Greece – Norway'. Probably carried by DLH to Berlin, onwards by ABA.

In Part 2 of this article (see AJP March 2014 Ref 2) there was a short history of the years 1936 – 1941 in Europe. The covers described in Part 3 all arrived in Europe before the outbreak of World War 2. Figure 6 was very likely affected by the dismemberment of the former Czechoslovakia, and the creation of Slovakia as a German Protectorate. Checking in a Hungarian gazetteer and in an atlas dated 1939 showed that Lomnica is in Slovakia. It is considered that the breaking up process was completed by 15 March 1939, and this cover arrived in Budapest on 16 March. There is no arrival stamp on this cover for Prague (Praha), the point where airmails usually entered former Czechoslovakia. Lomnica is not far from Budapest (this has also been checked in the Hungarian gazetteer and in the atlas). It seems likely that the letter would have been forwarded to Lomnica by railway, as the airmail etiquette has been crossed through.



Figure 6. Airmail cover posted Melbourne 6 MR 39 to Lomnice (Lomnica) Czechoslovakia. Greek currency control cachet Fig 13. Airmail etiquette crossed through with black. Backstamps – Athens machine cancel 15 III 39, Budapest / Repuloter (Airport) 939 MAR. 16 (16 March 1939).

Mail being flown out of Australia. In the years for which examples are shown (1937 to 1939) all airmails leaving Australia were carried by QANTAS / IA. QANTAS was responsible for the legs Singapore-Brisbane and reverse for early flights (from December 1934), and later, following the introduction of a direct flying boat service, for Sydney-Singapore and reverse (from 26 June 1938).



Figure 7. Surface mail illustrated cover Hobart 1 APR 1939 to Foltleni, Romania. Greek currency control cachet Fig 10. Stamp has perfin 'T'. Backstamps Athens machine cancel 4. V. 39, indistinct arrival Foltleni 9 MAI 939.

A little more needs to be said about these routes and arrangements for flying airmails out of Australia to Europe in this pre-WW2 period. The flying boat service went along the east coast from Sydney to Townsville, then west across Cape York, the Gulf of Carpentaria and Arnhem Land to Darwin, and through Koepang (Timor, then part of the Netherlands East Indies) and Java to Singapore. Figure 8 cover, which was posted at Mackay (Queensland) would have joined a flying boat flight at Townsville.



Figure 8. Registered airmail cover Mackay Qld 3 AP 39 to Odense Denmark. Greek currency control cachet 8b. Backstamps Mackay /Qld 3 AP 39, REGISTERED / [TOWN]SVILLE 4 AP 39, Athinai / Poste Aerienne 12 IV 39. Endorsed 'Australia – Greece – Denmark'. Probably carried by DLH to Berlin, then to Copenhagen.

A new QANTAS/ IA flying boat service was introduced on 6 September 1939. It continued until June 1940, when Italy entered the war, and the Mediterranean Sea was closed to intercontinental flights. IA was taken over by BOAC on 1 April 1940. On July 1940 BOAC started operating the Horseshoe Route to carry airmails between the UK, Australia and New Zealand, and countries along the route. When intercontinental airlines stopped calling at Athens, the role of Athens as a distribution point for mails, except some carried by sea, declined steeply, and transit mails from many European countries, especially those under Axis domination, ceased coming to Australia.



Figure 9. Airmail cover [Sydney] 4 AP 39 to Budapest Hungary. Greek currency control cachet Fig 8b. Airmail etiquette crossed through. Backstamps Athinai / Poste Aerienn 14 IV 39 Budapest 62 39 IV. 16 (16 April 1939). May have travelled to Budapest by rail.

Summing up - two questions. What I found interesting about the covers illustrated, sent from 1937 to 1939, was how often route endorsements appear. Letter writers in Australia at that time probably expected that letters addressed to Austria, Czechoslovakia, Hungary and Poland, to name just four countries, would be off-loaded at Athens. However, the envelopes addressed to Scandinavian countries, particularly Figure 5, which is addressed to Norway, were endorsed to ensure that they travelled through Athens.

Why was this done? Two possibilities come to mind; the first, this would have been cheaper than sending the letters through England (the terminus of the IA route) to be forwarded to Scandinavia by whatever means was available. The second; did it ensure speedier delivery to have the letters carried from Athens to Berlin by DLH, then by internal airlines such as ABA to their destinations? Please address any comments about this to the Editor.

Acknowledgements. An important source of information for this part of the study is the weighty tome *Intercontinental airmails Volume 2: Asia and Australia* by Edward B Proud, published by Proud in 2009.

I have also used *Extracts from the Air Ministry Civil Aviation Intelligence Reports Summaries 27 August 1939 to 30 May 1945*, compiled by Peter Wingent.

Thank you to Michael Barden for his encouragement and his work in the final production of this article.

Thank you to David Collyer for advice on the arrangements applying to airmails from Australia to Europe in the pre-war years.

Reference:

1. Bellas, Ulysses, *Exchange control in Europe and its repercussions on philately*, Hellenic Philatelic Society of Great Britain, HPSGB Publication No 2, 1976, page 2.
2. Kennett, Judy, *Greek currency control marks from 1936 to 1941: Part 2 – Mail to Australia from European countries*, Australian Journal of Philately No 127 March 2014, pages 5- 8.

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**NOTICE OF ANNUAL GENERAL MEETING and REPORT and STATEMENT of
ACCOUNTS for year ending 30 June 2014**

NOTICE is hereby given that the Annual General Meeting of the Society will be held at the RSL Homes, 152 Canterbury Road, Canterbury on Monday 18 August 2014 at 8.00 pm, for the transaction of the following business:

1. Apologies
2. Minutes of last Annual General Meeting held 19 August 2013
3. The President (or his nominee) will report on the year's work of the Society
4. The Honorary Librarian's Report and other reports will be presented
5. The report of the Honorary Treasurer on the Accounts will be read
6. To receive and adopt Accounts of the Society for year to 30 June 2015
7. Elections:
 - a) The following nominations for Officers of the Society have been received: **President:**
John Young;

Vice-President — no nomination; **Secretary** Irene Kerry

There being no other nominations, the above-named will at the Annual General Meeting be deemed to be elected.

 - b) The under mentioned Officers being eligible have offered themselves for re-election and there being no further nominations, will at the Annual General Meeting be deemed to be elected:

Honorary Treasurer - John Steward **Honorary Librarian** — John Young
 - c) Following nominations for Members of Council have been received: Michael Barden, Tony Lyon, and since no other nominations were received, said will be deemed to be elected as Members of Council.
8. To appoint an Auditor in accordance with the Constitution.
9. Any other business that may arise.

The Leviathan (Clothing Company) Limited

Michael Barden

From its humble beginnings in 1852 during the Gold Rush until 1972 – some 120 years – Leviathan traded as a men's store in Melbourne. Started by two newly arrived young Londoners, Lewis Sanders and Lewis Levy, who opted not to go to the goldfields, but open a menswear store instead. Both had worked in drapery stores in London, so setting up in prosperous if primitive Melbourne was realistic.

A little later, Levy, with his brothers opened a fancy goods warehouse in Lonsdale Street, which prospered. Initially though, the two Lewis' rented a 12' x 12' room where the present Leviathan building stands. They lived and worked there, as Melbourne was suffering a housing shortage with all the gold seeking immigrants arriving.



Leviathan Clothing Co. (c. 1910) on the corner site of the present building

The business thrived, so that in 1860 Sanders and Co. also occupied a building at 68 Bourke Street as well as space in 64 Bourke Street. In 1910 they bought the SW Swanston and Bourke Streets corner site for £ 59,000. In 1911 the old building was demolished and a five story building put up in its place (1912-1913), which stands today. It was later added to along the Bourke Street frontage. Designed by Bates, Peebles Smart.



1930s photo showing the Leviathan 1912 building on the SW corner of Swanston - Bourke intersection

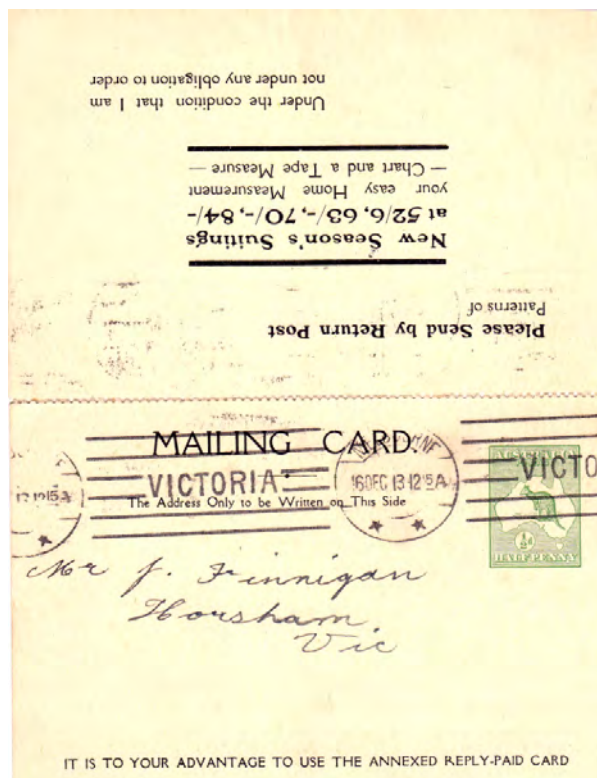
Substantial internal alterations were made in 1940-1941. By then the families still owned the business but did not act as general managers. They expanded into Chadstone, then Frankston and Northland. In Brisbane in 1956 they acquired Pike Bros, which became a successful subsidiary.

It has always been a men's store and traded until bought by Walsh's Holdings Ltd in 1972. The Leviathan was delisted from the ASX on 29 Nov 1972. The latter was delisted in turn on 3 Nov 1975. UWM in WA apparently bought the trademark, but no reliable details are known about them.

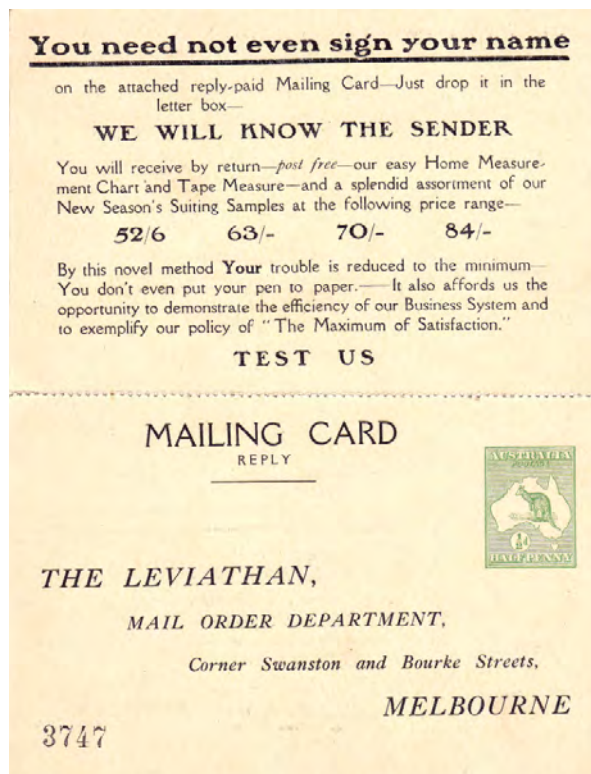


Top photo taken post war while it was still the original business. Bottom photo taken around 2000

To increase business from 1913, The Leviathan used numbered return paid postal stationery cards. These were privately printed and stamped to order. Illustrated below is PS 2, one of two copies recorded so far. It was used on 16 DEC 13



Outward portion



Reply portion

The Brusden-White Postal Stationery 1911-1961 catalogue, which is edited by Geoff Kellow says of this card,

Date of Issue: The known example is used 15 November 1913 in Melbourne. It is considered likely that this order corresponds to a printing of 10,000 1/2d postal cards sent to Victoria on 23 September 1913 - this equates to 5,000 1/2d + 1/2d reply postal cards.

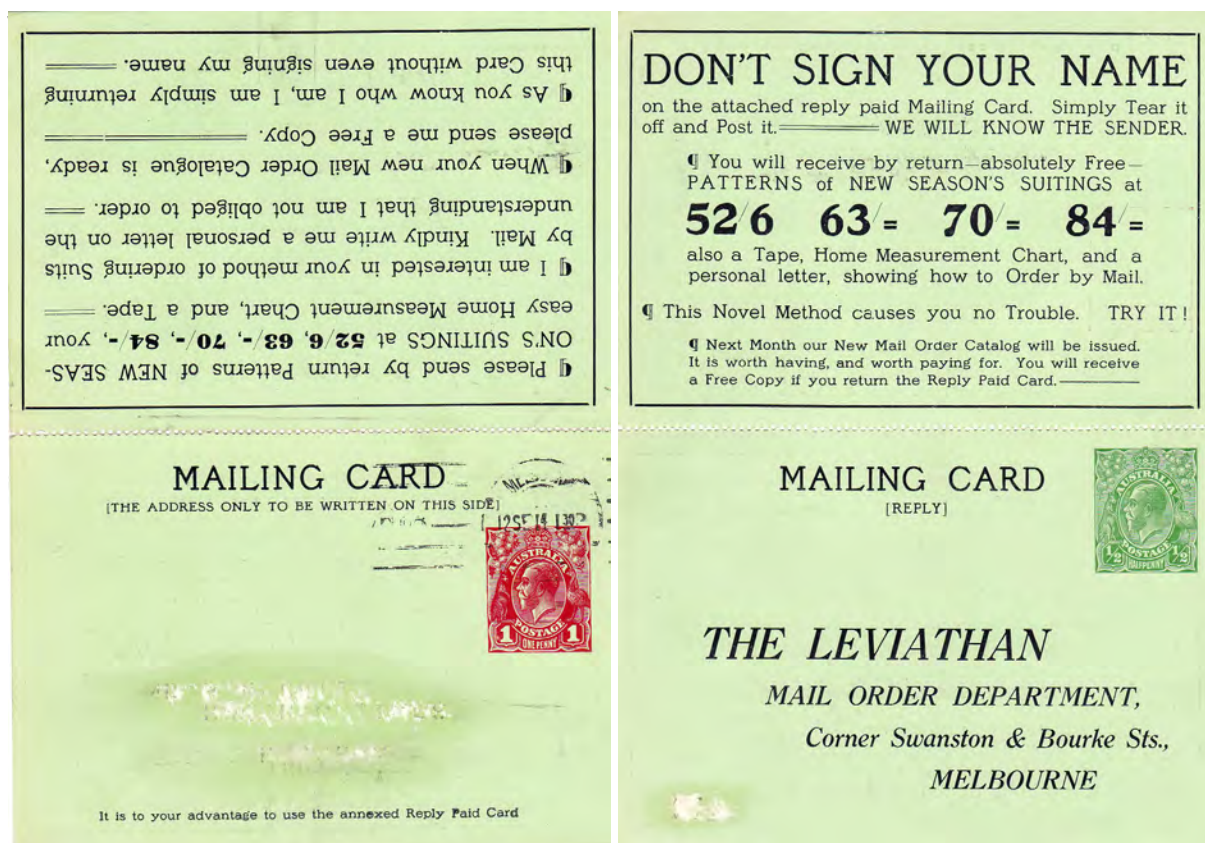
Printing: Letterpress by J.B. Cooke, Commonwealth Stamp Printer, Melbourne. Archival records indicate that only a single 1/2d electro was issued for printing in September 1913. This is confirmed by the single and reply half stamp impressions showing identical flaws.

Quantity issued: As noted above, the printing is suggested to be 5,000 reply postal cards.

Replaced by: For subsequent issue of 1d + 1/2d George V Sideface, see No. PS7.

Note:

1. Two examples are recorded of No. PS2, used from Melbourne on 15 November 1913 and 16 December 1913 with mint reply portion attached. These were used by The Leviathan Men's Store, Melbourne for mail order advertising. Neither half required any writing and therefore qualified for the 1/2d printed matter rate. For some reason it would seem that the outward half of this reply card did not qualify for the 1/2d printed matter rate. A subsequent order was made for a 1d + 1/2d reply card (see No. PS7).



1914 1d carmine + ½ d emerald George V sideface

Outward portion

Date of Issue: The known example is used 12 September 1914 from Melbourne.

Printing: Letterpress by J.B. Cooke, Commonwealth Stamp Printer, Melbourne. The 1d electro used was Die I2. This card represents the first use of the ½d King George V Sideface electrotypes. It is interesting to note that this was five months before the adhesive was issued in that design.

Quantity issued: Based on the known example, this card would seem to correspond with the printing of 1,000 cards with both ½d and 1d impressions delivered to Victoria on 9 September 1914.

Note:

1. One example is recorded of PS7, used from Melbourne on 14 September 1914 with mint reply portion attached. It was used by The Leviathan Men's Store, Melbourne for mail order advertising. See also No. PS2. The reason for the use of the 1d impression on the outward half for this card is not clear; it may have been ruled, subsequent to the use of No. 25, that a reply card did not constitute a printed matter article. Once the outward half was severed, however, the reply portion was valid for the printed matter ½d rate.

References

1. The Brusden-White Postal Stationery 1911-1961 catalogue, edited by Geoff Kellow
2. <https://urbanmelbourne.info/forum/leviathan-clothing-store>
3. <http://www.walkingmelbourne.com/forum/viewtopic.php?t=3118>
4. Postal stationery cards lent for scanning.
5. State Library of Victoria 'Ask SLV' service

Apology from a Non-Expert

Ian Cutter

The *Australian Journal of Philately* No. 122 for December 2012 contained an article about my brief period as an expert: this described finding of what I thought to be an earlier date for the opening of the Mangapuaka post office in New Zealand. The article included a communication from Robin Startup, which he had based on the information in a letter from me and a copy of a postcard - he did not see the original card.

The next edition of *AJP* carried letters pointing out that the type of postcard would not have carried the date suggested.

The postmark had already been examined very carefully before making the original claim. Following the receipt of this further information it was re-examined with a jeweler's eyeglass; this confirmed the original judgment. However this time I went further and photographed the postmark and viewed the enlarged image.

The illustration shows the result – the most economic explanation is that the number is in fact 08, rather than 02. This has the advantage of conforming to the known dates of the post-office and of the postcard format.



I don't think Ian has anything to apologize for as for one he has passed on valuable information with regard to the use of digital cameras for identification purposes.

Secondly, his article elicited a response from the readers which is helpful to the editor to know that people are reading and questioning. That is what research is about. Put your ideas out there and see if they withstand scrutiny. Well done Ian for your contributions. Keep them coming. Ed.

I record my sincere apologies to the late Mr. Startup for wasting his time, and to the Editor for submitting the article. I also offer thanks to those who provided the further information.

If there is to be any positive outcome to this story, it is the demonstrated benefit of digital photography in the identification of postmarks. It is not necessary to make a print, or even upload to a computer – a photo taken on a macro setting can already be larger than the original, and sections can be further enlarged ten-fold on the camera screen. It seems to be a particularly useful technique for resolving overlapping postmarks, or where a postmark coincides with other writing or printing.

Again, my apologies.

Cross a Tram with a Post Office and you get....

Ian Cutter

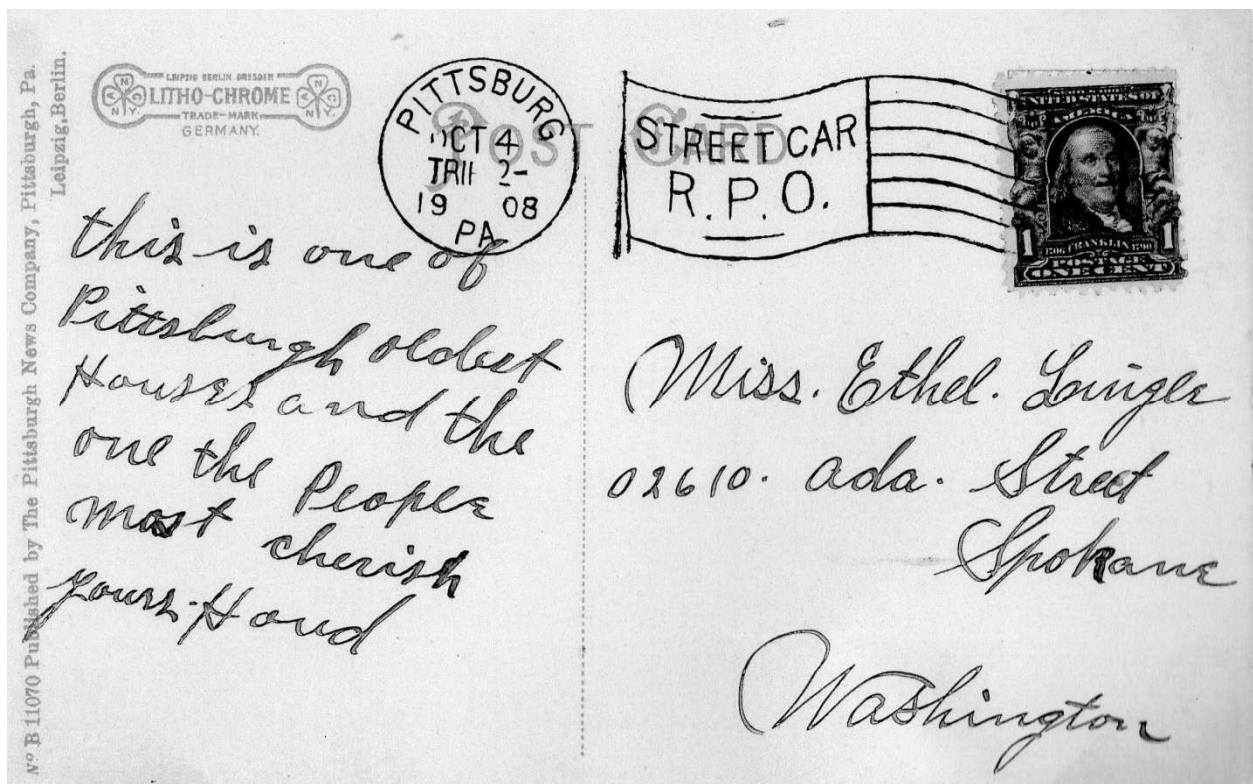
Travelling Post Offices operated on railways throughout Australia, and suburban tramway systems existed in all states.

These were quite separate activities, only appearing to touch where provision was made for accepting letters and parcels - some Sydney trams, for example, had provision for posting letters.

This was not the case overseas, such as in the USA where a number of cities had Streetcar RPOs.

This is an interesting topic, and information is readily available on the web.

The illustration shows what to watch out for. It is the only example I have come across, costing \$1 at a postcard fair; the current value of such items on-line seems to be around \$15.



Melbourne International Mail Centre - Triple Oval Cancels

Brian Fuller

The following table is a list of the salient points of triple outline oval hand date stamps used by the International Mail Centre (IMC), which was located in Maffra St, South Melbourne. The faces all consisted of a "rubber" material. Their usage seemed to be for the general purpose cancellation of mail.

The IMC commenced operation on 1 November 1981 and ceased operation in early 1997. Their functions were then divided between the State and Melbourne MCs.

I visited the IMC several times and took one copy of all available stamps from both Australian Customs and Australia Post in 1982 and 1987. They were extremely helpful in recording the devices used! Unfortunately there was no record of how many of each stamp was supposed to be in the MC.

The proof sheets have 20 clear strikes. Unlike the 18 commercial examples, many of which were poor or only part strikes reflecting that they were used to "deface the stamps".

With all samples the two significant differences were the size of the dates being large in size or small. This was very readily apparent.

Proof data shown in columns:

1	Outer width	2	2 nd or middle width	3	Inside width
4	length M...E 3000	5	date & other info		

NB

- A Internal measurements across their width only. They all seemed the same heights. Outside oval height 28, middle 26, and inner oval 11mm.
- B Generally, the distance between middle (MW) and outer (OW) ovals is 2 mm. Distance between MW and inner (IW) oval is 10mm.

PROOF COPY SUMMARY

Small date





T2 and T3 only.

44	42	31	(24)	era 1982
44	42	31	(22)	era 1982
44	42	32	(22)	era 1987

Large date

T1 and T4 only

43	41	31	(28)	era 1987
44	42	32	(28)	era 1982
45	42	32	(28)	era 1987
45	43	33	(22)	era 1987
45	42	32	(22)	era 1996

			
T1 Pd, Large date, 28mm, M...E 3000 - Mid	T2 Pd, Small date, 24mm, M...E 3000 - Mid	T3 No Pd, Small date, 28mm, M...E 3000 - Mid	T4 No Pd, Large date, 22mm, M...E 3000 - Btm

Commercial Copy Summary

No	Size	OW	MW	IW	M...E 3000	Pd	Colour	Other
1	L T4	43	41	31	22	No	purple	1997
2	L T1	44	42	32	28	?	blue	12NOV88
3	L T4	44	42	32	22	No	blue	NOV95
4	L T4	44	42	32	22	?	purple	28FEB86
5	L T4	44	42	32	22	?	purple	1986
6	L T1	44	42	31	28	No	purple	5SEP88
7	L T4	44	42	31	22	?	blue	MAY1997
8	L T4	?	42	32	22	?	black	1990
9	S T2	44	42	31.5	24	?	purple	5APR90
10	L T4	44	42	31	22	?	blue	21JUL93
11	L T1	?	?	?	28	No	green	2JUN93 (DLO?)
12	L T1	44	42	32	28	Yes	blue	12NOV88
13	L T1	44	42	32	28	Yes	blue	9APR93 & M...E, (?)
14	L T1	43	41	31	28	?	blue	19FEB92
15	S T3	43	41	31	28	No	blue	8AUG01 (SMC?)
A	L T1	44	42	31	28	Yes	purple	28AUG92
B	L T4	44	42	31	22	No	purple	17AUG93
C	L T4	44	42	31	22	No	purple	26MAY96

Notes:

- ? denotes unreadable. The amount is deducible from examining the photos of T1 – T4.
 No 9 inside width was definitely odd-ball at 31.5mm.
 No 11 probable usage was the IMC DLO. On piece only.
 No 13 seemed to have a ,(comma) after MELBOURNE.
 No 15 was used by the SMC as it was on same piece as FMS2/402 SMC cancel of 2AUG01.

Getting good examples was rather difficult. The proof sheet copies were an invaluable aid to general identification of T1 – T4, as they were clear and properly struck. The inside width of the triple oval cancel is thin, usually clear and undistorted; hence it should be used as the main reference measurement.

Nina Dowden



Airmail envelope from UK to Canada 1962 with 'Air Mail' label cancelled by a 6 bar marking in red ink and boxed 'Insufficiently Prepaid / for Transmission by Air' marking.
 - 6d stamp may have paid the 2nd class (unsealed) air mail rate of this time, but this envelope has been sealed, so should have paid a higher rate.

Hand-Held Date Stamps

Co-ordinated by George Vearing

There have been quite a few post offices in the past that have had their post codes changed and now there is KARABAR which has datestamps with a different state on each one namely A.C.T. and N.S.W. Looking at a map of NSW, KARABAR is a suburb of QUEANBEYAN and is definitely in NSW.

Many thanks to Richard Peck, Ian Cutter, Frank Adamik, John Young, John Treacy and Simon Alsop for their contributions to this column.

A.C.T. :- Earlier datestamp—KINGSTON (114/26)



N.S.W.:- Earlier datestamps-ARDLETHAN (90/32), DARLINGTON POINT (88/31)



N.S.W.:- On this page look for the 2 KARABAR cancellations



RANKIN SPRINGS

N.T.—



QLD.:-



VIC.:- DEEPDENE 2 the same both broken rings Earlier datestamps:--BENDIGO BUSINESS CENTRE (119/26) BRIGHT (90/33) CASTLEMAINE(116/26)DEER PARK (120/27)DROMANA (1) (122/25) HARCOURT (106/27)



VIC:- (cont)-there is another square datestamp in NEWTOWN, Earlier datestamps
MALMSBURY (119/28) MANDURANG (107/29) MORNINGTON (4) (122/26) MOYHU
(107/29)NICHOLSON (122/27) NOWA NOWA (96/35)



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- 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

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The Back Page

Tony Lyon

Air Mail to Singapore - Thence by Pacific Clipper – Registered!

Double weight registered and censored bank cover sent from Jerusalem to New York

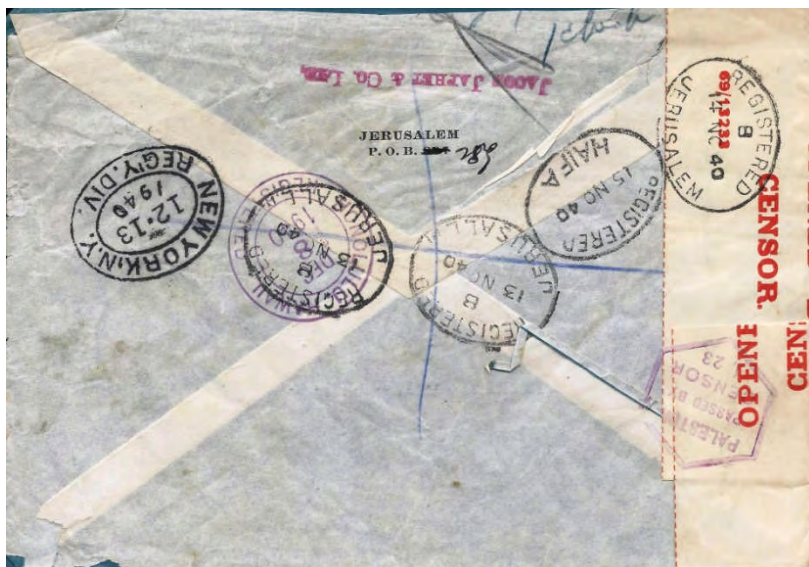


The rate 265 mils. In July 1940, because of Italy's entry into the war, B.O.A.C (previously Imperial Airways) introduced a service to the Far East and onwards by Pan American across the Pacific, and in the case of UK, the Atlantic.

The rate comprises 125 mils per 5 gms. This is a double weight letter 125 mils x 2 plus 15 mils registration. Registered at Jerusalem 13 NO 40 and censored it received a hexagonal Palestine passed by censor L 23 and a censor's tape at Jerusalem.

There was a twice weekly B.O.A.C flying boat service eastward from April 1940 which flew Saturdays and Tuesdays. 15 NO 1940 was a Friday. This route was cut off 8 December 1941 with the attack on Pearl Harbour.

Also on the front is a bank Auditing Dept circular cachet dated Dec 14 1940



Backstamps: Registered Jerusalem oval dated 13 NO 40, Jerusalem oval dated 14 NO 40, after being returned by the censor, Haifa registered oval 15 NO 40. There is a Honolulu Registered double circle dated 8 NO 1940 and a New York double oval dated 12.13.1940