

The Bulletin



The British Society of Australian Philately
Founded 1933



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2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 54)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 5 # 24

1st State Normal

2nd State July 1914 (2nd half of 1st printing) – September 1915

- 2a Bottom Left Corner. In mid print run a compartment dot appears under the corner in line with LF. Later it grows to a curved line under the bottom frame, variable. A shallow curve upwards just right of the corner was on 48% of sample checked.
- 2b Cross. Top dimpled on 45% of sample, variable.
- 2c Top Frame. An abrupt curve on inner edge of frame right of cross on 63% of sample, variable.
- 2d Top Right Corner. In mid print run a compartment dot appears over the corner in line with RF. Later it grows to a curved line over, and later still attaches the corner, vary variable.
- 2e Right Frame. Early in the print run compartment marks appear at R44 and R46. As the run progresses more marks appear until they form a continuous line from TRC to the Emu's tail, with more marks by the RVS. Very variable, and it should be noted that the marks on TRC vary with those down the RF.
- 2f Bottom Right Corner. Extends to right. A compartment mark appears in mid print run under BF and in line with RF. Later it extends to the right and joins the corner, variable.
- 2g Bottom Frame. An abrupt curve on inner edge just right of Y of PENNY on 33% of sample, variable.

3rd State September 1915 – Small mult.

2a to 2g as before.

- 3a Bottom Right Corner. A narrow horizontal cut in frame ½mm above BRC, variable due to inking.

4th State Small mult. – C of A (1935?)

2a to 2g as before. 3a removed.

5th State C of A (1935?) – Final

2a, b, c, e, g as before. 3a removed. 2d, f reworked see 5a, b.

- 5a Top Right Corner. Right frame shaved for 2½mm into TRC, variable.
- 5b Right Frame. Compartment marks now closer to RF.
- 5c Bottom Right Corner. Corner now points downward, a compartment mark appears from mid print run below the corner and later it is attached to the corner, variable.

Note This is a right marginal unit.
2017

Issued Mar 2016, 2e revised, 5b added Apr

Pane 5 # 24 cont.



2a variations

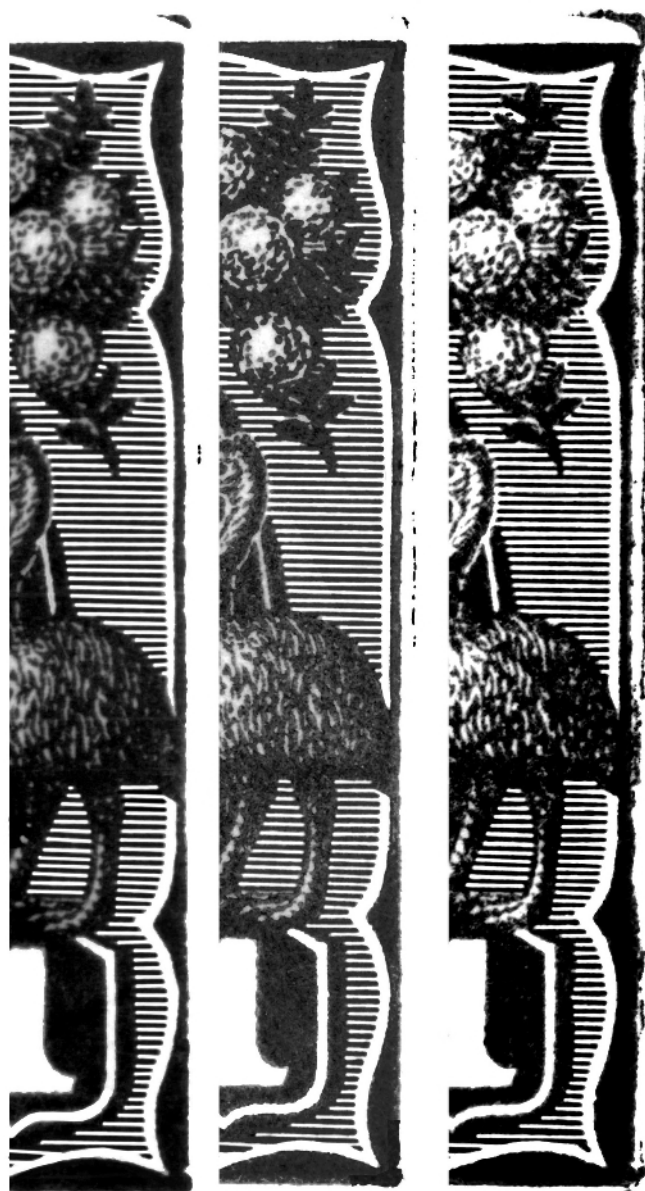


2b, c variations



2d variations

5a



2d, e, f, 3a variations



5b



5a variations



5c variations

2646. MINNIE BERRINGTON - ANDAMOOKA'S FIRST POSTMISTRESS by Stuart Wattison, ACCCF

During the 1990s my wife, Terry, and I spent a few days in Coober Pedy and, among other things, visited the Old Timers Mine. In this tourist attraction were several mannequins



representing early miners. One of these was Minnie Berrington, the first female opal miner



Portrait of Minnie Berrington by Emil



"Myself and Taff outside bough shed

in Coober Pedy (see Note 1). The significance of this did not emerge until later. During a period while I was working on a fly-in / fly-out basis at remote sites in Queensland and Western Australia, Terry took a part time job looking after old folks and disabled people. One of her clients was called Minnie Berrington. I met her only once. She was then 101 years old, very frail and with failing eyesight but still mentally sharp. During our conversation she revealed that she was the Minnie Berrington represented in the Old Timers Mine and had written a book ¹ describing her experiences in Coober Pedy and later in Andamooka. Despite her small stature (see note 2) she sank her own mine shafts with a pick and shovel but was later introduced to the use of gelignite then very much considered a man's job. Alice Minnie Florence Davies-Berrington was born in Birkenhead, Cheshire, England on 9th October 1897 ⁶ (see Note 3), the second of four children and only

daughter of Evelyn Delahaye Davies-Berrington and Eleanor Ann Davies-Berrington (née Wittington). Her ancestry can be traced back to the Plantagenet kings of England, 1154 - 1485 ³. Prior to her trip down under she worked in London as a domestic servant and as a shorthand typist before that ⁴. Wishing to improve her situation she set sail from Tilbury with her youngest brother, Victor, on 17th December 1925 on the SS Bendigo, arriving in Adelaide on 3rd February 1926 ⁸ (see note 4). She traveled under an Assisted Passage Scheme for domestic helpers and took a pre-arranged job in Kingswood with "Mrs. O. Hyman" ⁴, the wife of Australian Rules football player Oscar Henric Hyman 1877 - 1955 ⁵, on her arrival. Victor soon joined a group of bush traders. In spite of signing, prior to leaving England, an 'Undertaking To Engage In Domestic Duties In Australia' for at least twelve months ⁴,

Victor's enthusiastic letters to Minnie encouraged her to travel north. In June 1926 she boarded the Afghan Express (The Ghan) to William Creek. She was quite overwhelmed by the outback, describing the spectacle of sunrise between Beltana and Marree in her book as follows:

At William Creek she was met by Victor and the supplies van which took her via bush tracks to Coober Pedy. The search for opal commenced and she and Victor built a bough shed which they called Bush House¹, after the large building with the

"The enchantment of that golden serenity was so complete that I knew that I'd never willingly live in the city again."

same name in London and probably also because of its setting. This soon proved to provide insufficient protection against the infrequent rain so they moved to 'Turley's' dugout, the first of several, which offered better protection against both the rain and the scorching summer sun. She was soon struck by "opal fever" (see note 5). Her income from mining was supplemented by working as a shop assistant at

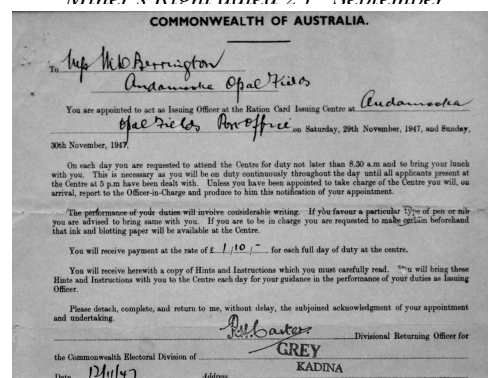
Jacob Santing's store³ (see note 5). She also learned

to drive, by her own account a rather hair-raising experience for her instructor ("Not so fast, not so fast"), and acquired a two-seater car, with a partly dismantled dicky seat at the back and popularly known as The Red Terror¹, so could deliver stores to those who did not have their own vehicles.

In the early 1930s there was a persistent rumour of a new opal field "near Pimba" but this was largely disregarded. When Minnie returned from a few weeks holiday over the 1933 Christmas period (see note 6) she found new interest in this rumour. A knowledgeable interstate opal buyer, probably Ernie Sherman¹⁰, who had bought a parcel of opal from South Australia declared that it did not come from Coober Pedy. This and memories of an occasional buyer saying that he had once purchased a parcel of opal on a sheep station called Andamooka prompted plans to be made for a move and about a week later she set off by road in convoy (see Note 7) on the more than 350 mile (560km) trip via Kingoonya and Pimba (see note 8). She now became the first female opal miner in Andamooka and was a driving force in the development of the opal field¹⁰. While she was a successful opal miner including finding some of the prized black opal¹ she undertook a variety of jobs including driver, general store assistant, police agent and census taker. The items, pictured on the right, which refer to her activities in Andamooka, can be found in the opal museum below the Andamooka Post Office.



Miner's Right dated 23rd September



Ration Card Issuing Officer Certificate dated 12th November



SA Legislative Council Election Presiding Officer Certificate dated 21st April 1949.

In August 1942 she enlisted in the Australian Women's Army Service, which was formed a year earlier in order to release men from administrative duties for redeployment to fighting units ¹⁶, and was stationed at 6 Australian Base Ordnance Depot, Torrens Hall, Adelaide ¹⁷. She fibbed about her age to enhance her chances of enlistment. Her pay record shows her age as 41, not 44 years and 10 months, and date of birth as 9th October 1900 even though the maximum age of enlistment in the A.W.A.S. was 45 ¹⁶. In September 1942 she was transferred to 3 Australian Central Ordnance Depot (probably at Keswick) where she worked as a typist and later as a clerk ¹⁸. Her Staff Sergeant was so pleased with her work that he sent her a note, dated 22nd May 1943, which reads:

"Your devotion to duty, & good work has been an inspiration to this section. I do thank you most sincerely for all you have done for me." ¹⁹

With the exception of a period in July and August 1943 when she attended 5 AWAS NCO School, she remained at 3 ACOD until March 1945. She was then

transferred back to 6 ABOD where she received her promotion to Corporal on 4th January 1946. When she was discharged in February 1946 she returned to Andamooka to continue her prospecting activities.

In the early days of the opal field, the mail was brought from Pimba only as far as the Andamooka Station Homestead ¹². From there it was brought the 30 miles to the opal field by a person who was paid one shilling a week by the residents ¹² to make the trip. In mid-1940 the mail contractor offered to extend the service to the opal field. By 1946 the population had grown sufficiently for E.H.D. Russell, the member for the electorate of Grey, to make representations to H. H. Miethke, the Acting Deputy Director of Posts and Telegraphs regarding the establishment of a Post Office. This was agreed and the non-official Andamooka Opal Fields Post Office (renamed Andamooka 2nd July 1990 ²¹)



Minnie with mailbag outside Andamooka Opal Fields Post Office c. 1948 - courtesy Lorna

opened on 13th January 1947 with Minnie as the first Postmistress ²⁰. In addition to handling the mail, this office sold Postage Stamps, related items and Postal Notes but provided no Money Order, Telephone or Telegraph facilities ²². About a year later Old-Age Pension Payment facilities were added. Opening hours were 9am to 10am and 3:30pm to 4:30pm, except Sundays. In April 1947 Minnie requested an arrangement for issuing Miners' Rights. In due

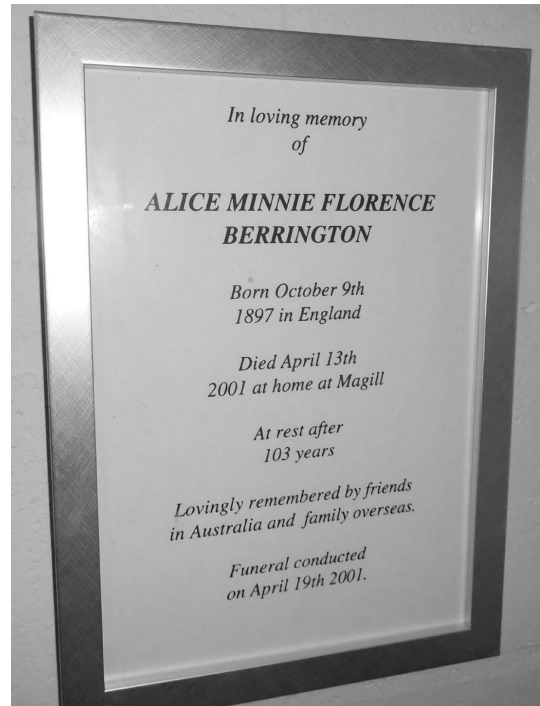
course this was accepted and issues commenced in June 1947 ^{11, 13}. A separate Telegraph office was opened in December 1948 and the radio-telephone was installed in the dugout (home) of Sam and Rose Brooks. Rose was the operator until it became too onerous for her to handle and it was transferred to the non-official Post Office in May 1965 after Minnie had left Andamooka ²¹. Minnie remained Postmistress until late 1949 and finally left Andamooka for health reasons in late 1951 or early 1952 (see note 9).

During the next six years she lived in the Adelaide suburb of Goodwood and worked as a typist ^{24, 25}. It must have been during this period that 'Stones of Fire' was written. The typed manuscript was completed in 1956 ²⁶ and following editing work with the publisher

Minnie traveled overseas in 1957, disembarking on her return at Fremantle on 17th October 1957²⁷.



Minnie's and Victor's final resting place at plot 86 in the Quorn cemetery. The small plaque reads:



Framed Memorial Scroll in Opal Museum below Andamooka Post Office.

(Adapted from Minnie's Funeral

In late 1961 or early 1962 she moved to a stone cottage purchased jointly with Victor in Quorn^{29, 30} while Victor worked as a mechanic at the coal mining town of Leigh Creek²⁸. About two years later Victor joined her and worked as a radio mechanic³⁰ until he died suddenly on 4th March 1965³¹. In 1966 she traveled overseas again. Returning from London, she arrived in Adelaide on 27th October³² and, after a short stay in Glenelg³³ she moved to Magill³⁴, an eastern suburb of Adelaide. This remained her home for the rest of her life^{35, 36, 37}. She died on Friday, 13th April 2001³⁸ at the age of 103 (see note 10) and her ashes are buried at Quorn with her brother, Victor. Minnie was a truly remarkable lady who never married and has a place in the postal history of South Australia. Reading 'Stones of Fire' is recommended even for those without a strong interest in opal and opal mining. It is out of print but copies can be found on the Internet.

I wish to thank members of the staff of the State Library of South Australia, South Australian Archives Research Centre and the National Archives of Australia (Adelaide and Canberra), members of the SA Study Group of the Philatelic Society of South Australia, Sue Britt (Treasurer of the Coober Pedy Historical Society), Angie Finlay (Flinders Ranges Council), Lorna Cameron and others who have assisted with the gathering of information for this article.

Notes:

1. The sign on the mannequin needs to be taken at face value and reads:

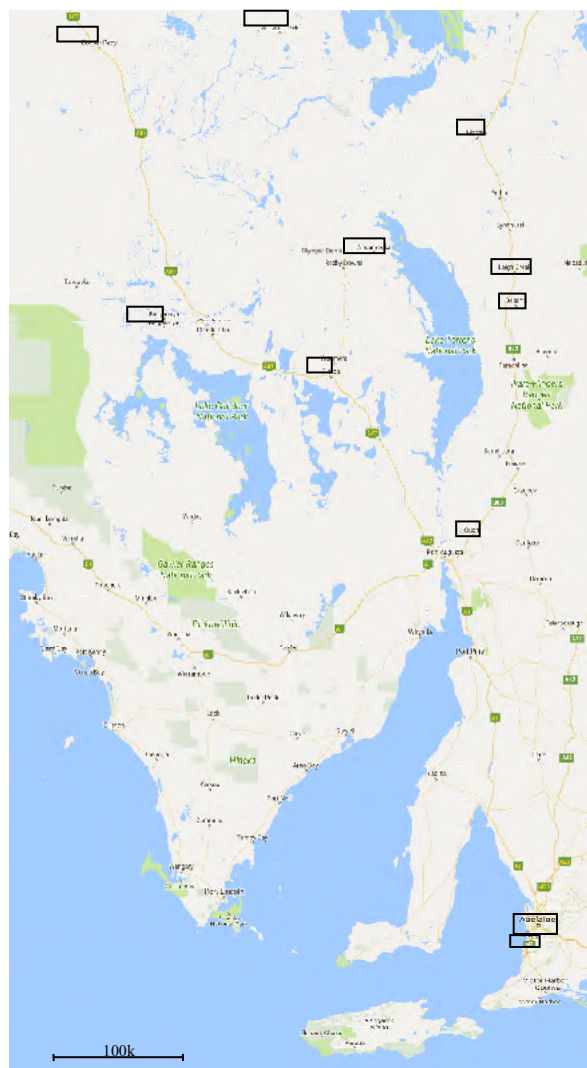
MINNIE BERRINGTON
THE FIRST WOMAN TO MINE
HER OWN CLAIM IN 1925.

The date is not correct and Mary Halliday, who was the recipient of Miners' Right No. 7459 dated 26th October 1921¹⁵, is a legitimate claimant of the first female opal miner title. A Mrs. Pearce (spelling in doubt and also possibly not her real name) is believed to have received a Miners' Right about the same time. Minnie did not have a Miners' Right in her own name until April 1930¹⁵.

2. Minnie's pre-immigration medical report⁴ dated 15th September 1925 records her height and weight as 5ft 2in (157cm) and 8st 2lb (52kg) respectively.
3. Reference 6, now corrected, recorded her date of birth as 23rd October 1897 obtained from an entry, dated 7th November 1897, in the Baptism Register of the Church of The Holy Trinity, Birkenhead. Her birth certificate and an Incoming passenger card NAA: A1197 Barcode 12182950 signed by Minnie show her date of birth as 9th October 1897.
4. Reference 3 records the date of arrival as 25th January 1926. The SS Bendigo (7925 nett tonnage) was in Fremantle on that date⁸.
5. Minnie was the "girl-digger" referred to by Emil Hoppé in reference 9. Santing is the "Joseph Holland" referenced in *Stones of Fire*. He was Dutch. The photograph on page 142 in reference 2 shows 'J. Santing' as the store owner. She also refers to her brother as "Roger".

According to reference 10 pseudonyms are used throughout Minnie's book.

6. Reference 15 shows that the Miners' Right numbered 5845 was issued to Minnie on 3rd April 1933. Reference 11 shows that this number came from a book in use in Coober Pedy. Reference 14 shows that she was living in Andamooka by July 1934. It follows that she was referring to Christmas 1933 on page 125 of reference 1. Further, Miners' Right 4326, issued to Minnie on 26th February 1934, is not recorded in reference 11 as being issued from Coober Pedy or Port Augusta, the nearest issuing point to Andamooka. It is therefore likely that this and later Rights until June 1947 were supplied by post directly from the Department of Mines in Adelaide and that she was already in Andamooka by mid-February 1934. C.S. Inns whose signature appears on the Miners' Right number 6858 illustrated in this article was the Registrar of Mines.
7. In reference 1 Minnie calls her companions Mac, Frank Woodlock and Northvale (all pseudonyms). Various sources identify two of these as William (Bill) Hallion and George James Malycha. The third was possibly Francis (Frank) Albertoni. Sources stating that Albertoni arrived in Andamooka in 1931 cannot be correct. All three purchased Miners' Rights (numbers 5844, 5837 and 5849 respectively) in 1933 from the same



Coober Pedy book as Minnie and, like Minnie, purchased Miners' Rights (numbers 4325, 6211 and 4769 respectively) in 1934 from another source, probably Adelaide by post. It is possible that 'Northvale' was Alfred John North but further research is required to be confident about the identities of Minnie's companions.

8. I traveled the road from Pimba to Andamooka in June 1972. The road was well defined but still dirt then and gibber strewn in many places. When I arrived in Andamooka rain began to fall so, after having some lunch, I set off on my return journey. The road was very slippery and by the time I reached Woomera one tyre had been wrecked and the wheel arches of my car were completely filled with mud. Some time later I discovered that a friend who was working at the Island Lagoon Deep Space tracking station (DSS41) and was at his claim at White Dam, about 10km from Andamooka, starting the same journey about two hours later and had considerable difficulty in a short wheel-based Landrover. The road from Pimba to Coober Pedy via Kingoonya was not much better. The condition of the road in the 1930s hardly bears thinking about!
9. According to anecdotal evidence attributed to Mary Wiley, Minnie's long-term friend and next-door neighbour in Magill, Minnie said that she left Andamooka for health reasons in 1949. It appears that this should be interpreted as resigning from the Postmistress position in 1949. Reference 18 shows that she was transferred to Military Hospital on two occasions in the last quarter of 1945. One of these included admission to the Royal Adelaide Hospital. Reference 23 shows that she was again admitted into the RAH on 3rd March 1948 (Beatrice Ward), discharged on 11th March and that her occupation was Postmistress. Reference 11 records that R.S. (Dick) Clark was the issuer of Miners' Rights from 1st December 1949. It appears that Minnie's resignation took effect from this date. Unfortunately the associated docket (D.M. 758/49) is not held in State Records of South Australia. During a telephone conversation with Lorna Cameron, a daughter of Sam Brooks, one of the discoverers of opal at Andamooka, she stated that when she left Andamooka in 1951 Minnie was still there. The Electoral Roll for 1950, which closed on 2nd October 1950, still shows her occupation as Postmistress but this would not affect her voting entitlement. However, the Electoral Roll for 1952, which closed on 6th October 1952, shows that she was then living in Goodwood and her occupation was typist.
10. The death notice in The Advertiser shows her date of death as 13th April 2000³⁸. Blackwell Funerals in Torrensville confirm that this is a typo. She died in 2001 and is buried with her brother.
11. In the references below: NAA is National Archives of Australia and SLSA is State Library of South Australia.

References:

1. STONES OF FIRE A Woman's Experiences in Search of Opal by M.D. Berrington published by Robertson & Mullens Ltd., Melbourne July 1958.
2. E.O.Hoppé's Australia edited by Graham Howe, published by W.W. Norton & Company, New York & London 2007.
3. Web site <http://oztypewriter.blogspot.com.au/2016/06/from-london-typist-to-opal-miner-in.html>
4. Assisted Passage for Domestic Helpers file GRG7 Folio No. 614 in State Records of South Australia.
5. Web Site https://en.wikipedia.org/wiki/Oscar_Hyman
6. Web site <http://wyndhammarsh.co.uk/genealogy/getperson.php?personID=I12153&tree=CledwynMars>
7. Web site <http://www.johnsopals.com/2014/04/andamooka-opal-field-update-minnie-berrington#more-1320>

8. Passenger List of SS Bendigo voyage from London to Sydney 1925 - 1926
GRG_41_34_0_251-1926_Bendigo.pdf in State Records of South Australia.
9. The Fifth Continent by E.O. Hoppé published by Simkin Marshall Ltd, 1931.
10. A Journey with Colour: The History of Opal in South Australia by Len Cram, Self-published 2006.
11. Returns from Issues of Miners' Rights GRG30/14/0001 in State Records of South Australia.
12. Andamooka Then & Now published by Andamooka Area School 1980.
13. Correspondence Dockets GRS/6038 Folio 515/47 in State Records of South Australia.
14. Electoral Roll for South Australia/Grey/Flinders/Whyalla which closed 2nd July 1934 (SLSA).
15. Register of Miners' Rights GRG30/13/0000 in State Records of South Australia.
16. Web site https://en.wikipedia.org/wiki/Australian_Women%27s_Army_Service
17. Pay Record File - Minnie Berrington NAA: D1357: SF65196.
18. Service Record - Minnie Berrington NAA: B884: SF65196.
19. Item in the Coober Pedy Historical Society collection BI 00034 8.
20. The Advertiser, Adelaide Thursday 9th January 1947 (Trove).
The Transcontinental, Port Augusta Friday 10th January 1947 (Trove).
21. The Post, Telegraph and Telephone Offices of South Australia and the Northern Territory by Martin Walker, Self published 2004.
22. Commonwealth Post Office Guide 1946 (updated) NAA: D5286: 1946 and
Commonwealth Post Office Guide 1948 NAA: D5286: 1948
23. Alphabetical index to register of patients - Adelaide Hospital, later Royal Adelaide Hospital
GRG78/46/00000/17 in State Records of South Australia.
24. Electoral Roll for South Australia/Kingston/Goodwood/Goodwood 1952 and 1954 (SLSA)
25. Electoral Roll for South Australia/Boothby/Unley/Goodwood 1955 and 1958 (SLSA)
26. Typed manuscript of Stones Of Fire, originally titled Dally In Wonderland, by M.D. Berrington dated 1956 D5394 [Lit. Ms.] held by the State Library of South Australia. Donated by Minnie February 1972.
27. Passenger List of SS Iberia voyage from London to Sydney 1957 NAA: K269 Barcode 301321196.
28. Electoral Roll for South Australia/Grey/Frome/Beltana 1961 and 1962 (SLSA).
29. Assessment Books for District Council of Kanyaka (Suburban Ward) 1962 to 1966 held by Flinders Ranges Council.
30. Electoral Roll for South Australia/Grey/Frome/Carrieton 1963, 1964, 1965 and 1966 (SLSA).
31. The Advertiser, Adelaide Friday 5th March 1965 (SLSA).
32. Passenger List of SS Himalaya voyage from London to Sydney 1966 NAA: K269 7092051.
33. Electoral Roll for South Australia/Kingston/Glenelg/Glenelg 1967 (SLSA).
34. Electoral Roll for South Australia/Sturt/Burnside/Magill 1968 and 1969 (SLSA).
35. Electoral Roll for South Australia/Sturt/Coles/Coles 1970, 1971, 1972, 1973, 1974, 1975 and 1977(1) (SLSA).
36. Electoral Roll for South Australia/Sturt/Hartley/Hartley 1977, 1979, 1980, 1982, 1983, 1984 and 1985 (SLSA).
37. Electoral Roll for South Australia/Sturt 1989 to 2001(1) (SLSA).
38. The Advertiser, Adelaide Tuesday 17th April 2001 (SLSA).

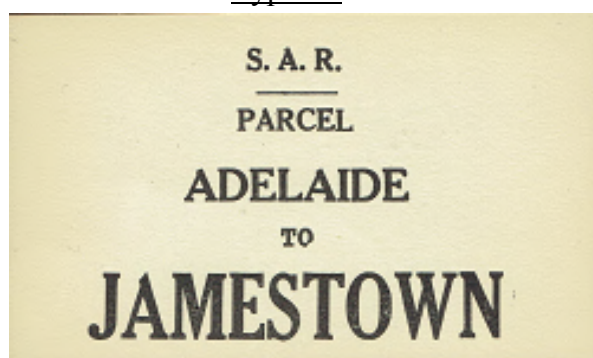
2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part2 By Ian Spencer (999)

Part B – South Australian Parcel Labels in Off-White Papers

To date, only a small number of South Australian parcel labels have been found, all in off-white shades of paper. None of these are in shades of pink (Those in red will be listed in Part C). All are ungummed.

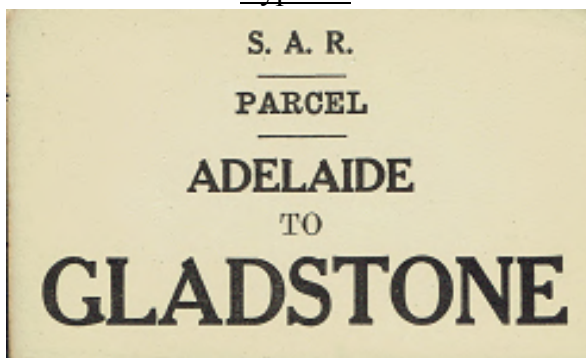
(All Images are shown at reduced size)

Type B1



Type B1

Type B2



Size 86 x 51 mm. Similar to Types A1 and C1, but with “Parcel”, instead of “Passenger’s Luggage”. These types are characterised by fonts with serifs across all five lines of text, a medium –sized “TO” (in a different font with long straight serifs) on the fourth line, small serifs on the other lines of text and station names that are ~ 9mm high. The line under “S.A.R.” is 11.5 mm long on Types B1 and C1, but 14 mm long on Type A1.

Stations recorded

Clare, Jamestown, Kingston, Loxton, Renmark and Tailem Bend

Type B2

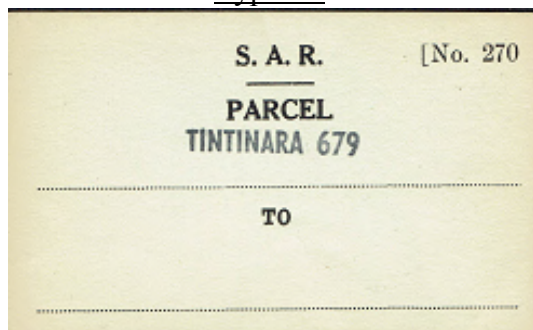
Size 84 x 52 mm. Most similar to Type A3 but with “Parcel” instead of “Passenger’s Luggage”. Again this word is in a font with larger serifs, including a tail to the “R” of “PARCEL”, and has a large “TO”, with pronounced, pointed serifs to the “T”. Another key difference is having two 12.5 mm lines above and below “Parcel”.

Station Recorded

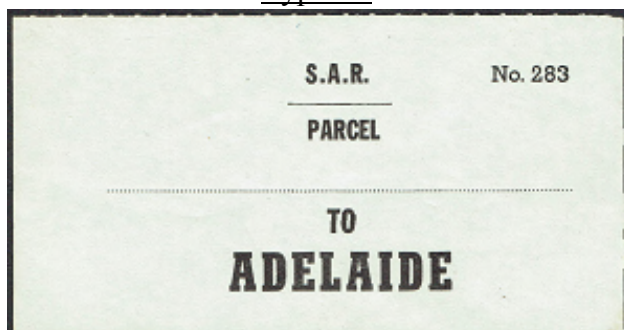
Gladstone

Gladstone is a small rural town in the Mid North of South Australia in the approach to the lower Flinders Ranges. It used to be an important railway junction, which had narrow gauge (3 ft 6 ins), standard gauge (4 ft 8 1/2 ins) and broad gauge (5 ft 3 ins) lines, Of these, only the standard gauge remains, but all three can still be seen next to another in the railway yards.

Type B3



Type B4



Type B3

Similar to Type A16, but with “Parcel” instead of “Passenger’s Luggage”. Standard size. First two lines have letters with small serifs. Small “TO” with elongated serifs. Line under “S.A.R.” is 11 mm long. Numbered [No, 270: square bracket in front and no stop after number. Hand-stamped “Tintinara 679”.

Tintinara is in the Murray and Mallee Region, in the South East of South Australia. It is on the Adelaide – Melbourne railway line, and on the Dukes Highway.

Type B4

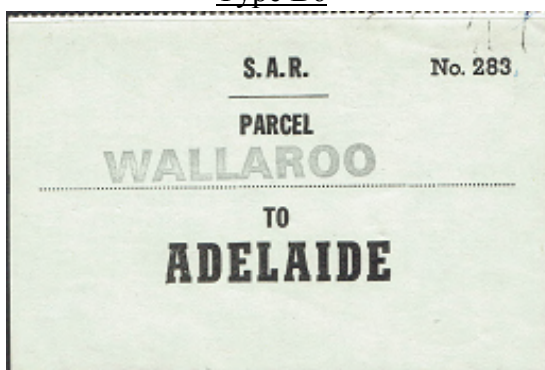
At 99 mm wide, this is by far the widest South Australian type (but of standard height = 52mm.), and rouletted 5.5 (other rouletted issues are 13.5). Line under S.A.R. is 16 mm long. Text in sans-serif letters, except for bottom line. “Adelaide” has unusual, flat-topped letter “A”s, (like Type A14), but in a thicker, less-rounded font. Numbered 283 – no square bracket at the start or full stop after the number. Also known hand-stamped with “Strathalbyn 288” in a medium font without serifs.

Strathalbyn is 37 miles (60 Km) south east of Adelaide

Type B5



Type B6



Type B5

Very similar to Type 4, but standard width of 85 mm) and rouletted 13.5 at top and bottom. Text in sans-serif letters, except for bottom line. “Adelaide” has unusual, flat-topped letter “A”. Line under S.A.R. is 16 mm long. Hand-stamped “Gladstone” is small, thick, sans-serif letters.

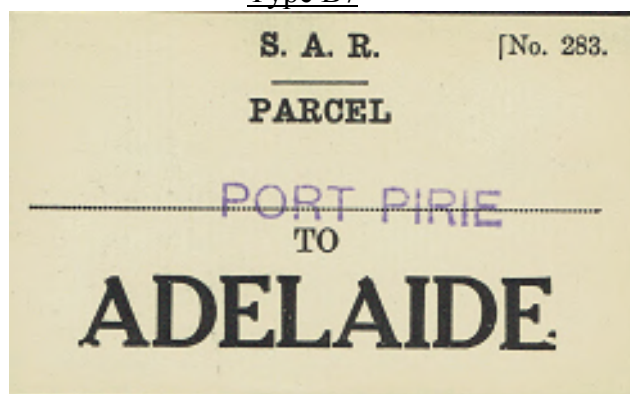
Gladstone is located on the Crystal Brook to Broken Hill railway line.

Type B6

Very similar to Type B4, but taller at 58 mm high and only rouletted 13.5 at the top. This may be just the start (or end) of a roll for Type B3. Text in sans-serif letters, except for bottom line. “Adelaide” has unusual, flat-topped letter “A”. Line under S.A.R. is 16 mm long. Hand stamped “Wallaroo”, in large, thick, sans-serif type.

Wallaroo is a port town on the western side of the Yorke Peninsula, 100 miles (160 Km) north-west of Adelaide. It was on the Balaklava–Moonta and Kadina–Brinkworth railways, both closed in the 1990’s.

Type B7



Size 84.5 x 51 mm. Also numbered as 283, but in a very different style to Types B4-B6. This type has an unusual type of square bracket, with a right angle at the top, but not at the bottom, and has a full stop after the number. “S.A.R.” and “Parcels” are in a font with larger serifs, including a tail to the “R”s. Large “TO”, with pronounced serifs to the “T”. Line under “S.A.R.” is 12.5 mm long. “Adelaide” (as receiving station) is 9 mm high. Break in the last “E” of “Adelaide” gives the impression that there is a full stop after the name. Hand – stamped “Port Pirie” in a medium, sans-serif font.

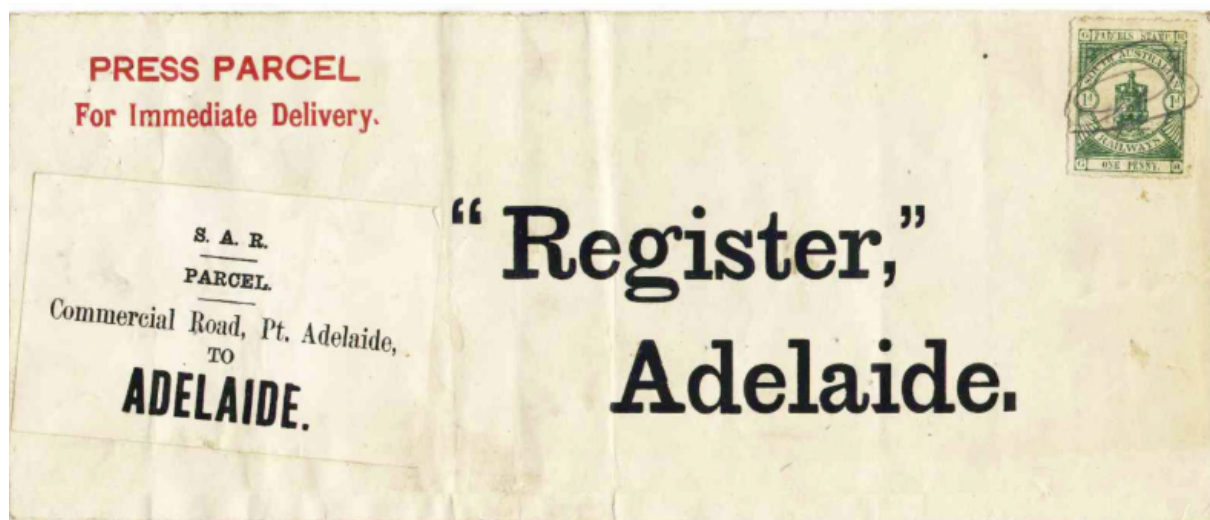
Port Pirie is a sea port - east side of Spencer Gulf, 139 miles (223 Km) north of Adelaide.

Type B8 (From the Collection of Martin Walker, South Australia)



Type B8

Size 90-91 x 57 mm (the label is not cut square). No coding at top right. This represents the first parcel example from a named station to Adelaide. Unusually, the originating station name is in a mixture of upper and lower case letters. Top four lines all have fonts with serifs, whereas “Adelaide” (10 mm high) has thick but narrow sans-serif letters. Note the flaw on the top of the last “E” of “ADELAIDE”. A few similarities with Type B2 Again this word is in a font with larger serifs, including a large tail to the ” L”, and has a large “TO”, with pronounced serifs to the “T”. Two 13.0 mm lines above and below “Parcel” (12.5 mm lines on Type B2).



Cover size is 268 x 113 mm. This example is thought to be the only usage of a SAR parcel label on a stamped 'parcel' This cover can be roughly dated to the mid-1920's, due to the penny railway stamp with "GR" as corner letters. Rather belated, the stamps with "VR" were replaced in 1922 – 21 years after the death of Queen Victoria. Large format stamps with the plaid

background were introduced in 1927. It contained press copy for the Register newspaper from Port Adelaide to the state capital. Commercial Road was the principal station in Port Adelaide in the 1920's, having been built in 1916 to alleviate problems at Port Dock station.

Conclusions

None of these parcel labels for use within South Australia have been seen in shades of pink, only on off-white paper. This is in complete contrast to the corresponding issues for Passenger Luggage (Type A), which were recorded from many more types and more stations. Unusually there are more types going to Adelaide than from Adelaide. Type B labels have been linked to a range of different stations, right across South Australia. The spectacular cover from the collection of Martin Walker can be dated to the mid-1920's.



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NEWS AND NOTES APRIL 2019.

OPEN LETTER FROM THE SECRETARY

Once again Convention is nearly upon us. We shall, once again, be fewer in number at Lichfield this year. Anno domini is taking its toll. There are at least four regular attendees who will be missing this time. I hope that we shall not reduce still further for Salisbury next year.

An important point for those who are entering the Society Competitions at Convention. Please mark your entry clearly with the Class into which it is entered. Remember that we now have six classes: Traditional, Postal History, Aerophilately, Postal Stationery and Club (for first-timers), plus “Open” which is the competition judged by all attendees before dinner. I enclose Open in quotes as it is NOT like the Open Class at National level, but just reflects the lack of restrictive rules.

I have, as usual, been underwhelmed by the lack of response to my appeal for someone to understudy me to learn what is involved in organising a Convention. As far as I know, Alan Griffiths is the only other member with the requisite experience, and I am younger than him. There is only so much that can be written down as a set of instructions.

The best-selling Stanley Gibbons Australia Catalogue has recently been published in updated form (11th Edition, 2018), with many substantial price revisions. It is almost 400 pages, with 55 pages for the Australian Colonies and almost 100 pages at the back, covering AAT, Papua, New Guinea, Christmas & Norfolk Islands, Cocos (Keeling) Islands and Nauru. There are a number of additions to listings that will be helpful to the collector, notably for booklets and watermark varieties. It is no substitute for Brusden-White, but much easier to carry around! If you would like one, get it quickly, as it will no doubt have sold out before Christmas.

This year's Convention will feature added philatelic content, with presentations on the Friday night, as well as the main Eric Ash display. To ensure that this happens, the President will be looking for assistance in frame-building during Friday afternoon. You have been warned!

As I write this, news is coming in of the excellent results from the sale of John Crowe's superb airmails. He will be pleased, and it is fitting that we have the Aerophilately Trophy that he presented as a lasting reminder.

There are a number of new books in the pipeline. Alan Griffiths's definitive book on Queensland Postal Stationery is now at the printers and may be available at Convention. The members price will be around £21 plus postage. Brian Peace's second volume on Crash Mail, covering 1931-35, will be available in July. It is a substantial work, running to 450 pages. Finally, Laurence Kimpton will produce a smaller (around 50-60 pages) book on Trans-Pacific Airmails.

To those that will be there, I look forward to seeing you at Convention.

PGER 15/3/19

NOTICE OF ANNUAL GENERAL MEETING

The 2019 Annual General Meeting of the British Society of Australian Philately
will take place at the George Hotel, Lichfield
on Saturday 18th May 2019 at 11.15am.

P G E Reid, FRPSL, FBSAP
Hon. Secretary

AGENDA

- 1. Acceptance of the Minutes of the 2018 AGM previously circulated in The Bulletin**
- 2. Matters arising from the minutes**
- 3. President's Address**
- 4. Report of the Hon. Secretary**
- 5. Report of the Hon. Treasurer**
- 6. Report of the Exchange Packet Superintendent**
- 7. Report of the Auction Organiser**
- 8. Report of the Hon. Librarian**
- 9. Report of the Bulletin Editor**
- 10. Report of the Publicity Officer**
- 11. Society Officers**
- 12. Election to Council.**

In accordance with Rule 4 the following members of Council offer themselves for re-election: Brian Peace, Huw Williams, Tom Gillespie. Any other nominations to the Hon. Secretary by 27th April 2019 please.

- 13. Election of Hon. Auditor**
- 14. The Society's Programme and The Bulletin**
- 15. Any Other Business**

Members' Handbook

Scanned Bulletin Memory Stick

Members should give notice in writing to the Hon. Secretary by 27th April 2019 of any matters that they intend to raise.

P G E Reid

Hon. Sec 5/3/19

FORTHCOMING MEETINGS

London meetings are held at the Royal Philatelic Society, 41 Devonshire Place, W1G 6JY,
At 5.00 for 5.30

Wednesday 10th. April 2019

Neville Carr from the Isle of Wight with “Four Men and Two Bit Players”

17th. – 19th. May 2019

Annual Convention at the George Hotel Lichfield

Wednesday 12th. June 2019

NOTE: It is possible that this will be at the new RPSL venue in Abchurch Lane.

South West Section

Meetings at Greyfriars Centre, Ringwood at 2.30

Meet at the Fish Inn Ringwood for lunch.

Saturday 6th. April 2019

Dr Ian Spencer from Bristol will entertain us with “The Melbourne Olympics” and “The Australian Antarctic Territory”

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Membership Secretary List of Changes to Membership Database.Period: 10th January 2019
to 9th March 2019

NOTIFICATION 163

Change of Address:

None Advised

New members:

1850 Michael J Donaldson Edinburgh

Resignations:

1809 Arthurs R 1726 Sheppard F 1012 Booker J

Reinstated:

None

Changes of address:

1301 Young L. within South Shields

Corrections

None

Resignations:

1809 Arthurs R 1726 Sheppard F 1012 Booker J

Memberships lapsed – not renewed (rule 3(e)):

None

Removal of members for other reasons (rule 3(g)):

None

Deceased:

None Advised

REPORT ON THE LONDON MEETING OF 8TH DECEMBER 2018



There was a good turnout of eleven members and two guests for our Saturday Christmas meeting. First to display was Alan Cross, who showed a range of Postage Dues on cover, both incoming and domestic. These included: A NSW ½d from Colombo, a large Customs Duty ½d on Book Post; a Tasmania Deficient Postage/Fine with no numbers; a Received Torn at GPO, with the tear repaired by Postage Dues; A letter of Appointment that the recipient had to pay for to get his job; a cover from New Caledonia with 5f75 due – but only 4/9d was charged (½d short!); A T20 from the USA converted to 2½d rather than 3d (In the 1d = 6⅔ centimes period) an Airmail to the Northern Territory stated to exceed 11oz, with 12/9 Postage Due; a “T in oval” from Mildura struck in red and finally a disallowed bisect from a show.

Ian Greig gave us a study of the Victoria 1d Naish.. He began with covers correctly rated for: Town, Inland, Registered and Overseas rates. At this time Stamp Duty, Stamp Statute and Postage uses had all been amalgamated.

These were followed by a run of values on various papers.

A remarkable item was an Official Card to Richmond franked and detained for 2d postage, that had also been via the DLO. The story was: It was posted unfranked, the item was returned, franked, the 2d refunded and it went on its way.

Tom Gillespie showed a range of Australian Philatelic Exhibition labels, beginning with Sydney 1897, 1932 Sydney, 1934 Melbourne, a Pillar Box label from 1936, 1936 Adelaide, 1937 Melbourne Air Mail Exhibition, 1938 Brisbane, 1940 Adelaide, 1947 Newcastle, 1950 Melbourne, usage of labels and a Registered Cover and an Christmas Label.

Colin Mount showed a couple of GV 1d items that were being submitted for Certificates, with Double perfin OS/NSW and double Perfin OS.

To close the first half, Patrick Reid showed his collection of Illustrated Envelopes from many states dating around 1905-10. It is the second largest holding in the world, with most of the remained being held by Gary Diffen. He showed around 45 from a known population of about 210 (for all designs).

Bill Whitaker told the story of the discovery and settlement of Australia through stamps that had been issued covering explorers, shipwrecks and similar. He began with Hartog, Tasman and Dampier and mentioned in passing “Captain Cook’s House” which was not really his main residence and was not shipped out until 1934!

Settlement began with the First Fleet and moved on from there He mentioned Shortland (on the Newcastle stamps), but actually it is his father, George Vancouver (who has a statue in King’s Lynn), the navigators Bass and Flinders, who were imprisoned by the French in Mauritius from 1803 to 1810 and King.

He mentioned the crossing of the Blue Mountains in 1813, and showed materials relating to inland explorers such as Eyre, Burke, Wills, Leichhardt, Mitchell and Sturt.

Peter Clarkson apologised that he had left behind the first four pages of his display. He showed a 1962 imprint on a reprinted issue, but noted that there are only supposed to be imprints on the London Printings.

He continued with Publicity Cards for the QEII issue and showed some of the great variety of First Day Covers that had been produced. He went on to tell of the founding of Wesley Cover Service by Tom Thurgood and Ida Challis. He also noted that "Sigma" sent out FDCs to every GP and Abbott did the same for the USA, stamped in AAT! He moved on to SPECIMEN collector sets and then to Coils, Coil leaders and misperfed Coil Stamps. Finally, he showed Perforation 'pips' of various types and plate cracks near 'pip' holes. He ended with covers used on the last day of Sterling currency.

Christine Earle brought a display that had a seasonal flavour. She showed a range of NSW Postal cards, both mint and used with a range of scenic views in various colours. The seasonal flavour is provided by the messages printed on the face of the cards: "With Christmas Greetings". "With New Year Greetings" and "Greetings From". Her display was completed by a small range of cards from the "NSW Intelligence Department and Tourist Bureau" that have images on both sides but are extremely elusive. These are the only ones either of us have ever seen.

Ian Spencer closed proceedings with an extensive display of South Australia Parcel labels that he has been studying in depth. He has identified many different types of these labels. These were followed by Special Exhibition labels (Cinderellas) and an invitation to the 1963 MIPEX Cocktail Party. Of local interest were Menus from the First and Third ACSS (our predecessor Society) Conventions, with many well-known signatures on the of distinguished past members. His parcel labels display extended to the table at the end of the frames.

Patrick Reid thanked all who had brought along such a wide variety of material and contributed to a fascinating afternoon for the Society's final Christmas Meeting at No. 41 Devonshire Place.

AUSTRALIAN PHILATELY IN PRINT #2. 2019.

A list of articles found in Journals & Bulletins held (or seen) by the Librarian (Periodicals). **THE AUSTRALIAN AEROPHILATELIST**, No.116, April-June 2018 (Pub. Feb. 2019)

Editorial – Darryl Fuller. The Jessie Litchfield – Paul Robertson Letters – Martin Walker. QANTAS and its Postage Franking Machines – Richard C Peck MAP ACCCF. The 1933 Christmas Mail Flights to Java (and back) – David Figg. Book Review: "Cuba First Flights and Airmail Events – 1913-2018 – Adolfo Sarrias Enriquez". Information wanted – "Empire Mail Route Commemorative Flight from UK (23 Mar 90) to Australia". Epic Flight Centenary 1919-2019. New Australian Aerophilatelic Postmark. Aeropex 2019 Supporters' Club.

AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NSW, Vol.57, No.4, December 2018

Art.3735: 1965 15c Galah missing grey – Richard Guy ACCCF. Art.3736: Returning QANTAS and associated airlines First Flight Covers – David Collyer ACCCF. Art.3737: Rarely seen Postal Markings – Richard Peck ACCCF. Art.3738: Is the 2d Red Die 1 King George V Imperforate at base or not? – John Bozic. Australian Commonwealth Collector's Club Research Medal for 2018 awarded to Joan Orr. Art.3739: 1938-59 9d Platypus Plate Numbers – Geoff Kellow ACCCF. Art.3740: King George V 1½d Die 1: New discoveries, platings and descriptions – Bill Fiora. Art.3741: 1964 5d Christmas with missing buff. Art.3742: Moving Void on the 1/- Lyrebird perf.14.75 x 14 – Richard Guy ACCCF. Art.3743: 2/- Kangaroo, C of A wmk. "Cut Throat" Kangaroo retouched (1L25) – John Bozic. Art.3744: Culler Facer Cancellor Processor update – David Collyer ACCCF. Art.3745: 2013 Dinosaurs Miniature Sheet imperforate error - Richard Guy ACCCF. Art.3746: What is the real plating of this £2 Kangaroo pair? – Richard Guy ACCCF.

Art.3734: The 10/- Kangaroo stamps, 1913-1938 (addendum & Corrigendum) – Geoff Kellow ACCCF.

Meeting Reports – 17 September, 15 October & 19 November 2018.
INDEX to Volume 57 (2018).

AUSTRALIAN STAMPS PROFESSIONAL, Vol.13, Issue 1.

News Section – Robyn Clark.

Years Ago from New Guinea – David Milner.

Collecting KGV Penny Green & Violet Varieties Pt.10 – Dr Scott Starling.

WW2 Postal History Pt.6: The Advance Party and the 2nd AIF's first months in Palestine – Andrew Brockett.

SG Commonwealth Catalogue (Australia) – Review by Dr Scott Starling.

A closer look at the 1st head VG perfins – A piece of published history Pt.2 – Jason Rowe.

“City of Khartoum” flying boat runs out of fuel: only the pilot survives, 1935 – Brian Peace FRPSL
APR.Postmarks from the front (Boer War) – Ashley Cotter-Cairns.

CINDERELLA AUSTRALASIA, Vol.32, No.3, December 2018.

From the Secretary – Pal Storm.

From the Editor – Marilyn Gendek. In the Mailbox: Where have all the Meters gone? – Richard C Peck.

Revenue News: Cinderella Receipt Stamps of Australia by Dave Elsmore on ozrevenues.com/CRSofA.pdf.

Newcastle Show Week Poster Stamps – Roger Eggleton.

Armistice Stamp Show 2018 Cinderellas – Ian McMahon.

2018 Christmas Seals – Bedford Group in South Australia – Peter Simpfendorfer.

CINDERELLA PHILATELIST, Vol.59, No.1, January 2019. Australian War Loan Bond and Liberty Loan Labels 1917-1918: a century on Pt.2 – Vito Milana.

GIBBONS STAMP MONTHLY, February 2019. Printing Stamps Digitally – Glen Morgan FRPSL.

GIBBONS STAMP MONTHLY, March 2019

2018 Commonwealth Booklets (includes Australia) – Geir Sor-Reime FRPSL.

Tasmania's First Stamps: The Courier issues – Peter Allan.

Catalogue Column: New South Wales issue date query – Hugh Jefferies.

THE LONDON PHILATELIST, Vol.128, No.1462, Jan-Feb 2019

Philatelic Publishing, an evolution – Susan McEwen FRPSL.

Museum update.

L.P. Archival Edition to be discontinued.

Supplement – Included details of Australian material exhibited at Spring Stampex.

THE LONDON PHILATELIST, Vol.128, No.1463, March 2019

The Post during the Palestine Campaign (WW1) – Rodney Unwin FRPSL.

Philatelic Publishing and its Retention – David R Beech MBE FRPSL. Museum Update.

THE QUEENSLAND STAMP COLLECTOR, Vol.36, No.1, February - April 2019.

Editorial, APF News, QPC News, Club Scene, Diary Dates & Recent Exhibition Results.

Talk Queensland (Some aspects of the Postal History of Queensland Post Cards Pt.3) – John Stein.

50 Years Ago – Jeff Gunston.

Philately and Educations – Paul Xavier.

Registered Post – Joan Orr.

Queensland Stamp Show 2018.

THE STAMP LOVER, Vol.111, No.1, February 2019. - No Australian content.

SYDNEY VIEWS, No.141, November 2018

Tasmania 1d Pictorial - The "Volcano" flaw - Carl Macks

Sydney Stamp and Coin Expo 2019 - 13t to 16th June

Boggy Plain Receiving Office NSW - Tony Curtis

Tasmania ½d green pictorial, Wmk V over Crown sideways - Wolfgang Kielmann

Victoria 2d (SG178) , Flaw to right of Queen's Head - Wolfgang Kielmann

Burrundulla Receiving Office, NSW - Tony Curtis

NSW Registered Letter Receipts - Frank Andersen

An Amazing, Highly Unorthodox, Untaxed NSW Cover - Frank Andersen

Unusual Postmark on a South Australian Stamp-y John Kerklaan

J H Parry, Stamp Collector and Dealer - Barbara Hancock APR

Barred Numeral "74" at Callendoon - An Enigma Resolved (Canceller used at Hobart 1859-60) - Frank Andersen

Tasmania Barred Numeral "75" with three bars each side - Frank Andersen
AEC.

AUTOBIOGRAPHIES

8. Dee Pullan(Mrs)

I was born in a little village called Findon, Nr. Worthing in Sussex in February 1937. A “pre-war baby”, I was actually brought up at Keston in Kent, near Biggin Hill. I don’t remember the start of the war, but do remember the Spitfires and later the Barrage Balloons filling the skies and the bomb damage in Bromley and Lewisham. It was here, towards the end of the war, that my older cousin started me on stamp collecting. I was allowed to go down to Hayes Station with my pocket money (6d, I think) to buy packets of stamps.

After my father was demobbed, we moved down to Benenden, near Cranbrook in Kent. After leaving Ashford County Technical School, where I studied shorthand and typing, there were no secretarial jobs in the village. I worked at a doctor’s surgery in Hawkhurst as secretary cum everything else that needed doing in a busy surgery.

In October 1956, I joined the Queen Alexandra’s Royal Army Nursing Corp, and went to the training depot at Hindhead, Surrey. Nissen huts, hard beds, stoves in the middle of the hut which had to be stoked to keep us warm! Following three month preliminary nursing training, I was posted to the Connaught Hospital at Hindhead in Surrey, the army TB hospital. After nine months there, I had only eighteen months left to do, so there was no hope of a posting abroad (which I wanted). One day I was called to matron’s office. She suggested I sign on for a further three years and added that if I did, I would get a two-year posting to Singapore. I signed on very quickly indeed.

January 1958 saw me on the troopship *Empire Fowey*, bound for the Far East. The Bay of Biscay was awful. First stop Gibraltar and a guided tour by some sisters from the British Military Hospital (BMH). Lovely sunshine and into tropical kit which made up for the rough crossing of the Bay. Next stop Aden, then Colombo, finally down the coast of Malaya to Singapore. Somewhere along the line, I had made friends with one of the pharmacists, in fact we became very good friends indeed. His name was Mike Pullan. Romance blossomed. Romance between the medical and nursing staff was frowned upon and Mike was posted up country to Tai-ping, in the State of Perak. However, there were aeroplanes (DC3’s) and trains, about an 18 hour journey. I had great times travelling up and down and was always allowed to stay in the nurses’ quarters at the BMH when I went up there.

Mike's was a three year posting, so when my two years was up in January 1960, I had to leave him to return to the UK and my final few months of training at Millbank Hospital in London, the army cancer hospital. I did my finals, Mike returned and we were married on Easter Monday, 3rd April, 1961. Two days later, I was discharged from the army. There were no married, serving couples in those days. Our first posting was to BMH Berlin. A wonderful three years, despite the Wall being built. Our next posting was to Herentals, in Belgium. Karin, our elder daughter was born in Antwerp; an interesting experience. Next back to Germany, to München Gladbach.

Stamp collecting remained with us, we were able to join a society in München Gladbach. Next came three years at the Royal Herbert Hospital, Woolwich where I remember joining another society. It was here that our second daughter Rebecca was born. After 3 years at Musgrave Park Hospital, in Belfast, Mike's next posting was to the Ministry of Defence, in Berkley Square. We lived in quarters at Inglis Barracks, in Mill Hill. I found myself a job as a part time medical secretary. It was here that Mike was commissioned.

The next excitement was a posting for all of us to Hong Kong. Mike was at the BMH. I wasn't allowed to nurse, the nursing jobs were reserved for the Chinese, but I was offered a job with Intelligence. Well, that was different! I went to England to see Karin settled in to boarding school (fairly near to my parents in Benenden), then flew back to Hong Kong only to find that Mike, due to defence cuts, had been made redundant and we would have to return to the UK for him to finish his army career at the Defence Medical Equipment Depot at Ludgershall. In January 1978 we were back in civvy street, needed jobs and a home of our own. Mike found a job in Tunbridge Wells and we bought our first home in Crowborough. I found a job in the maternity unit of Crowborough Memorial Hospital.

In 1981 I made my first trip to Australia with my elderly father. Somehow stamp collecting was not so interesting and Mike suggested I switch to postal history. I started collecting Australian Instructional Marks, Wartime airmails and WW2 Civil Censorship. Mike began what was to become a wide-ranging collection of Australian Airmails.

In 1985 (I think it was), we went to a BSAP meeting in Canterbury, where we met a gentleman called Bob Emery. He suggested I joined the BSAP. Mike being an airmail man, had joined the BAMS. I think my postal history at that time, was in a shoe box. I had a lot to learn and a long way to go. I started going to meetings in Worthing, then progressed to the London meetings at Charterhouse Street. I was further persuaded to join the Royal which I did in 1996 and much to my surprise was made a fellow in 2000. Mike retired in 2000 so he was able to join the Royal and he too was made a fellow. Meanwhile, I had been asked to join the council of the BSAP where I did various 'jobs' for several years. I was made a fellow of the BSAP and later a Life Member.

We went to Australia every winter, and usually managed to tie our holidays in with exhibitions in Sydney, Melbourne and Perth. We nearly always helped at exhibitions, erecting frames, putting the exhibits up, etc. We made many friends. We also had holidays in the South of Spain. Mike was a great walker and twice announced he wanted to walk in the mountains in Spain and 'would I like to go to Australia whilst he was away'. An offer I couldn't refuse.

Eventually we moved to southern Spain. We were there for seven years, but halfway through, Mike was found to have cancer. Despite this, we travelled fairly widely in Spain and still continued to collect postal history, now usually through auction. Sadly he died in December 2013 and in August 2014 I moved to a small flat in a residential home in Heathfield, where I now live. Needless to say I have joined the Heathfield Philatelic Society. I have given up driving now, but I hope to get to local meetings and the Royal.

Membership Renewal

If any members have not renewed their subscriptions for 2019, could they please do so as soon as possible, otherwise this will be the last issue of The Bulletin that they will receive. Renewal forms were included with both the printed and PDF versions of the December 2018 issue of The Bulletin. If anyone requires a further copy of the form, please email the Membership Secretary at bsapmjp@btinternet.com.

Many thanks

Membership Secretary

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2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860

By Colin Tabeart (1806) (Part 9)

Call for tenders

The Treasury Minute dated 27 November 1855 referred to above stated that, as early as February 1855 the Admiralty had called for tenders to resume the steam service to Australia, but that "it is only within the last few weeks that the tender has been received by the Government". In it the P&O proposed to convey monthly mails between Ceylon and Australia for £84,000 a year, "but as the present estimate of the postal revenue with Australia cannot be computed at more than £36,000, of which £24,000 can only be taken as the portion applicable to the sea service, my Lords would not feel justified in imposing upon the home Exchequer exclusively so large a loss (viz £60,000 a year) as would attend the adoption of this tender." The Minute went on to say that the Treasury proposed to instruct the Admiralty "to ascertain by public competition the lowest rate at which it can be accomplished on the conditions and plans herein-after defined." The essential points of this plan were:

1. Each colony to have the benefit of an arrival and a departure monthly.
2. The passage out and home to be in the shortest time possible.
3. Calls to be restricted to King George's Sound, Melbourne, and Sydney, the other colonies to be served by branch services. The bar at Port Adelaide prevented large steamers from entering the port - they had to anchor some 15 miles from the town, often in bad weather, so it was hoped that South Australia would accept the branch line proposal. This was not to be – see above.
4. Branch services were to be operated from Melbourne to Adelaide, Van Diemen's Land¹ and New Zealand, arrangements for which were to be made locally.
5. All letters and newspapers to be prepaid, each sending country to retain its own postage, so obviating the need for accountancy except for letters continuing beyond the receiving country.
6. Total cost of the service to be divided, half to the UK, the other half between the colonies in proportion to the number of letters despatched by each.

This Minute was clearly very influential, most of its suggestions being taken up, as will be seen. The Minute went on to suggest that, while the Colonial Office ascertained whether the colonies would support the plan, tenders should be sought for its execution, towards which end the Admiralty were asked to take immediate steps.

The Admiralty, presumably under the influence of this Minute, again advertised for tenders. On 25 February 1856 the following appeared in *The Times*, tucked away amongst the advertisements on page 4:

"Conveyance of Her Majesty's Mails between England and Australia. Office of the Directors of Transport Service and Prisoners of War, Admiralty, Somerset House, February 11 1856. The Commissioners for executing the Office of Lord High Admiral of the UK of Great Britain and Ireland do hereby give notice, that, on Saturday the 15th March next, at 10'clock, they will be ready to treat, at the above office, for the MONTHLY CONVEYANCE each way by steam vessels of Her Majesty's mails between ENGLAND and AUSTRALIA. No tender will be received after 10'clock on the day of treaty, nor any noticed, unless made on the printed form provided for the purpose, and which may be obtained on application at the said office. Every tender must be addressed to the

¹ Tasmania was still being referred to as "Van Diemen's Land" in some official correspondence, years after the Colony had changed its name away from the original, convict-associated, title.

Secretary of the Admiralty at Somerset House, and bear in the left hand corner the words 'Tender for Mails' and must also state the address of the party tendering."

Although the heading suggests that this was written on 11 February, a search of the newspaper back to 11 February, albeit sporadically, found no earlier insertion. Note the very short time given for replies.

The only two serious contenders were the P&O and the company then known as the European and Colombian Steam Navigation Company, re-named on being awarded the contract as the European and Australian Royal Mail Company. Although the P&O tender was lower, at £140,000 for the service, when details of the schedule demanded by the Admiralty, and the penalties for late sailing and, particularly, of arrival became clear, the P&O pulled out, refusing to accept the penalty clauses, and being unconvinced that the times called for could be adhered to. On both counts they were to be proved correct.

Contracts

The Main Contract

The main contract was dated 14 October 1856, and was between the Directors of the company and the Admiralty. The main provisions were:

1. Mails to be conveyed monthly each way between Southampton and Alexandria via Malta, and between Suez and Sydney via Point de Galle and Melbourne, by not less than 6 full powered steam vessels.
2. The ships between Southampton and Alexandria to be at least 1,600 tons register, and 400 horsepower; those between Suez and Sydney to be at least 2,200 tons and 530 horsepower.
3. A further vessel of at least 500 tons and 200 horsepower to be supplied to convey the mails between Marseilles and Malta.
4. Ships to call at King George's Sound when homebound, and at that port outbound and at Aden in either direction only if necessary to coal.
5. The first ship to leave Sydney on 18 January 1857, and monthly thereafter, for Suez via Melbourne, King George's Sound, and Point de Galle. A ship to leave Suez on 1 March 1857 for Sydney via Point de Galle and Melbourne.
6. On arrival of the Sydney mail at Alexandria the mails to be taken without loss of time to Southampton via Malta.
7. The first ship to leave Southampton on 14 February 1857 for Alexandria via Malta, and thereafter monthly. On arrival of this mail at Suez, to be carried immediately to Sydney via Point de Galle and Melbourne.
8. The mails to be conveyed: between Sydney and Melbourne in 60 hours; between Melbourne and Suez in 864 hours [36 days] with an extra 24 hours allowed for touching at King George's Sound until better navigation lights fixed there; and from Alexandria to Southampton in 300 hours [12½ days]. Outbound the times were the same except that from Suez to Melbourne 936 hours [39 days] was allowed².
9. Penalties for failing to keep to the above times were on an increasing scale, £50 for the first 24 hours late, another £100 if 2 days late, another £150 if 3 days late, and so on, with no remission for any reason whatever. If delivered early, a premium of £30 for each 24 hours early was allowed. See discussion below.
10. The mails for Geelong were to be brought on deck before reaching Port Phillip Heads and put into the mail boat if available.

² The P&O had specified 45 days between Suez and Melbourne outbound, and 43 homebound.

11. On arrival of the homebound “via Marseilles” mails at Malta, they were to be conveyed to that port “with all possible despatch”. Mails from Marseilles to be conveyed to Malta to meet the steamer bound for Alexandria at that place. Interestingly there were no penalty clauses attached to this branch service.

12. Failure to provide a vessel at the appropriate place and time incurred a penalty of £100 per day for each day late in sailing.

13. Each ship was to carry an Admiralty Agent who was given considerable powers concerning the mails. The agent could be a Post Office official, but was more normally a naval officer. If the latter, he was also empowered to survey the vessel whenever he deemed it necessary, to determine her seaworthiness, and require necessary repairs to be made under threat of penalty of £200. In the ultimate he could debar the ship from carrying the mails.

14. The subsidy for this service was to be at the rate of £185,000 a year, payable proportionately at the end of each entire voyage, defined as: between the UK and Sydney, including the Marseilles-Malta link; or between Sydney and the UK including the Malta-Marseilles link, i.e. in 24 increments, amounting to £7,708.6.8d per entire voyage. The penalties that could be incurred for late sailing or delivery for each entire voyage were not to exceed this sum.

15. The contract was to run for five years.

Comments

Allowing 2 days to cross the Isthmus, the outbound time of $12\frac{1}{2} + 2 + 40$ days to Melbourne when the extra day for King George’s Sound was allowed, came to 55 days from London, allowing half a day to get the mail to Southampton, precisely the time specified by Victoria in voting their subsidy, as noted above. This was, no doubt, the driving force behind the specification for the overall time to Melbourne – the Treasury did not want to lose the £50,000 voted by Victoria towards the contract. No steam ship contract mail service had, as yet, come anywhere near this time, even for an individual voyage, never mind as an average contractual working figure. The very best of the early steam services, the P&O contract, had only managed to average $72\frac{1}{2}$ days from Southampton to Melbourne. Technical improvements in the three years since the P&O contract was put in abeyance could in no way make up the major increase in sustained speed required to meet the contract, which was therefore doomed before it even started.

The penalties for late delivery, innocuous enough for one day late, escalated at an alarming rate. For example, three days late incurred £50 + £100 + £150 = £300. Ten days late, still only 65 days to Melbourne, a time that had hardly ever been achieved in the past, never mind regularly so, incurred the punitive penalty of £2750. Anything over 16 days late wiped out the entire voyage subsidy of £7,708. Bearing in mind that any significant quantity of freight was unlikely to be shipped for the entire voyage due to the problems of crossing the Isthmus, and the small number of passengers prepared to endure the same crossing (3), the postal subsidy was a very significant portion of earnings, and to lose it entirely was to incur financial ruin. The contract also stipulated that these penalties could not be waived under any circumstances, a most unusual and particularly harsh clause.

The P&O, very wisely, flatly refused to accept these penalties, or the timescale. Sadly the Directors of the European and Australian Royal Mail Company did accept, thereby ensuring their

³ By May 1857 the average number of passengers per voyage was only 15 – vide Return to the House of Commons dated 30 July 1860

own ruin. Having accepted, they tried very hard to make it work, despite their lack of experience, and lost an enormous amount of money in the process.

Positioning Voyages

The Company needed to position its ships for the Suez-Sydney leg at Sydney ready to bring the homeward mails, requiring a voyage round the Cape of Good Hope. As discussed above, the Post Office took advantage of these passages to send contract mails by steamships instead of the sailing clippers. The terms of this contract have not been found, but in a letter to the Admiralty dated 25 January 1859 seeking remission of some of the penalties imposed on them, the Company stated that the payment made for all four voyages was only £4,159.13.3d, compared with £30,833.6.8d that would have been paid at the contract rate (4). In the same document they stated that the sum paid for the subsequent voyage of the *Emeu*, similarly sent out via the Cape of Good Hope, was £7,700. It is believed that the time allowed for the voyage was 75 days, a fit of generosity by the authorities that was both achievable, and easily achieved, on all four voyages.

News of the positioning voyages was sent to the colonies in advance; Tasmania received the intelligence via the sailing ship *Almora* from Liverpool on 3 July, published in the Cornwall Chronicle on 17 September 1856.

Proposals to modify the contract

It very rapidly became clear to the Directors of the European and Australian Royal Mail Company that they had made a major blunder. In particular, the requirement to run a steamer between Suez and Sydney and return gave a round trip of some 19,000 miles, nearly double anything ever achieved before, with almost no facilities for docking, or time to repair major defects. This was compounded by a serious miscalculation as to the number of ships needed to service the Suez-Sydney leg. The contractual requirement was for four ships, giving no room for breakdown and no time for proper maintenance. Subsequent experience showed that seven ships was a more workable proposition. On 25 May 1857 the Company wrote to the Admiralty requesting major amendments to the contract (5).

Their submissions were, in summary:

To reduce the huge distances traversed by individual ships east of Suez by breaking the line into two components: Suez to Galle, and Galle to Australia. Since ships could not be docked at Galle, the Suez-Galle leg to continue to Calcutta for the necessary facilities. This meant the ship awaiting transshipment of the mails at Galle could be fully coaled and ready to go, so up to 2 days could be saved. This would require 3 more steamers costing upwards of £300,000. The Australia – Galle traffic, consisting mainly of mail, specie, and passengers, could be served by smaller ships than originally specified. They suggested ships of 1,800 tons and 450 horsepower. These proposals would allow a mail service between Australia and Calcutta, as well as an extra service from England to Calcutta.

To compensate for the extra expense they requested an increase in their subsidy of £9,600 for the mail between Australia and India, and a share of the postage for mail carried between England and India by the new service. They also asked that the contract period be extended from 5 to 7 years to allow trade to build up, permitting them some return on their huge capital outlay.

The Admiralty replied on 6 June 1857 to the effect that they could not agree any amendments to the contract without the concurrence of the Australian colonies. But they agreed to recommend to those colonies acceptance of the Company's proposals subject to modifications, viz: passengers to and from Australia to have priority when trans-shipping at Galle; no reduction in size or power of ships to be allowed; and no subsidy to be given for mail carried between

⁴ Return to the House of Commons dated 30 July 1860

⁵ Return to the House of Commons dated 30 July 1860

Galle and India. Subject to these provisos they had no objection to extending the contract to seven years.⁶ Big deal!

Presumably encouraged by some slight hope of relief, the Company decided to continue until the reply of the colonies had been received, a process that could hardly take less than five or six months. For reasons unknown, Victoria refused to allow the modifications. Without knowing their reasons it is difficult to comment, but as no impairment to their service can be seen in the Company's proposals it is hard to understand what they may have been. Whatever they were, they effectively killed the European and Australian Royal Mail Company – perhaps that was their intention.

Modification to the contract

A modification was made to the main contract on 30 November 1857, but not the one desired by the Company. The sole effect of the change was that the sums due to the contractors were to be paid quarterly, rather than after each entire voyage. The effect of this must surely have been to make a bad financial situation worse for the Company, since these quarterly payments were made in retrospect.

The contract taken over by the Royal Mail Steam Packet Company

The Royal Mail Steam Packet Company (RMSPCo) carried on the mail service from 1 July 1858 after the collapse of the European and Australian. There was no new contract, merely a modification of the existing one. A Treasury Minute dated 11 September 1858 referred to the conditions of the 14 October 1856 contract, suggesting that no new one was drawn up when the Royal Mail took over management (7). The report of the 1859 Committee on Packet and Telegraphic Contracts confirms that no new contract was made, and further states that the RMSPCo undertook the service for a fixed number of voyages only. (8) Furthermore the Royal Mail would not take it on under the existing penalty clauses, or the existing remuneration. They demanded, and were given, an extra £6,000 a month, or £3,000 per “entire voyage” each way, being nearly 40% more than the European and Australian contract and, more significantly, without the penalties that had cost the European and Australian £54,591.13.4d in all, averaging about £3,000 per “entire voyage”⁹. Thus the Royal Mail received £10,708 per “entire voyage”, compared with about £4,700 that the European and Australian had received after paying the penalties.

From September 1857 onwards the *Hampshire Independent* refers to the company as the “West India, Brazil, and Australian Royal Mail Company.” Typically, on 12 September, the paper recorded: “*Tamar* is appointed to leave today with Australia & New Zealand mails. She belongs to the Royal Mail (West India) Company, under whose management the working of the Australian line is now placed.” The *Hampshire Telegraph and Sussex Chronicle* for 5 Sep 1857 reported: “The European & Australian Royal Mail Co have chartered the screw ss *Vanguard* for the conveyance of mails between Malta and Marseilles. She arrived here [Southampton] yesterday morning & leaves next week for her station. This Company is now amalgamated with the RMSPCo.”

⁶ Return to the House of Commons dated 30 July 1860

⁷ Return to the House of Commons dated 4 June 1863

⁸ Report of the Committee on Packet and Telegraphic Contracts, 1859. Vol VI, paras 393-400

⁹ Return to the House of Commons dated 30 July 1860

Information to the British public

Positioning Voyages

A GPO Notice dated 15 September 1856 (10) stated:

“The European and Australian Royal Mail Company being about to despatch four of their steam vessels to Australia, to take up the regular service of the Australian mails, under their contract with Her Majesty’s Government, the Postmaster-General intends to avail himself of the departure of these Steamers for the transmission of the Mails to Australia, instead of sending the Mails by Sailing Packets, as provisionally arranged; and a contract for this service has been made with the Company.

“Accordingly, the present service of the Australian Mails by Sailing Packets will cease after the departure of the Packet appointed to leave Liverpool on the 5th October next; and, thenceforward, up to the month of January, the mails will be made up in London, and despatched, by Day Mail, on the following dates,

viz: On the 18th October, 12th November, 12th December, 12th January,

for conveyance by the European and Australian Royal Mail Company’s Packets from Southampton, via the Cape of Good Hope. These Packets will proceed to Melbourne and Sydney only, but they will carry Mails for all the Australian Colonies. All Letters, Newspapers, &c, for New South Wales, Victoria, South Australia, Tasmania, and New Zealand, posted after the 5th October next (¹¹), will be forwarded by these Packets, when not addressed to be otherwise sent, but Letters &c for Western Australia, will continue to be sent, as a rule, by Private Ship, direct, and will be transmitted by these Packets only when specially so addressed.”

¹⁰ POST43/46

¹¹ 5 Oct was the last outbound sailing of the Liverpool contract clippers of the Black Ball and White Star lines, carried by the Black Baller *Donald McKay*



Fig. 28. Dec 1856. London to Launceston on the third positioning voyage per *European*. 59 days to Melbourne. Sent unpaid on the last outbound contract voyage that could still be sent unpaid. A double rate letter, rated 2 x 6d packet + 2 x 4d Tasmanian inland. SS *Queen* carried the mails from Melbourne, arriving Launceston 16 Feb.

The Company advertised these voyages in the national and local press, the following, from the *Hampshire Independent* dated 10 January 1857 being typical: "The European & Australian Royal Mail Company will despatch their steam ship *Columbian*, 2,300 tons, 530 HP, - Pender Commander, from Southampton on Monday 12 January 1857, for Melbourne and Sydney, carrying Her Majesty's mails and cabin passengers only. Fares to Melbourne £65; to Sydney 65 guineas, exclusive of all wines, spirits, and malt liquors which may be had on board."

These four positioning voyages were carried out as below.

<i>Ship</i>	Left Southampton	At Melbourne	Arrived Sydney	Notes
<i>Oneida</i>	18/19 Oct 1856	26 Dec	29 Dec	1
<i>Simla</i>	12 Nov	6/8 Jan 1857	10 Jan	2
<i>European</i>	13 Dec	10/11 Feb	15 Feb	3
<i>Columbian</i>	13/14 Jan 1857	20 Mar	23 Mar	4

Notes

1. Positioning voyage via Cape of Good Hope. Carried contract mails for all the Australian Colonies posted after 5 October except Western Australia, whose mails were, by request of the colony, still sent by private ship unless otherwise addressed. *Oneida* was a day late sailing, as reported by GPO Notice 51/1856. "The departure from Southampton of the contract packet appointed to convey the mails of this month to Australia will be postponed for a few hours. Instead of the packet being despatched after the arrival at Southampton of the day mail from London of the 18th inst, as announced in Notice No 45, dated the 15th ultimo, it will be fitted, on this occasion, to the night mail from London, and consequently letters &c will be in time if posted or arriving in London up to the usual hours on the evening of the 18th inst. On the other dates however, fixed for the departure of the Australian mails, viz: 12 November, 12 December, 12 January, the mails will be made up in London, as already notified, on the morning of those days respectively."
2. A good passage. Kirk records arrival Melbourne on 6 Jan.
3. *European* sustained some damage on her way from the Clyde to Southampton, being delayed a day for repairs, with mails being made up at London a.m. the 13th of Dec¹². The *Hampshire Independent* dated 11 Apr 1857 reported her voyage as follows: "The *European*, W Parfitt, from Southampton the 14th December, arrived at Melbourne on 10 February. She left the Needles at 1 a.m. on the 14th of December¹³, arrived at St Vincent on the 24th at midnight, where she spent 5 days 4 hours coaling, & left on the 30th. The *Melbourne Morning Herald* of 11 Feb says she made land off Warnamboul at 6.30 p.m. on the 9th of Feb, & "took her pilot at 1 o'clock yesterday afternoon. She consumed 1,700 tons of coal. She left on the 11th for Sydney." Molnar has her arriving at Melbourne on the 12th. Tasmanian mail per ss *Queen* from Melbourne, arriving Launceston 16 Feb.
4. *Columbian* should have sailed on the 12th, but delayed by the need to swing her compasses. The mails were made up in London a.m. the 13th of Feb in consequence of this delay.¹⁴ Delayed 4 days at St Vincent coaling in bad weather. Suffered serious damage to her rigging in a squall on 14 March 1857, the rigging being considered totally inadequate by contemporary observers.

When it later became known that *Oneida* had broken down comprehensively, the company hired *Emeu* from Cunard. She did not meet the contract requirements for tonnage or engine power, but was, presumably, passed by the Admiralty as fit for the service. She went out round the Cape in 61 days to Melbourne (voyage S9), a very creditable performance, but thereafter had a slightly chequered career, as related below. For this voyage the Company received the full subsidy of £7,708, the mail via Marseilles naturally being cancelled. This arrangement was first notified to the public in the Daily Packet List dated 9 June 1857, wherein *Emeu* was advertised to sail from Liverpool after the arrival of the London night mail of the 16th June.

These five voyages averaged 62 days from England to Melbourne; a very creditable performance considering what had gone before for this route.

The main contract GPO Notice

This Notice, number 72 of 1856 dated 30 December, is quoted here in full.

¹² POST 43/46 – Daily Packet List

¹³ So must have left Southampton late on the 13th.

¹⁴ POST 14

“A Contract has been concluded by her Majesty’s Government with the European and Australian Royal Mail Company, for the conveyance of Mails once a month, by the route of Suez, between this Country and the Australian Colonies.

“The packets under this Contract will depart from the Port of Southampton, and, as in the case of the Indian Mail, in addition to, and in connexion with, the direct Packet, a special service will be maintained via France, for the conveyance of Supplementary Mails from this Country.”

“The first Mail to be dispatched, via Southampton, under the new arrangements, will be made up in London on the Morning of the 24th February next, and the first Mail to be dispatched, via Marseilles, will be made up in London on the Evening of the 28th February. Subsequently to those dates, the mails will be dispatched uniformly, via Southampton, on the Morning of the 12th of each Month (commencing with the Month of March), and via Marseilles on the evening of the 16th of each Month.

“On those occasions, however, when the 12th of the Month falls on a Sunday, the Mails for Australia, via Southampton, will be made up and dispatched on the previous evening, and when the 16th of the Month falls on a Sunday, the Mails will be made up and dispatched on the following Evening.”

Compulsory Prepayment

The Treasury’s proposals for compulsory prepayment were initiated by GPO Notice, also dated 30 December 1856, to take effect from 13 January 1857, i.e. immediately after the last of the positioning voyages had left England. The Notice stated that all letters for New Zealand and the Australian colonies, including Tasmania and Western Australia, would be forwarded by the new packets unless otherwise specially directed. Postage rates were quoted as:

	Up to ¼ oz	¼ to ½ oz	½ to ¾ oz	¾ to 1 oz	1 to 1¼ oz	1¼ to 1½ oz	1½ to 1 ¾ oz
Via Southampton	6d	6d	1/-	1/-	2/-	2/-	2/-
Via Marseilles	9d	1/-	1/9d	2/-	3/3d	3/6d	3/9d

As can be seen, the British rate increased at 1/- for every ounce or part ounce above 1 ounce; the French rate increased at 3d for every quarter ounce, in accordance with the 1857 Anglo-French Convention. The Notice went on to say:

“Under a new arrangement with the Australian Colonies, the present regulations for the optional pre-payment of postage on Letters to and from those Colonies will cease on the 12th January next. After that date the postage of all Letters, as well as of newspapers posted in the United Kingdom, addressed to the Australian Colonies (including Tasmania and New Zealand), must be paid in advance, or they cannot be forwarded. The postage also of Letters &c posted in the Australian Colonies, addressed to the United Kingdom, will require to be prepaid by the senders. The payment made upon Letters for those Colonies will be regarded as an indication of the choice of route, (whether via Southampton or via Marseilles,) on the part of the sender, and letters will be forwarded accordingly.”

The Post Office realised that this change would cause difficulties, for they sent out a Circular on 10 January 1857 to all postmasters, to be “pasted up in some conspicuous place near

the Unpaid Letter Box of your Office” that read: “Australia. Letters for the Australian Colonies cannot be forwarded unless the Postage be Prepaid.” (15)

Information to the Colonies

The Colonies were informed of the new contract by letter from the Colonial Office dated 5 July 1856. The letter said, in part: “I regret that I am unable to send out the contract itself by this mail; but I transmit a Memorandum from the Treasury upon it, which will put the Colonies in possession of its main provisions.” There followed a reasonably detailed summary of the contract. This communication was gazetted in Hobart on 30 September 1856. The other colonies probably received it a little earlier.

The Ships

When the contract was awarded the European & Australian actually owned only three ships. The shortfall was made up by chartering ships from the P&O, Cunard, and once the contractor changed, with ships of the Royal Mail Steam Packet Company. In broad terms the Company’s own ships and P&O chartered ships operated east of Suez, the home leg being run by Cunarders initially, and by Royal Mail ships after that company assumed management of the contract. Three new ships were ordered by E&A when the contract was awarded, since that document required only six steamers to operate the route. The list below has been compiled primarily from Maber¹⁶. Tonnage quoted is gross tonnage; speed is a nominal service speed in knots that the ship should be capable of over sustained periods given a clean bottom, this condition being impossible to achieve over the huge distances run east of Suez. Ships that performed only a single voyage are omitted from the table. *Tasmanian* was the second of the Company’s new construction ships, but she was completed too late to enter service on the Australian run, and was bought by the Royal Mail Steam Packet Company at the end of the contract period.

ARMSNCo Australian Royal Mail Steam Navigation Company.
D&GSPCo Dublin & Glasgow Steam Packet Company.
RMSPCo Royal Mail Steam Packet Company.

<i>Ship</i>	<i>Owner</i>	<i>Tonnage</i>	<i>Horsepower</i>	<i>Speed</i>	<i>Station</i>	<i>Remarks</i>
<i>Oneida</i>	E&A	2293		10	E of Suez	1 st out to Sydney. Failed 1 st voyage home
<i>Simla</i>	P&O	2441		10	E of Suez	One of the better ships
<i>European</i>	E&A	2189		9	E of Suez	
<i>Columbia</i>	E&A	2379	530	9	E of Suez	<i>The Times</i> quotes tonnage as 2300
<i>Etna</i>	Cunard	2215	440	11	Southampton-Alex	
<i>Cambria</i>	Cunard	1423		9	Marseilles-Malta	Older ship, built 1844
<i>Jura</i>	Cunard	2241	440	11	Southampton-Alex	
<i>Emeu</i>	Cunard	1538	276	10	E of Suez	Replaced Oneida.

¹⁵ POST 107

¹⁶ Maber, John M: *North Star to Southern Cross*; T Stephenson & Sons, Lancashire, 1967

2617. AUSTRALIAN FORCES IN JAPAN 1945 – 1950 *An Additional Curiosity*
by Malcolm Price (1766)

As was mentioned in Part 4 of the original article, agreement had been reached quite early to the effect that each Occupation Force country's postage stamps (Australian, British, Indian and New Zealand) would be mutually acceptable. As was said "inevitably philatelic covers were produced", however here we have crafted examples of a more unusual case of mutual acceptability. BSAP member, Russell Morris, forwarded the following example of the use of British issue stamps within the BCOF Australian Army postal service:



The issue is the Channel Islands Liberation stamps of May 1948, available throughout the Channel Islands, but only on the UK mainland at eight Head Post Offices. AUST ARMY P.O. / 215 was in use in Japan by the Australian B.C.O.F. in July 1948 at 8 Base Postal Unit, N^o. 5 Transit Shed, Kure Army Post Office per *Proud*. The cancel is noted as in use at this office from circa March 1946 on into the 1950's – having previously seen use at several points in Papua New Guinea with 5 L of C Postal Unit. Did the cover travel through the mails from Japan in its own right? – though scepticism can be justified, it may well have passed through the mails from Japan, though probably not by Airmail - the postage is actually underpaid by ½^d, the required amount being 4d. (basic rate plus airmail supplement). The Australian Army postal clerk though may have needed some persuasion to regard the stamps as acceptable! There are no other marks on face or reverse of the cover to suggest onward transmission, though this in itself does not mean that it was not sent in the mails. Several other (non-registered) commercial and private covers viewed which utilised the Australian Military postal system have also had an absence of other marks on face or reverse.

The sender of the previous cover did not appear to be the only one with the idea of utilising this issue. Below is a further cover sent three months after the first:



This cover was cancelled at AUST ARMY P.O. / 512, situate at Kaitaichi (between Kure and Hiroshima). The postage is sufficient for surface mail (this time overpaid by ½^d). Again, no marks to suggest transmission through the mails.

Two curious covers, most certainly philatelic, the recipients are thought to be collectors, and could well have passed through the mails.

If any other members have any suggestions or thoughts on these covers, please contact the author through the Editor.

FROM THE EDITOR

As a result of publicising the problem, there is now some hope that it may be possible to find a younger successor for the job of editor. Fingers crossed!

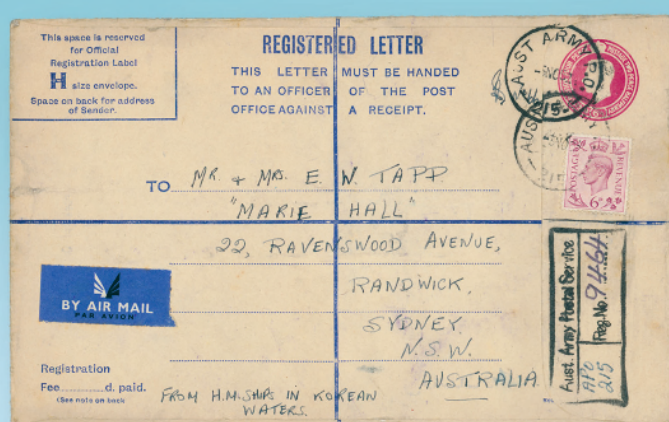
As I mentioned in the previous Bulletin, I now have quite a good supply of long, multi-part articles, but would always welcome more of any length.

I am looking forward to meeting up again with some of our readers at the Convention.

GJK

Australia

in London



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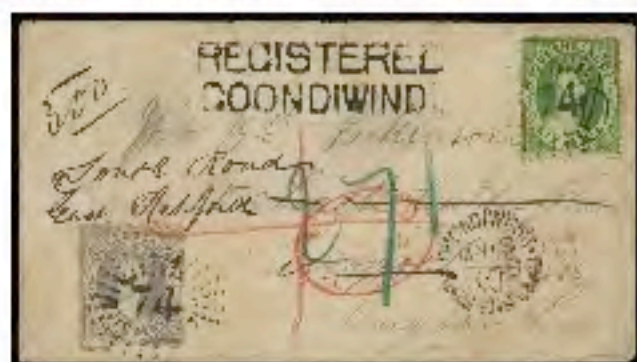
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