

The Bulletin



The British Society of Australian Philately
Founded 1933



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BACK COVER	Not available	Not available	£300	Not available
BACK COVER (INNER)	Not available	Not available	£270	Not available
FRONT COVER (INNER)	Not available	Not available	£270	Not available
INSIDE SHEET	£55	£36	£216	£156

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2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 53)
by Gordon Monk; Bert Wajer and Paull Kaigg (1727)

Pane 5 # 29

1st State Normal (Phase 1 compartment marks)

2nd State July 1914 (2nd half 1st printing) – Final (Phase 2 compartment marks)

- 2a **Cross.** Top of cross slightly dished on 60% of sample, variable.
- 2b **Top Frame.** Shallow ½mm dent on inner edge of frame ¾mm right of cross on 28% of sample, inconstant and variable.

At the end of the print run faint compartment marks appear see 2c to 2j.

- 2c **Bottom Left Corner.** Compartment dot ½mm below BF in line with LF, later it forms a curved line under BF, variable.
- 2d **Left Frame.** Compartment marks appear between L44 and L63, later they extend from L24 to L69, inconstant and variable.
- 2e **Top Frame.** A compartment dot appears ½mm above TF and over the point of the left v-scroll. Later marks appear 4¾mm from LF ½mm above TF, inconstant.
- 2f **Cross.** Compartment marks appear ½mm above TLC of cross, inconstant.
- 2g **Top Right Corner.** A compartment dot appears ¼mm above TF and in line with RF. Later another mark appears ¼mm from RF and almost level with TF, inconstant.
- 2h **Right Frame.** Compartment marks appear between R23 to R25, and R58 to R60. Later they form an almost continuous line from R17 to R64, inconstant and variable.
- 2j **Bottom Right Corner.** A compartment dot appears ½mm below BF and ½mm from RF, inconstant.

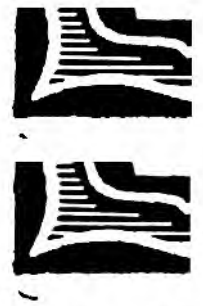
Illustrations **enhanced** for printing purposes.

Notes Only collectable in multiples without flaws 2c to 2j.

Issued April 2016



2a, b, e, f, g variations



2c variations

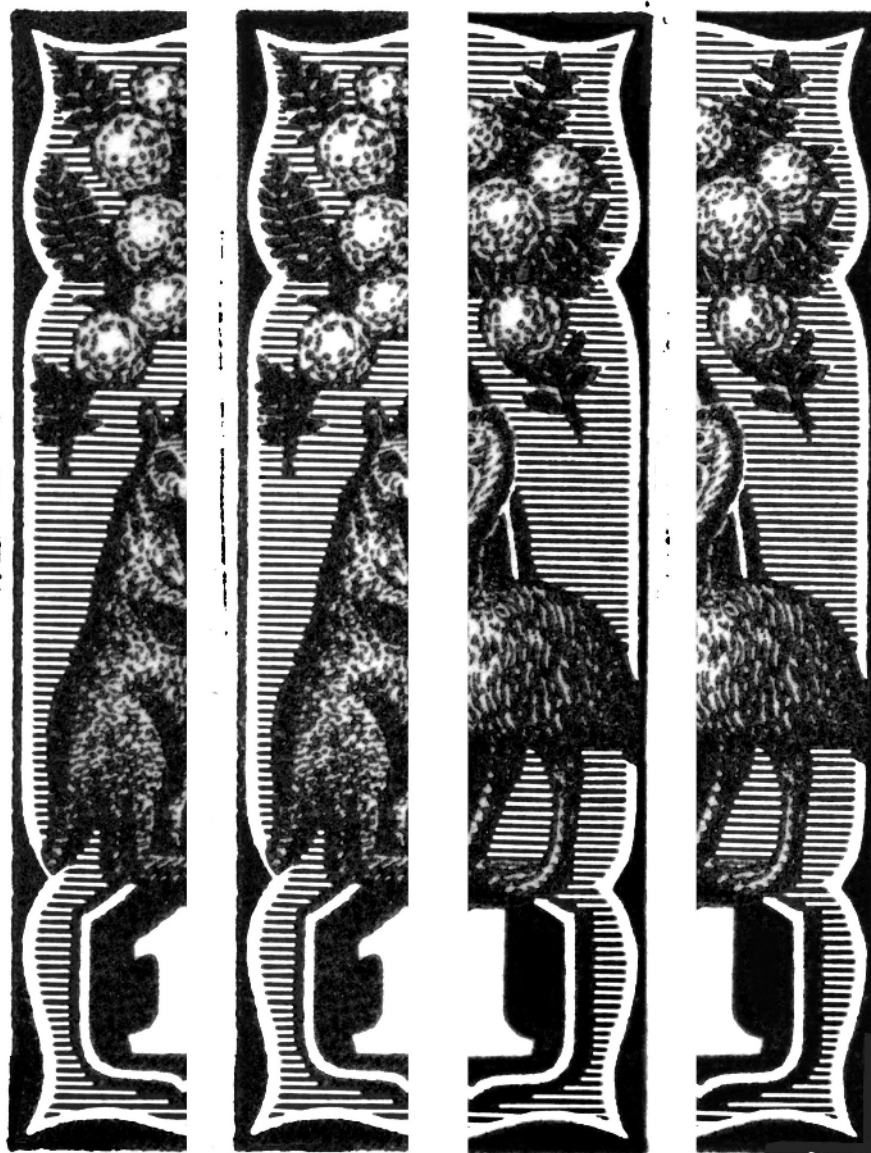


2g variations



2j variations

Pane 5 # 29 cont.



2c, d variations

2g, h variations

Pane 5 # 31

1st State Proof – July 1914

1a **Left Frame.** Slight shave for 1¾ mm from TLC. Inconstant.



1a

2nd State 28 July 1914 (2nd half of 1st printing) – September 1916

1a as before.

2a **Bottom Frame.** Ragged from BLC to left v-scroll, variable.

2b **Left Frame.** Compartment marks appear in mid print run at TLC and between L24 and L64. Later more marks appear between TLC and L4 and from L14 to L90, variable.

2c **Right Frame.** Compartment marks appear in mid print run at TRC, R29, R41-2 and R46. Later in the run more marks appear and become almost a continuous line from TRC to R90 with the mark at TRC extending above and angled over the corner, variable.

2d **Bottom Left Corner.** A compartment mark appears below BF just right of BLC and later a mark also appears off the LF at BLC, inconstant.

2e **Bottom Right Corner.** A compartment mark appears late in the print run ½mm below BF and just left of the corner. Later it grows to a curved line under BF with a dot on RF at the corner, variable.



Red printing



C of A
2a variations



2d variations

3rd State September 1916 – July 1917

1a, 2a, to 2e as before.

3a **Left Frame.** ¼ mm break 3½ mm below TLC. Subject to inking inking.

3b **Right Frame.** Minute dent 11 mm below TRC.

4th State July 1917 – 1928

1a, 2a, to 2e and 3a as before.

4a **Right Frame.** Minute dent of 3b has been replaced by a cut nearly severing the frame. The top lip of the cut juts out to the right. Subject to inking.

5th State 1928 – Late Small Mult.

1a, 2a to 2e, 3b and 4a as before.

3a. No longer present.

6th State Late Small Mult. – Final.

1a, 2a to 2e and 3b, as before.

4a. No longer present.



2e variations



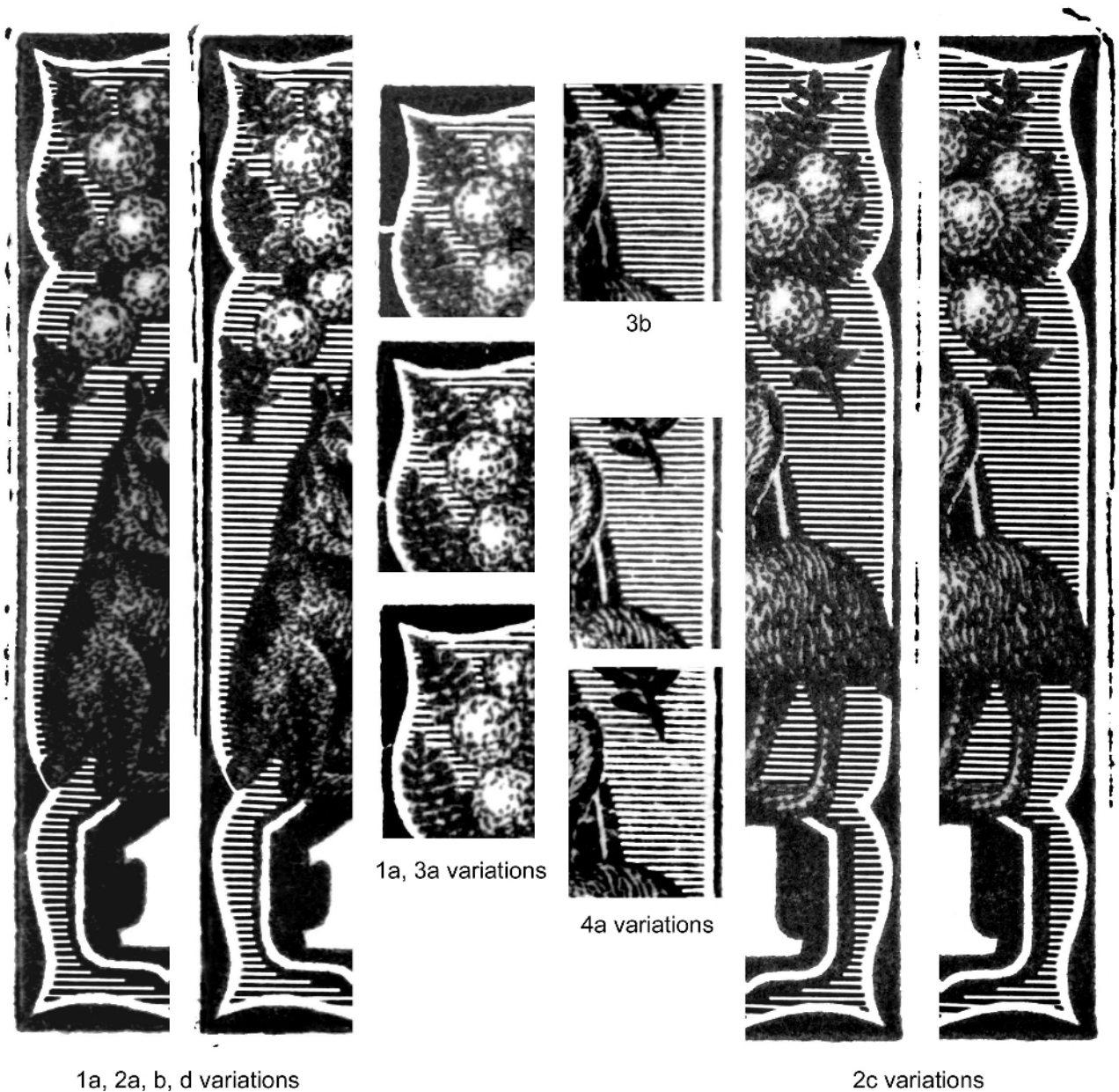
6a

6a **Right Shade Lines.** The lines of shading between 8½ and 10 mm from TF are slightly lengthened and so encroach into the white border.

Note This is a left margin unit. More information on 1a and 1b required.
Compartment marks appear later in the green printing than in the reds.
Date changes in the first three states are because a number of dated copies have been found.

Issued Jan 2005 Revised May 2016 2e and illustration updated.

Pane 5 # 31 cont.



2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 1 By Ian Spencer (999)

These coloured labels were used to expedite the transport across the Australian railway network, including between different states, and the ensuing changes of gauge. A journey from Cairns in Queensland to Perth in Western Australia was more than 5000 miles, crossing the borders of Victoria, New South Wales and South Australia. The labels themselves are generally inexpensive, but often hard to find. To date, the author has been unable to find anything written on this subject, so the aim is to publish a series of articles to stimulate debate and encourage further study. Generally inter-state labels were colour coded to facilitate the sorting process.

Part A: South Australia – Luggage Labels in Pink

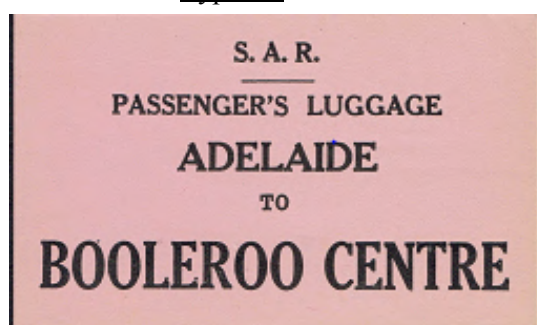
These are perhaps the most numerous and the most complex, with no less than twenty different types being identified (to date), based on different fonts and sizes for the lettering, the length / thickness of the line above (and below) “Passenger’s Luggage”. The pink shade ranges from pale to deep, with some stations known in different shades. Most are ~85mm x 53 mm in size, and are for despatch from Adelaide to other stations. Based on this small sample, the number of variations are surprising. Dates of use are not known.

(ALL IMAGES ARE SHOWN AT REDUCED SIZES)

Type A1



Type A2



Type A1

This type is characterised by a font with serifs across all five lines of text, 14mm line below S.A.R. (South Australian Railways), a medium –sized “TO” (with long serifs) on the fourth line, small serifs on the other lines of text and station names that are ~ 9mm high

Stations recorded

Blythe, Caltowie, Clare, Georgetown, Gladstone , Geranium, Hallett, Lucindale, Mannahill, Melrose, Merriton, Mount Bryan, Olary, Penola, Quorn, Roseworthy, Salisbury, Saddleworth, Tantanoola, Yacka and Yunta.

Type A2

These are identical to Type A1, but have the station name 7 mm high, to accommodate station names that are more than twelve characters long, including spaces.

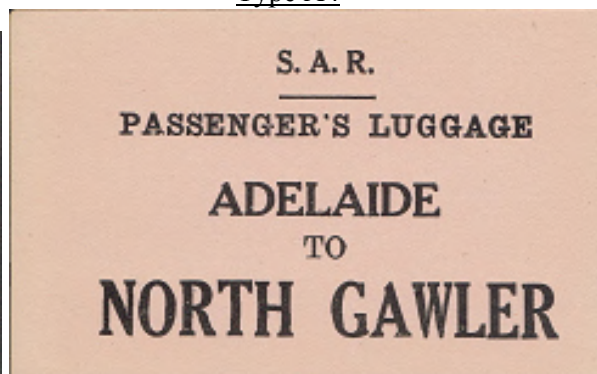
Stations recorded

Booleroo Centre and Crystal Brook

Type A3



Type A4



Type A3

Similar to Type A1, but "Passenger's Luggage" is in a font with larger serifs, including a tail to the "R", and by a large "TO", with pronounced serifs to the "T". 12.5 mm line under "S.A.R."

Stations recorded

Bute, Carrieton, Farrell Flat, Gulnare, Mallala, Owen, Stockport and Yongala.

Type A4

Similar to Type A3, but with station names 7 mm high (as Type A2)

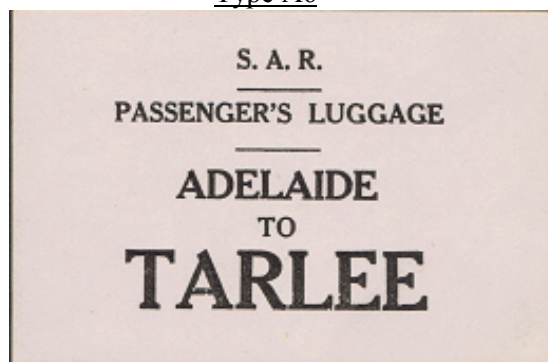
Stations recorded

Hamley Bridge and North Gawler

Type A5



Type A6



Type A5

Similar to Type 3 (large "TO", with elongated serifs), but with an additional 14 mm line below "Passenger's Luggage". Known in two sizes: 85 x 52 mm and 90 x 58 mm.

Station recorded

Bute

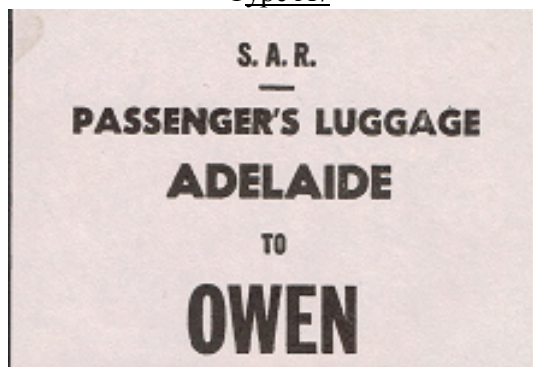
Type A6

Like Type 5, this type also has an additional line below "Passenger's Luggage", and large "TO", but with less pronounced serifs

Station recorded

Tarlee

Type A7



Type A8



Type A7

Completely different format: at 74 mm wide, these are 10 mm narrower Bold, thick type, without serifs. Small "TO". Letters of Station name are thinner and 9 mm high. Short (4.5 mm) line below S.A.R.

Stations recorded: Auburn, Brinkworth, Hanson, and Owen

Type A8

Similar to Type A7, but with station name 7 mm high

Station recorded

Peterborough

Type A9

Type A10



Type A9

Similar in appearance to Type 7, but “SAR” and “TO” have letters with small serifs, other lines are sans-serif. “A” of “SAR” has a flat top to the letter. Standard width (~85 mm). Line below “SAR” is 8 mm long.

Stations recorded

Manoora, Port Pirie and Snowtown.

Type A10

Standard width (85 mm). Similar to Type A7 (sans-serif), but station name (9mm high) has pronounced serifs. Line below “SAR” is 8 mm long.

Station recorded

Redhill

Type A11



Type A11

Similar to Type A10, but the station name is in much thicker type, including flat top to “A”

Station recorded

Broken Hill, Goolwa

Type A12

All sans-serif letters. Large “TO”, two 14.75 mm lines above and below “Passenger’s Luggage”.

Station recorded

Brinkworth

Type A12



Type A13



Type A14



Type A13

This type is rouletted 13.5 horizontally Hybrid type, with lines 1, 2 and 4 like Type A1 (small serifs), but lines 3 and 5 are sans-serif, but in a different type face. Line under "SAR" is 15.5 mm long.

Stations recorded

Bridgewater and Wasleys

Type A14

This is on off-white paper: all of the type face seems to be of a different kind from other examples, most noticeable in the unusual flat tops to the "A"s of "Adelaide". Station name is only 5.5 mm high. Thick line under "SAR" is 7 mm long

Station recorded

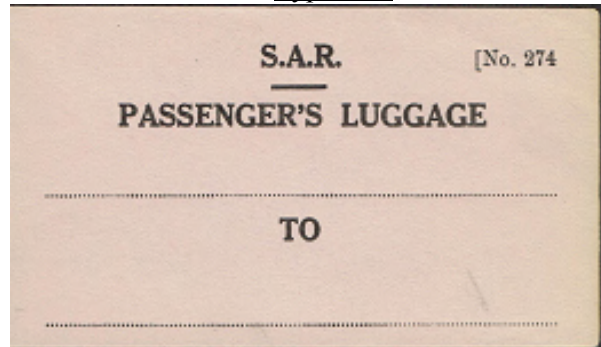
Coonalpyn and Yass Junction

Type A15



Type A15

Type A16

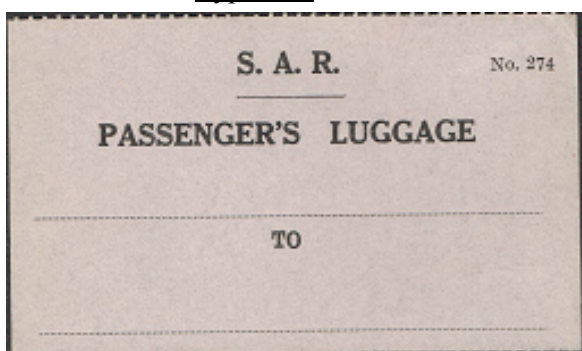


Similar to Type A1, but the receiving station name has been replaced with a 75 mm dotted line, for use at smaller stations. Size 88 x 51 mm

Type A16

Similar to Type A1, but both station names has been replaced with two 75 mm dotted lines, for use at stations other than Adelaide. Large "TO", with small serifs, like Type A6. Numbered [No. 274 at top right.

Type A17



Type A17

Similar to Type A1 and A16, but rouletted 13.5 top and bottom, as Type A13. Also numbered as No.274, but with no square bracket at the start and in smaller text.

Type A18



Type A18

This is the first of two types showing passenger's luggage, going to Adelaide. Similar to Type A1 (Adelaide is 9 mm high), but with a 11 mm line under S.A.R. Numbered as [No. 284 – with square bracket and a full stop. Hand-stamped "Murray Bridge" in large, sans-serif capitals

Type A19



Type A20



Type A19

Similar to Type A13, rouletted 13.5 top and bottom. 16 mm line under S,A,R.. Also numbered 284, but no square bracket at start, or full stop after "284". Handstamped "Murray Bridge 400", in smaller, rounder type

Type A 20

One further type has been discovered on ebay This is quite similar to Type A1 ("TO" with long serifs), but the line under S.A.R. is shorter than in A1, and the station name (Mount Barker) is in thick, sans-serif letters.

Station Recorded

Mount Barker

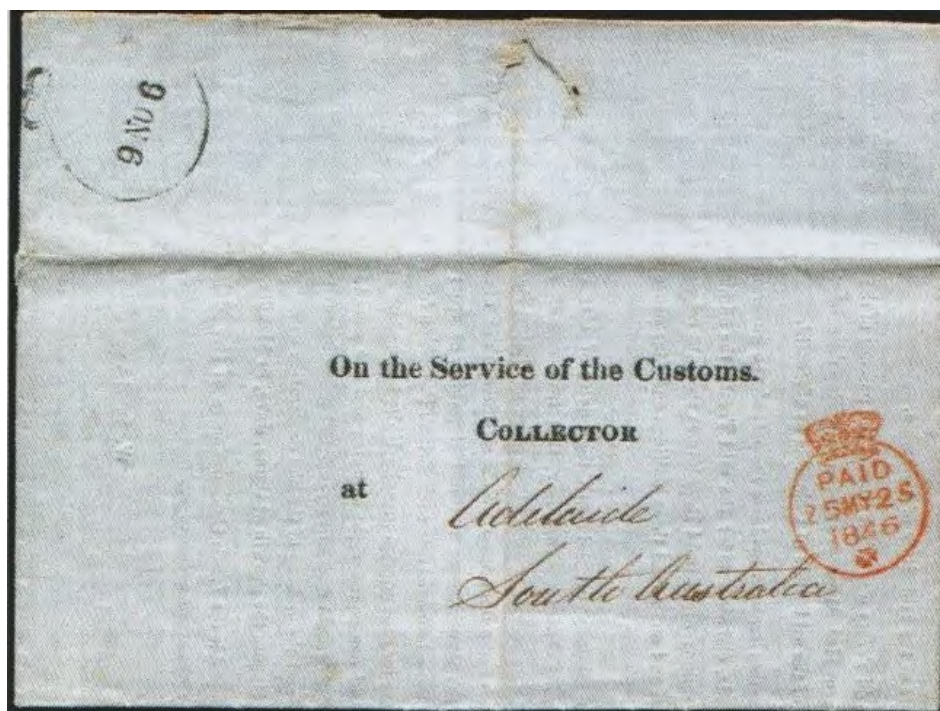
Conclusions

Based on this relatively small sample, it is highly unusual that no less than twenty different types of SA railway luggage labels have been identified so far, several of which have only been recorded from a single station. Some of these varieties are easy to explain, such as reducing the height of letters of the station to incorporate longer names. It is not clear why some labels occur in different sizes, even for the same station. None are dated.

The Author would welcome scans of additional types of these labels and / or different station names, to help complete these records, and where possible, would like to include these in the display collection, either by exchange or purchase.

2642. 1846-47 LETTERS TO COLLECTOR OF CUSTOMS ADELAIDE
by Brian Peace FRPSL (395)

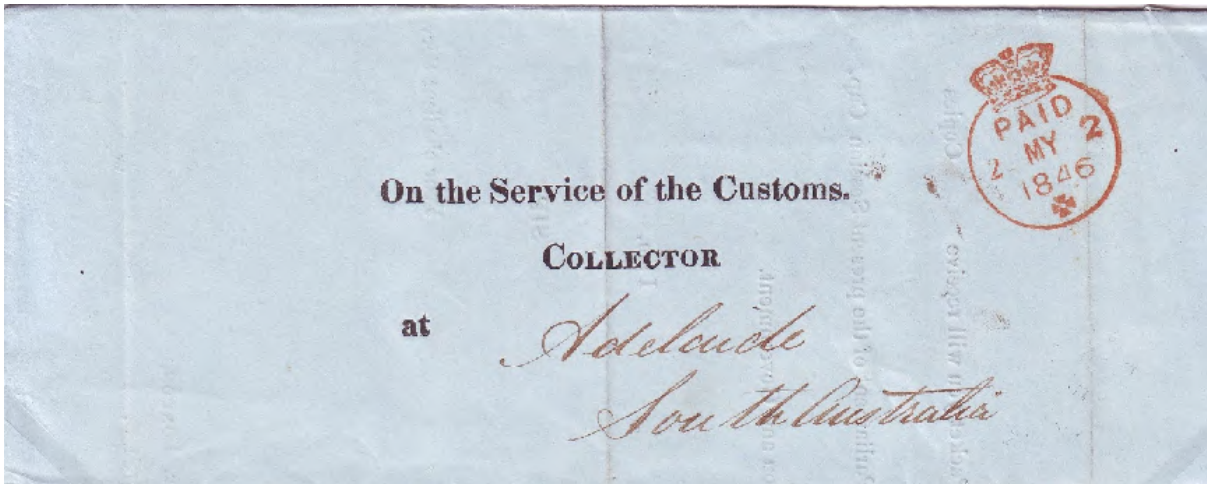
Phoenix Auctions held a sale on 30 June 2017 which included a remarkable collection of Customs-related material in 269 lots. One of John Lancaster's collections; it incorporated a selection of eleven entires from the period 1846-54, all addressed to the Collector of Customs, Adelaide or Port Adelaide.



Lot 1215 From London 25 May to Adelaide 9 November 1846: ex John Lancaster

The first three of the eleven entires featured provisional Adelaide crowned date-stamps struck in black but lacking the first three figures of the year. Each of the three catalogue descriptions described the item as 'one of three known examples'. This should have stated: '...known to the describer' or '...known to Phoenix.'

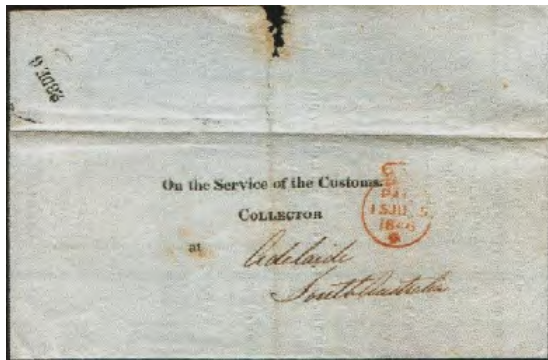
Entires from London to the Collector of Customs in South Australia are not scarce. Those which bear the abbreviated date-stamp are unusual, however there are more than three. One additional example is illustrated below.



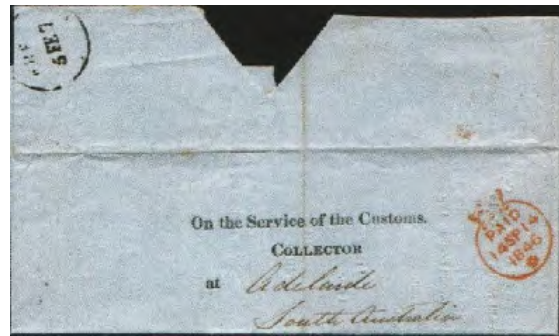
Although cancelled in London 23 days before John Lancaster's example, it also received the 9 November provisional date-stamp at Adelaide, presumably being conveyed by the same vessel.



The hand-stamps on two other entires in the Phoenix Lancaster sale are dated 26 December 1846 and 6 February 1847. Other recorded examples are dated 2 December 1846 and 19 February 1847.



Phoenix 30Jun17 Lot 1216 ex Lancaster



Phoenix 30Jun17 Lot 1217 ex Lancaster

The provisional date-stamp consisted of the PAID hand-stamp with the word PAID excised. It was invariably struck in black towards the edge of the entires, resulting in the crown often being absent.

Reference:

Bell, John and Walker, Martin: *The GPO without a Date-stamp*, The Australian Posthorn, March 1986 pp 6-11

2643. RETOUCHE (1L25) by John Bozic

It is interesting that this retouched variety has never been identified, the main reason being that it is almost impossible to identify as a single stamp. Years ago, I acquired two stamps with left margin attached, which clearly identify the retouched variety. Without the gutter margin the retouch would have been extremely difficult to plate correctly.

Shown here are positional examples with the left margin attached, one with “cut throat” variety (in pair) and the other with the retouch (in a block of 10), see Figs. 1 and 2.



Fig. 1. "Cut Throat" Retouched, Plate 1, Right Pane, No. 25.

I have been unable to locate any dated examples of the “cut throat”, as this could have helped us to estimate the scarcity and history of the two states of the cliché. It is difficult to say which is the scarcer of the two, simply because of the difficulty in identifying the retouch as a single stamp. Between June 1935 to January 1944, 25,560,000 stamps were printed, and

the Brusden-White catalogue clearly has the “cut throat” variety at a premium price, which reflects its scarcity. How much scarcer is the retouch?

There may be only a few examples with the attached margins, however there is also a flaw on the stamp above that can help identify multiples which includes the retouch. The stamp above the cut throat/retouch is 1R19, shows a constant variety “Break in Two Shading Lines over ‘T’ of ‘AUSTRALIA’”, see Figs. 3 and 4. I have this flaw in blocks with both the “cut throat” and the retouch.





throat”



h

What is interesting is that the variety so far does not exist in Small Multiple Watermark. This would indicate that the “cut throat” damaged may have occurred with the first C of A Watermark printing. At a later stage the cliché was retouched. Considering the scarcity of the retouch it may have taken place towards the end of the printing. Figs. 5, 6 and 7 show a comparison of a normal stamp, the cut throat variety and the retouch. Note that in Fig. 7 (retouch) the bottom neck curvature is different, also the angle between bottom neck and front paw. In addition a small lump on the top of the neck is common to both stamps. If anybody has further information please write to stampcollectorboz@gmail.com Reference Brusden-White *Australian Commonwealth Specialists' Catalogue - Kangaroos*, 6th ed., 2017

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NEWS AND NOTES FEBRUARY 2019.

OPEN LETTER FROM THE SECRETARY

Here we are in a new year, and there is much to look forward to: Spring Stampex; BREXIT(?); our Annual Convention in Lichfield; the move of the RPSL to 15 Abchurch Lane in the City – so new pubs to find; the retirement of Mel at the King's Head; the 150th Anniversary of the Royal (celebrated in Stockholm!) and much more. First up will be Stampex, which once again offers the opportunity to attend a BSAP Meeting and Stampex all on one day. Sadly, I shall miss the meeting, as both Christine and I are judging. I shall have to behave as she is my Team Leader. We have 63 exhibits to judge.

I am delighted by the Society response to providing Exhibits for the George V-Themed Stampex. We should have around 25 frames of material. Be sure to look for them when you go.

I hope that we have a good turnout for Convention. A lot of work goes into it, and I still need an understudy to learn the ropes. If I fell off my perch, who would do it? I will, of course, eventually write it all down, but that does not mean that everything is covered. For those of you who wish to plan further ahead, the following year we shall be going to Salisbury.

For those who collect such things, the Royal is party to a special issue and Miniature Sheet that celebrates the 150th Anniversary of the Society. In case you were never sure, that is the sesquicentennial.

The Society has a new Handbook in preparation. It updates the 1996 version and should be available this year. It includes the Society Constitution and will be updated to reflect the requirements of GDPR and the change in general practices concerning collecting, particularly those relating to electronic communication. The list of past Presidents and other Officers is almost a potted history.

I hope that this year will be a fruitful one for your collecting. Perhaps you WILL find that elusive item that you have chased for so long. Good luck

PGER 8/1/2019

FORTHCOMING MEETINGS

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

Wednesday 13th. February 2019

Our President Entertains, Tom Gillespie with “Another Look at Western Australia”

Wednesday 13th. March 2019

Dr Pat Reid FRPSL with “A Selection of Tasmania”

Wednesday 10th. April 2019

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

South West Section

Meetings at Greyfriars Centre, Ringwood at 2.30

Meet at the Fish Inn Ringwood for lunch.

Saturday 9th. February 2019

Dr Pat Reid with a “look at Tasmania”

BRITISH SOCIETY OF AUSTRALIAN PHILATELY

Membership Secretary List of Changes to Membership Database.Period: 10th November
2018 to 9th January 2019

NOTIFICATION 162

Change of Address:

1301 Young L. within South Shields

New members:

1848 Nicholas Stuart Surrey

1849 John C. Clarke Co. Down

Resignations:

1591 Spencer R.

1658 Makin C.

Reinstated:

None

Changes of address:

1301 Young L. within South Shields

Corrections

New Member Richard Nowak’s Membership Number is 1847, not as previously shown.

Resignations:

1591 Spencer R.

1658 Makin C.

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 14TH NOVEMBER 2018

Eight members and five guests were entertained to a non-Australian evening by the current Hon. Secretary of the RPSL, Richard Berry. The subject of the display was “British Civilians interned in France during WWII”.

The display began and ended with a medal. It told the story of Sydney Coleman and his wife Florence. Sydney at the start of WW1 was the secretary of the YMCA in Paris. Richard showed some examples of paperwork relating to Sydney being allowed to go around France in civvies during WW1! After the war he joined the Paris police. Tom Gillespie kindly modelled Sydney’s police armband (the original)!

After the fall of France in 1940 all civilians with British connections through birth, marriage etc. were rounded up. Sydney was in the first tranche from the Paris area – he was sent to the camp that held males at St Denis in the Paris suburbs. Richard showed a range of menus, photos and correspondence, including the discovery copy of Censor 9 handstamp.

In late 1941 Florence was rounded up and sent to the family camp based in the hotel complex at the spa town of Vittel (of mineral water fame) in north east France. Richard showed correspondence between the Colemans and material relating to other camp inmates including ephemera. The Colemans daughters being under 16 were not interned - instead they had to reside with friends.

Richard showed a study of the relevant camp cachets – a good and well-explained collection. Florence was released in 1942 because of her age (60), but her movements were restricted and she couldn’t, for example, own a radio or be out after dark! She continued to write to her husband until his camp was liberated by the Americans in 1944. Richard showed some examples of poetry written by Florence whilst in Vittel which told of some of the conditions they were incarcerated under during the harsh snowy winter of 1941. Some examples of the poetry were recited by Malcolm Price and Christine Earle.

Richard displayed a number of Red Cross items that came from Vittel and explained the role of the Red Cross there looking after the interests of internees. Richard also showed reports of Red Cross visits (to Vittel and St Denis) as reported in prisoner of war newspapers. This was followed by a range of letters, postcards and Air Letters from Sydney, and other ephemera, including: entertainment programmes; sporting news; and Christmas Cards from the camp. Sydney was a regular contributor to the camp newsletter. Of note was Sydney’s prison identification card, his photo in a POW magazine and his room key fob.

Next came a further range of letters to Sydney from his relations in the UK, some of which bore previously unrecorded cachets and some of which had been subject to a chemical wash.

After liberation Sydney worked for the US Army as a translator and investigator for five years. He was also involved in investigations of the notorious German atrocity at Oradour sur Glane and the Buchenwald and Neuengamme camps. Florence Coleman died in 1947.

The talk had started with Sydney’s school attendance medal awarded in Stratford, London and ended with the Political Internee medal he was awarded by the French state.

Richard then showed other family photos and Colin Mount modelled a “Displaced Person” armband. He ended with a range of items that require further study.

On being asked about the collection, Richard explained that he acquired a carrier bag of material from a dealer. Around 50% of the display was from that and the rest gleaned from his own (diligent) searching.

Patrick Reid thanked Richard for his fascinating display and complimented him on the coherent story that he had pieced together from the contents of his carrier bag.

PGER

AUSTRALIAN PHILATELY IN PRINT #1, 2019.

A list of articles found in Journals & Bulletins held (or seen) by the Librarian (Periodicals).

THE AUSTRALIAN AEROPHILATELIST, No.115, January-March 2018

Editorial -Darryl Fuller.

Vale: Ross Wood FAP (1945-2018) – Glen Stafford.

1919 Baghdad to Australia Mail by “The Old Carthusian” and Vickers Vimy – Ed Wolf.

A Supplement to Pt.1 of 1919 Baghdad to Australia Mail by “The Old Carthusian” and Vickers Vimy – Ed Wolf.

The Longest Over-Water Airmail Route in the World in 1930 – Darryl Fuller.

QANTAS Boeing 707-138 Postcard- What Aircraft? – David Collyer.

Book Review: “Jusqu’á Hand Stamps and Other Route Indications, 2nd and revised ed.” by Jan C. ter Welle.

Extracts from GAFFA Newsletters: An Australian Perspective; Nyasaland Airmails from the end of WW2.

AEROPEX 2019 Prospectus 6-8 December 2019.

AUSTRALIAN COMMONWEALTH COLLECTORS CLUB OF NSW, Vol.57, No.3, September 2018

Art.3725: Trial Bay Detention Barracks and its Censor Cachet – David Collyer ACCC.

Art.3726: King George V 1 ½ d die 1 – new discoveries, platings and descriptions – Bill Fiora.

Art.3727: 1919 Baghdad to Australia Mail by “The Old Carthusian” and Vickers Vimy- a supplement – Ed Wolf.

Art.3728: The Men behind the Names – My Meter Mentors – Richard Peck ACCC.

Art.3729: Kauri Timber Company – Richard Peck ACCC.

Art.3730: Australia Post introduces Siemens CECP (Culler Facer Cancellor Processor) letter processing equipment – David Collyer ACCC.

Art.3731: \$5 “Holiday at Mentone” Specimen Overprint – Joan Orr ACCC.

Art.3732: New Strathfield parcel Processing Equipment – Richard Peck.

Art.3733: 5d Kangaroo Plate Flaws – Carl Macks.

Art.3734: The 10/- Kangaroo stamp, 1913-1938 – Geoff Kellow ACCCF.

Art.3343 (cont.) 1d King George V plate varieties & compartment markings – Gordon Monk, Bert Wajer & Paul Kaigg.

Meeting Reports – 18 June, 16 July & 20 August 2018.

AUSTRALIAN JOURNAL OF PHILATELY, No.141, September 2017

Editorial - Tony Lyon.

From the President – John Young.

Scarce WW2 cover from Nouméa, New Caledonia – Ian Cutter.

William James Farrer & Australian Wheat – George Speirs.

Japanese Conquest & Defeat in WW2 – 5. Japanese withdrawal from occupied territories – Ian Sadler.

Cover Story – 2016 was the latest Year of the Monkey – Michael Barden.

Hand-Held Date Stamps – Co-ordinated by George Vearing.

Back Page: Unit Postal Station rubber stamp AP1 – Ian Cutter; Signals Unit, Tonga – Tony Lyon.

APF NEWS, Vol.32, No.3, November 2018
President's Column – John Moore.
Vale: Dr Derek Pocock FAP (1931-2018).
Praga 2018 International Stamp Exhibition.
The APTA Page.
Royal 2018 Royale, St Catherines, Canada.
An Introduction to PERFINS – Peter Simpfendorfer.
China 2019 World Philatelic Exhibition – Wuhan.
Minnie Berrington, Andamooka's first Postmistress – Stuart Wattison ACCCF.
New Discovery – Used copy of QE2 4d crimson no perf on rhs – Michael Kovaleff.
Macao 2018 35th FIAP Asian Stamp Exhibition.
2020 London.
Armistice 2018 – NZ National Dunedin.
EXFIL 2018 – Chile.
APF – AGM – Adelaide September 2018.
APF 2018 SPAN Award – Michael Kovaleff.
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Exhibition Timetable.

AUSTRALIAN STAMPS PROFESSIONAL, Vol.12, No.6, 2018.
Editorial – Robyn Clark.
DH-66s sold by WA Airways – Brian Pope.
WW2 PH pt.5 – Collecting RAN Postal History – Andrew Brockett.
Victorian Government Perfins: a fresh look Pt.1 – Jason Rowe.
More Roos (further insights to flaws on Kangaroo & Map stamps) – Peter van Meurs.
Collecting KGV Penny Green & Violet varieties, Pt.9 – Dr Scott Starling.
Silent Cities (War Cemeteries) – Ian Ronayne.
Steamer Schiller's transatlantic tragedy Pt.3 – Brian Peace FRPSL APR.
Victoria's Early Days as a Colony – Les Molnar..

GIBBONS STAMP MONTHLY, November 2018.
Around the Houses (Recent and forthcoming auctions).
GSM Bookshelf; "Looking at Old Legal Documents by Harry Dagnall".

GIBBONS STAMP MONTHLY, December 2018.
Postal Stationery Matters (some Australian content) – Peter van Gelder.

GIBBONS STAMP MONTHLY, January 2019.
Free Display at British Library "Stamps, Independence and Post-Colonial Futures".
Around the Houses – Abacas Auctions.
Mandated New Guinea – Steve Pendleton.
Catalogue correction – Victoria.

THE LONDON PHILATELIST, Vol.127, No.1460, November 2018.
Museum update.

THE LONDON PHILATELIST, Vol.127, No.1461, December 2018.
"De La Rue & Co. – Master Forgers" – a postscript – David Slattery.
Museum update.

THE QUEENSLAND STAMP COLLECTOR, Vol.35, No.4, November 2018 – January 2019.

Editorial, APF News, QPC News, Club Scene, Diary Dates & Recent Exhibition Results.
Talk Queensland (Brisbane Courier Wed 6 July 1932) Withdrawal of Travelling Post Offices.
50 Years Ago – Jeff Gunston.
Philately and Educations – Paul Xavier.
Registered Post – Joan Orr.
An Introduction to Exhibiting – Joan Orr

THE STAMP LOVER, Vol.110, No.6, December 2018.
Obituary: Michael Tranmer (1928-2018).

THE SHILLING VIOLET, No.80, November 2018.
The first Post-Master General of South Australia – Dr Donald Pearce.
A remarkable cover – Dr Donald Pearce FRPSL,
The Robert Blake Yardley Collection of Postage Stamps (with focus on South Australia) – Dr Donald Pearce.
Meeting Reports for 7 August, 4 September & 2 October 2018.

STAMP TALK, Vol.44, No.3, November 2018.
Congress 2018 results.
Awards to embers: SPAN (Service to Philately at National Level) to Michael Kovaleff;
Briskam Award to Linda Welden; Harry Butler Award to Peter Siggs.
Auditor's Report.
King George V Research – by Bert Wajer, Paull Kaigg & Gordon Monk.

AEC.

AUTOBIOGRAPHIES

22. Graham Keates



I was born in West London in November 1943 and my brother followed a year and a day later. My father was an architect and during the war worked on Government projects including a huge armaments complex in the Midlands. We lived in a two-bedroom rented flat in Chiswick.

Like most people I was never aware of being richer or poorer than the average but I knew we did not have luxuries and that most of our toys were made by my father, who was an excellent woodworker. However, there was a terrace of run-down old houses next to the flats, referred to as *the cottages*. We knew they were poor because the children wore plimsoles rather than leather shoes. Before we left Chiswick the occupants were rehoused and the terrace demolished.

When I was 7 we moved to a house in Hove, with the financial help of my maternal grandfather, who came to live with us. He had become a widower in 1918 when my grandmother died in the 'flu epidemic.

I was fortunate to go to Brighton, Hove and Sussex Grammar School. This provided a tough, elite education, which suited me. It was exemplified by the school motto *Absque Labore Nihil*, Nothing Without Work. I was put in a form which had to do years two and three in one. I was already very keen on chemistry and did experiments at home, as well as making rockets and fireworks. If you have read Primo Levi's short autobiographical book *The Periodic Table* you would find close parallels. I was and am still interested in a wide range of subjects, so going to the University of Keele suited me. The first year covered all subjects. The following three years were for a joint honours degree, Chemistry and Economics in my case. There was plenty of pressure because you had to be up to honours standard at the end of each year. Three of the seven in my corridor in my first year did not last the course.

My family history may be of some interest and some of it has only come to light recently.: My paternal grandfather was in the Royal Navy, serving as an Engineering Commander on one of the big cruisers in WWI. As a young officer he met and married an Anglo/Spanish girl from Argentina. His Mother was Mary Crewe, we think, granddaughter of the Rev John Willoughby Crewe M.A. Oxon, M.P. who became the first Lord Crewe. One of Crewe's ancestors was a black slave in Jamaica who, with their children, was freed, given property and had the children educated. She was very shrewd and soon became a plantation owner with her own slaves. When Britain banned slavery in all British territories slave owners could claim compensation for loss of slaves. Crewe claimed for the loss of 200 slaves.

My maternal grandfather came to England in the early 1900s from a small town in Baden. He married an English girl and had my mother and a younger sister and brother. In WWI he was interned at Isleworth, a former workhouse. Being a successful business man with good English, he was given an office in the Governor's lodge and helped improve conditions for his fellow internees as well as preventing unrest. At the end of the war the standard procedure was for internees and their families to be dumped on the Dutch/German border, irrespective of family circumstances. Through freedom of information requests by my brother established that this was avoided by the intervention of MI5. We now know that by this time MI5 had classified enemy aliens between 'probably spies' and 'almost British'.

It is almost certain that he worked for MI5 during WWII. Within a couple of months of the end of the war he was able to visit, with relief supplies, his home town of Pforzheim. On February 23rd. 1945 a massive RAF raid on Pforzheim killed some 17,600 people, almost all civilians, over 30% of the population. It would have been impossible for a normal UK civilian to get all the passes to achieve this visit. He was also reported to be indisposed for two years during the war. My mother would have known if this had happened. This is the same explanation given for the disappearance of Turing when he was at Bletchley Park. Ironically his son, my uncle Freddie, was a Flight Engineer in RAF bombers. His plane was shot down and he was killed a few months before V.E. day.

My entire career was in commercial computer systems development with Marconi, House of Fraser, Galileo International (computer reservations systems) and Oracle Corporation. I started as a trainee programmer and in due course became a project leader, Quality Assurance and Planning manager and Testing manager.

My first contact with stamps was, at the age of about ten, being given my mother's album which contained some duplicates from her father's collection. This contained stamps up to

about 1914. I added a bit in a new album but did little until about 1970, when I was alone, lodging in a house whose owner was at work and not returning home until mid-evening. I looked through the SG catalogue and selected New South Wales because of the wide variety of early stamps and because it finished in 1912, so there was no danger of chasing new issues of dubious interest. There was a long gap when, being married and soon with two children, I no longer had the time or money to continue. When I retired I joined the Wokingham Philatelic Society. Pat Reid encouraged me to join the BSAP and then the Royal.

Philately has to compete with my other interests which include keeping up to date with science and economics, history, philosophy, railway modelling and golf.

After a while, having acquired a fairly full collection of stamps, I decided that there was more interest, for a given outlay, in pre-stamp postal history. I am grateful to Brian Peace for his advice on this topic. I do however still acquire some stamps when funds permit. My main philatelic activity for the last few years has been editing the *Bulletin*. I must also add my thanks to my wife Helen without whose help more typos would have gone undetected. I now have a large backlog of covers and stamps to write up and am therefore looking forward to passing the editorial role on to a successor

Additions to the BSAP Library

Book No---351---Western Australia the forces ,prisoner of war & censor mail- by Haynes -B.Pope -by the W.A.S.G.-H/B-A5-851 Pages ,Donated by Tom Gillespie

Book No---0431---S.G.C.S.C -10th Ed-2016-S/B-A5-361 Pages

Book No---0695---Airmail Down Under 1921-1939-development of scheduled internal airmail in Australia-by Alan Whittaker -2017-H/B-A4-228Pages

Book No---0936---Framed Ausipex '84' presented the B.S.A.P. by Mr Maurice Williams A.P.O. 1990-For safe keeping it belongs with he Presidents Gong

Book No---0510---The Surface Printed KGV 1d Side Face issue-plat proof -variety catalogue -edited by G.R.Monk -A4-R/B-204 Pages -2018-donated by Tony Finlayson

Book no---KGV Three Haflpence Die 1-new discoveries -plating and descriptions-by Bill Flora -April 2015-A4-8 Pages-Donated by David Emerson -2018

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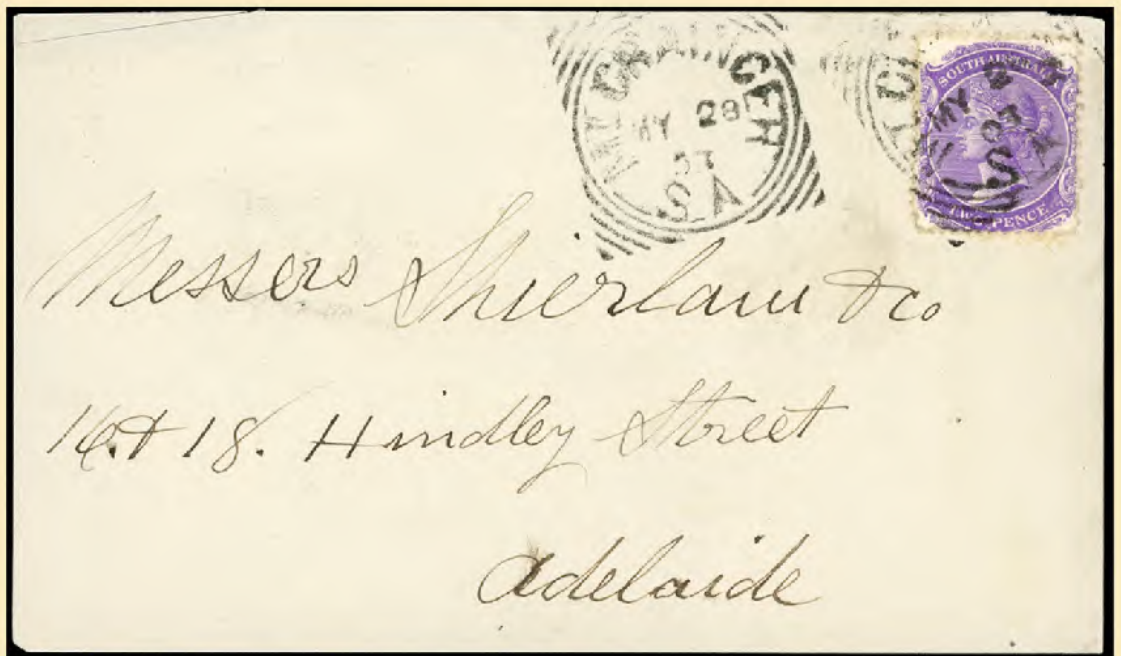
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2620. SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860

By Colin Tabcart (1806) (Part 8)

A report from Melbourne dated 28 July says: "The Government have accepted an offer of the agents of a ship called the *Formosa* bound to Ceylon to carry a mail to Pointe de Galle, to meet the homeward bound Indian mail. But for this arrangement there would have been no second mail in July, as the *James Baines* is not to sail until 6 August. Nor, indeed, is there any private ship for Liverpool or London. I never saw the list of "projected departures" so scanty. It only contains about 20 vessels to 15 ports, seven of the latter being the several ports of these colonies. There are only 2 for England, one for Valparaiso, and five for ports in India and China." For *the Times* to report on the 18th the mail must have arrived in England on the 17th. The P&O liner *Colombo*, Cooper, arrived at Southampton on the evening of the 17th with India & China mails from Alexandria the 5th, Malta the 9th, and Gibraltar the 13th of October¹. Although the local paper did not mention Australian mails, they rarely did at this time, so *Colombo* probably brought the mail ex *Formosa*. Two letters have been seen, both with 1d credit to the UK post office for its share of a colonial packet mail, and both date stamped in London on 18 October. The original offer by the owners of *Formosa* was to sail from Melbourne on the 25th of July to reach Galle in 45 days, for a subsidy of £500. In fact she was delayed until the 31st, and a supplementary mail was made up at Geelong that closed at 9.45 a.m. on the 31st. John Barwis reports a cover per *Formosa* to Galle and then via Marseilles that arrived at Darlington on 14 Oct.

1. Adelaide mails left per *Wonga Wonga* on 1 Aug to Melbourne on the 4th. NSW mails left Sydney 2 Aug per *City of Sydney* – charged additional 3d inter-colonial rate to Melbourne. *James Baines* was towed out by the steamer *Black Eagle*, clearing Port Phillip Heads on the 8th, with 238 passengers and 173,539 ounces of gold. She experienced calms and light airs all the way across the Pacific, and heavy gales off the Horn; these delayed her so badly that fears were voiced for her safety. Fortunately all was well, but it was her worst passage ever. She arrived on the same day as her fleet sister *Lightning*, who left 3 weeks later, the two ships sailing neck and neck from a latitude of 20 degrees north until arrival, a distance of over 2,000 miles, showing that *James Baines* could match the best given the wind². London mail date stamped on 22 Nov, Liverpool Australian Packet handstamps dated 21 Nov. She was reported hove-to off the Bar during the night of the 20th, and brought to anchorage in the Mersey by steam tug early on the 21st of Nov.³
2. *Lightning* carried 150 passengers and 139,344 ounces of gold. Accountancy markings on the covers seen from Victoria accord with colonial packet status and were struck with the Liverpool Australian Packet handstamp dated 20 Nov. The one cover seen from Hobart, endorsed "per *Lightning*", stamped 21 Aug, was stamped at Liverpool as a ship letter dated 20 November. It left Hobart on 21 Aug by the steamer *City of Hobart*, arriving at Melbourne on the 23rd. The whole mail consisted of: 12 bags from Melbourne containing 26,900 letters, including 2,883 registered; other colonies' letters in 9 bags; and 40 bags containing 28,000 newspapers. A further 1 bag from Williamstown and 26 more from other colonies, were transhipped to *Lightning* in the Bay (presumably Hobson's Bay)⁴. Despite this impressive list, the *Daily Packet List* for 21 November recorded only mails from Melbourne, Geelong, and Williamstown, all to 26 August.
3. Melbourne 11 Sep. "There will be no regular mail until the 25th inst, but the *True Briton* sails tomorrow, and a by-mail will be sent by her. The mail ship of 20 June arrived yesterday; that of 5th June is not yet in, having been out 98 days."⁵ "By the arrival of the

¹ *Hampshire Telegraph and Sussex Chronicle* 18 October 1856

² Stammers, Michael. *The Passage Makers* – see bibliography.

³ *Home News* dated 12 December 1856

⁴ *Melbourne Argus* 28 August 1856

⁵ *The Times* 10 December 1856

True Briton [8 Dec] we have received files of papers from Melbourne to 12 September inclusive. The *Golden Era* has arrived out.⁶ *True Briton* left Port Phillip on 13 Sep with 97 passengers and 93,159 ounces of gold according to the *Melbourne Argus*. Letters seen were date stamped on 9 Dec at London, with Melbourne dates of 11 and 12 Sep. Accountancy markings are those relevant to a colonial packet.

4. The *Melbourne Argus* for 29 Sep reported a mail consisting of 55 bags with 26,300 letters (2,320 registered) and 30,000 newspapers. There were also 12 bags from other colonies enclosed with those from the Melbourne office, and 22 ditto transhipped in the Bay. The ship did not leave Port Phillip until 2 Oct. Melbourne letters were struck with the Liverpool Australian Packet handstamp dated 29 Dec and bear accountancy markings consistent with a colonial packet. London letters were stamped on 30 Dec. *The Times* for 30 Dec reported from Liverpool 29 Dec: “*Red Jacket*, O'Halloran, arrived today with advices from Melbourne to 2 Oct, 133,000 ounces of gold, and 150 passengers. In consequence of strong easterly winds she has been within 5 days sail of Liverpool for the last 3 weeks.”
5. *Montmorency* left Hobson's Bay on the 15th and Port Phillip Heads on the 17th. She encountered severe head winds in the Western Approaches and Irish Sea, so landed her mails at Dunmore East, near Waterford on 5 Jan. Off Dublin on the 7th, and reached Liverpool on the 10th. Mails stamped at Liverpool on the 7th, and London on the 8th, having arrived from Ireland. This is a classic example of the difficulties of reporting sailings data. It seems that only Victorian mail was treated as packet mail, being stamped with Liverpool Australian Packet stamps for 7 Jan. Sydney made up a mail for this voyage on 11 Oct, sent to Melbourne by ss *Waratah* on the 13th, arriving on the 15th. The Sydney Postmaster stated that such letters were liable to an extra 3d postage for the inter-colonial rate, so she was not a packet as far as New South Wales was concerned. Three letters seen from Sydney were all treated as ship letters on arrival at Liverpool. The *Daily Packet List* for 8 January recorded only mails from Melbourne and Williamstown, both to 14 Oct, clearly ignoring the Sydney mail that she undoubtedly carried.
6. The contractual status of the *Heather Bell* was made clear by the *Melbourne Argus* of 1 Nov: “Sailed Oct 31. *Heather Bell* Royal Mail ship, for London.” The one letter seen had accountancy sums consistent with colonial packet status. *The Times* for 9 Feb 1857 reported: “Australia. The *Heather Bell* has arrived (at Gravesend from Melbourne). She brings 81478 oz gold and 399 bales of wool.”
7. *Morning Light* carried 195 passengers, 123,213 ounces of gold, and wool, copper and tin ore, etc. Letters stamped at Liverpool on 8 Feb with the Liverpool Australian Packet handstamp. She was the last of the colonial sailing packets to arrive at Liverpool.
8. Letters seen from Victoria were accounted for as colonial contract packet letters, one being endorsed “Per the *Admiral*, RMS”.
9. The ss *Royal Charter* was the last of the Victorian contract mail ships. She left Melbourne on the same day as the veteran Black Baller *Marco Polo*, and was soundly beaten to Liverpool, the veteran clipper arriving 8 days before *Royal Charter*. The *Daily Packet List* for 14 Apr reports mails from Melbourne to 15 Jan, Williamstown 14 Jan, Geelong 17 Jan. The Liverpool Australian packet arrival stamp was dated 12 Apr.

⁶ *The Times* 9 December 1856



Fig 25. Jan 1856 from Launceston to Glasgow per *Red Jacket* from Melbourne, 89 days to Liverpool. Prepaid the outgoing Tasmanian 4d rate, 6d collect as Tasmania not part of the paid to destination scheme. Backstamped with the unpaid version of the Liverpool Australian Packet stamp.

Postage Rates

These rates cover only the period of the contract clipper packets, i.e. from December 1854 to January 1857, and only the rates to and from the UK. As was usual with Australia each Colony set its own rates, so what applied to NSW for instance did not necessarily apply to Tasmania. Victoria was particularly difficult in this period, as detailed below.

Progression of rates was to the British scale: 1 rate to $\frac{1}{2}$ oz; 2 rates to 1 oz; plus 2 rates for every additional oz or part oz. So a letter weighing $1\frac{1}{4}$ oz paid 4 rates, one weighing $2\frac{1}{4}$ oz paid 6 rates. If sent via France (rare, but it did happen) add the French transit rate of 5d per 7.5 grams (about a quarter oz).

New South Wales and South Australia

Throughout the whole period the rate was 6d by the all-sea route, prepayment voluntary, in either direction, paid to destination. Add the French transit rates if applicable.

New Zealand

From 1 October 1854 the British packet rate to New Zealand via Melbourne or Sydney was 6d by the long sea route, add 5d per quarter oz if via France. Prepayment was mandatory because there was no agreement with New Zealand to recover any postage due to the UK. New Zealand almost certainly added a local charge on arrival, probably 2d, but I have not found definitive information. Letters from New Zealand received in the UK via the Australian packets were probably treated as unpaid and charged 6d; letters by private ship were charged 8d on arrival in UK.

Tasmania

Tasmania ceased to charge an incoming fee on ship and packet letters from 6 Nov 1853, after which a SHIP LETTER INWARDS FREE stamp was applied. From UK the packet letter rate was reduced to 6d on 1 October 1854, but because Tasmania had not signed up to the paid-to-destination scheme

the 6d rate had to be prepaid. The requirement to prepay was dropped on 1 August 1855, when the 6d rate became paid to destination whether prepaid or not.



Fig 26. October 1856 by the last outbound clipper mail by the White Star *Donald McKay*. 84 days to Melbourne, 1d credit to Victoria.

Outwards to UK the rate was 4d regardless of where posted in the island. This was a colonial rate only – on arrival in UK the recipient was charged the full 6d rate. The 4d colonial rate was dropped on 15 April 1856, when the rate became 6d paid to destination. It is not clear whether prepayment was required at this stage, but it definitely was by November 1856.

Victoria

Victoria was originally one of the “6d paid to destination” quartet of UK, NSW, S Australia and Victoria, which commenced on 1 October 1854. However, and probably unknown to the UK, Victoria introduced a new scale of charges on 1 May 1854, charging a shilling for a single letter both inbound and outbound; consequently Victoria did not participate in the 6d PD scheme initially. Letters arriving in the UK had no accountancy markings on them, and were treated as unpaid, being charged 6d initially, rising to 1/- from 20 June 1855. This is sometimes known as the “retaliatory rate”. Meanwhile the Victorian authorities had been heavily lobbied by businesses and citizens alike over the 1/- rate, and on 1 July 1855 reduced the rate to 6d, after which the Victorian post office began to use the accountancy system.

Outbound the British rate was 6d until 20 June 1855, when the old 1/- packet and 8d ship letter rates were again imposed. On arrival in Victoria the recipient had to pay the incoming 1/- Victorian charge, a cause of the discontent mentioned above. News of the reduction of rates by Victoria eventually arrived in UK, and on 7 November 1855 the British rate reverted to 6d paid to destination.

Western Australia

Western Australia had requested that all letters be sent by private ship. The UK charged 8d single until 1 July 1856, when the rate by packet or private ship was reduced to 6d, which was a paid to destination rate. Western Australia added colonial postage on arrival, initially 4d, rising to 6d on 10 Nov 1855. These colonial charges were levied on outbound mail to the UK, where the UK ship letter charges were levied on arrival of 8d until 1 July 1856, when it was reduced to 6d. On 1 October 1856 the rate from Western Australia to UK became 6d paid to destination.

The Accountancy System

The system was very simple, but labour-intensive, and was abolished when prepayment became compulsory on 1 January 1857.

The 6d packet rate was divided into three elements, 1d for inland postage in the despatching country, 4d to the country contracting the packet, and 1d for inland in the receiving country. If the letter was routed via France (rare in the period under discussion, but it did happen) the exorbitant French transit fees were added. For letters sent by private ship the 6d postage was shared equally, 3d to each country.

Although simple it is surprising how many students get it wrong. There are three basic principles:

1. The system only applied to those colonies that had accepted it, namely NSW, South Australia, and Victoria (eventually). It did not apply to Tasmania, Western Australia, and New Zealand. Queensland was still part of NSW.
2. Accountancy markings were ALWAYS applied by the despatching post office.
3. Sums due to the despatching office were marked in BLACK ink; sums due to the receiving post office were marked in red ink.

If there was no accountancy marking on letters sent by participating postal authorities the letter was treated as unpaid, and charged the full postage to the recipient. Hand stamped and manuscript markings exist.

So for a single letter at the 6d rate, the accountancy markings were:

From	To	Carrier	Paid/Unpaid	Accountancy Marking	
Victoria	UK	British Pkt	Paid	5d red	Sum due to UK
Victoria	UK	British Pkt	Unpaid	1d black	Sum claimed by Victoria out of 6d collected in UK
Victoria	UK	Colonial pkt	Paid	1d red	Sum due to UK
Victoria	UK	Colonial Pkt	Unpaid	5d black	Sum claimed by Victoria out of 6d collected in UK
Victoria	UK	Private ship	Paid	3d red	Sum due to UK
Victoria	UK	Private ship	Unpaid	3d black	Sum claimed by Victoria out of 6d collected in UK
UK	Victoria	British pkt	Paid	1d red	Due to Victoria for Inland postage
UK	Victoria	British pkt	Unpaid	5d black	Sum claimed by UK out of 6d collected in Victoria
UK	Victoria	Private ship	Paid	3d red	Due to Victoria
UK	Victoria	Private ship	Unpaid	3d black	Sum claimed by UK out of 6d collected in Victoria

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RETURN TO STEAM THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY 1856-1859

Overview

For a working knowledge of what affected the mail during this period this Summary should suffice. For those who wish to know a bit more about how things came about, and why they were as they were, greater detail will be found below the summary.

Towards the end of 1855 the various Departments of State with an interest in the mails began to consider a return to steam. Some of the Colonies had offered to contribute to the costs, subject to some incompatible conditions as to route etc., so that the Home Government had to take the initiative to try to provide a service that best met the overall needs. Triggered by the Treasury, the Admiralty sought tenders in February 1856. Alarmed by the penalties intended, and the almost impossible timetable, the P&O withdrew their offer, so that of the only other contender, the European and Australian Royal Mail Company, was accepted.

The main contract was to commence early in 1857, but the Company needed to position ships east of Suez to undertake that part of the route between Sydney and Suez, so the Post Office entered into a separate contract with the Company to take one-way mails out to Melbourne and Sydney in October, November, and December 1856, and January 1857, meanwhile cancelling the extant contract with the sailing clippers of the Black Ball and White Star lines. These four outbound mails were relatively successful.

As usual there was insufficient time for the Company to prepare, and the Directors were very inexperienced in the problems of long distance steam. They did not own sufficient ships, so had to charter; not unnaturally those companies able to offer ships did not always make their best ships available. The service made a disastrous start when the first homebound mail failed completely due to mechanical problems; it really never recovered from the lack of public confidence thus engendered. Lack of passengers and freight meant little revenue other than the postal contract. The huge distances to be covered without adequate maintenance facilities was compounded by too few ships, so leaving insufficient time in port, and no breakdown cover, leading to more machinery and hull problems and poor timekeeping. More penalties were therefore incurred for lateness, so adding to the financial problems. As early as May 1857 the Company was in serious difficulties, and wrote to the Admiralty asking for a drastic revision of the route, and an increase in subsidy. Many of their points were acceptable to the Admiralty, but also had to be referred to the colonies for agreement, as they provided some of the subsidy. Whilst awaiting an answer the Company pressed on, but Victoria refused to agree, resulting in a loss of even more money by the hapless directors.

Finally, another company had to be found to take over the contract, but no one was prepared to do so under the same conditions. The Royal Mail Steam Packet Company did eventually agree to

take it on, but only with a substantial rise in subsidy, a reduction in penalties, and for a limited number of voyages. Mostly the same ships continued to be used, via the same route, so the post itself was virtually unaffected. Even then the service did not pay, so finally new tenders had to be sought. The only contender was the P&O, who by now could dictate practically any terms they chose. Their service from 1859 is the subject of the next part of this article.

One major change brought about in this period was the move from voluntary prepayment of letters, with the consequent need for inter-state accountancy, to a system of compulsory prepayment, with the despatching country retaining all postage. This Treasury-inspired reform reduced the amount of work needed to make up mails by a considerable margin, but reduced the interest to students by making accountancy markings redundant, unless proceeding beyond the receiving country to a third country.

Preparatory Actions

Ascertaining the views of the Colonies

The great difficulty in ascertaining the views of the various colonies was the speed of communication, the course of the mails being, on average, six months out and back. If sensible time for consideration of any proposals made were to be given, a considered reply could not be expected within much less than eight months with only monthly packets to carry news. The other major problem was that each colony favoured its own pet route, and was often only prepared to give financial support if their route was adopted. New South Wales for instance, had always favoured the route via Torres Straits to Singapore, whereas Victoria and South Australia preferred the route via Ceylon, keeping to the west of Australia. Western Australia and Tasmania, with much smaller populations, and therefore influence, were not seriously involved in the negotiations.

The (UK) Postmaster-General's report for 1856 contains a very interesting Treasury Minute dated 27 November 1855. This lays out, in part, the various offers made by the Colonies to date to help subsidise a mail route that had never paid, nor indeed ever seemed likely to. In March 1855 Sir William Denison, newly-appointed Governor of New South Wales and Governor-General of all the Australian colonies, wrote to his fellow Governors, including New Zealand, to ask amongst other things if they would be prepared to contribute towards the cost of a steam service. Victoria, probably by then the richest colony, replied that a contribution of up to £50,000 could be made for a service meeting certain conditions, the most important of which were: mails to be delivered in Melbourne not later than 55 days from London, by whatever route chosen; but if via Suez the route to go via Point de Galle, Cape Leeuwin, and King George's Sound to Melbourne, touching at Kangaroo Island (for Adelaide) but not entering Port Adelaide to save 2 or 3 days, and on to Sydney from Melbourne. South Australia had offered a contribution not exceeding £12,000 a year for any service matching the late P&O service contract for time, provided the ship called at Adelaide outbound, and waited there for 24 hours on the return journey. Replies from Van Diemen's Land, Western Australia, and New Zealand had not yet been seen when the Treasury Minute was written. New South Wales was considering a grant of up to £15,000, but legislation had yet to be passed, and the conditions to be attached to any offer were not known. As remarked by the Treasury, the Victorian and South Australian conditions were incompatible, and a consensus view was unlikely to emerge, so the home Government would have to take the initiative and propose a scheme that seemed "the best adapted for the interests of the whole".

The position of South Australia

South Australia initially decided not to participate in the scheme, undoubtedly because the packets were not to call at, or even off, Adelaide, but were to deliver the South Australian mails at Melbourne for return to Adelaide by local steamer, known colloquially as "the back mail." This meant the Adelaide mails were received 4 to 5 days later than they would have been had the main

line packet called off that port. The Tasmanian newspaper *Cornwall Chronicle* wrote on 4 February 1857, concerning the first northbound mail per *Oneida*, that: "Adelaide mails received at the GPO Melbourne by the *White Swan*⁷ for transmission to Europe by the *Oneida*, will not be forwarded by that steamship, but will be despatched by the first sailing vessel that leaves Hobson's Bay. This is the only course left for the Government to pursue since the refusal of South Australia to participate in the expenses as well as the blessings of rapid postal communication." Presumably this lack of participation was not known to the UK post office when the notice concerning compulsory prepayment of letters was issued on 31 Dec 1856, as that Notice stated that the new packets would forward all letters for New Zealand and the Australian colonies, including Tasmania and Western Australia, unless otherwise specially directed. Since South Australia was not excluded from this statement it was clearly included.

Cover evidence is scanty, but two early ones seen by the Author were endorsed for the first and third voyages respectively. Both were fully prepaid, and both bore accountancy marks for 5d due to the UK. This suggests that South Australia was endeavouring to continue under the old scheme whereby 5d of the 6d rate was due to the country paying the packet contract, i.e. the UK. Had South Australia been a full participant, the Adelaide Post Office would have been entitled to retain all the postage on outgoing letters.

The Times for 5 October 1857 contained a report (undated) from the *Mining Journal* (presumably of Victoria or possibly Adelaide) that read: "The Government of Victoria has given notice to that of South Australia that, in consequence of the latter having declined to pay her proportion of the subsidy for postal communication between the mother country and the Australian colonies, her mails will not be sent home by the overland route. This refusal on the part of South Australia arises from the fact that the steamer passes harbours on her own coast on its way to Melbourne, and the bags, therefore, have to be returned to her port by local steamers. The attention of the home Government has been drawn to this unsatisfactory state of things, and we find that the Post-Office authorities in London contemplate a slight modification of the existing postal route, so as to adjust the differences and to remove the dissatisfaction of the South Australians. A direct postal communication with South Australia, without any material diversion of the existing course of the steamers between Suez and Melbourne, is the great desideratum of the colony, and can be effected with facility by the steamer delivering the bags for Adelaide &c at Nepean Bay, Backstairs Passage, which is within a few hours sail of her own port. It is accessible in all weathers, and affords every accommodation for vessels of the largest tonnage. We believe that the adoption of this suggestion is the modification under discussion by the home Government. Considerable advantage would accrue to all the Australian colonies by making Nepean Bay the first and last port of call to and from Suez, and would put an end to all existing causes of complaint; for, by simply laying down a submarine telegraph from this bay to Cape Jervis, a total distance of only about 60 miles, there to join the wires between Adelaide and Melbourne, direct telegraphic intercourse would be established between Nepean Bay, Melbourne, Adelaide, Sydney, and the various towns and ports in the three colonies, as the lines are being laid down to connect them. By this simple and inexpensive arrangement the arrival of the mail from Suez would be simultaneously made known in all the colonies, and the heads of the general news be thus anticipated two clear days in Melbourne, five days at Sydney, and five days at Adelaide before the delivery of the bags according to the present arrangements; while on the return voyage, by calling at Nepean Bay for the South Australian mail, telegraphic intelligence from each of the provinces would be simultaneously received to concurrent dates for transmission to Europe, so that the advices in England would always be the same day from each of those important colonies of Victoria, New South Wales and South Australia. The time thus gained by each province would be considerable, while this notice at Melbourne of the arrival of the mail at Nepean Bay from Suez would give ample time for the local steamers to be made ready for

⁷ A local steamer plying the Australian coast.

the transmission of the bags, either from Hobson's Bay or Queenscliff, for Sydney, New Zealand, Tasmania, and the other provinces of Australasia." This report is correct: on 20 June 1857 the Postmaster-General of Victoria wrote to his counterpart in Adelaide informing him that the postal conference held at Melbourne on 17 June had decided that "injustice will be inflicted on the Colonies paying for the monthly mail service to and from the United Kingdom if mails are transmitted by the European and Australian vessels, to or from any Colony which refuses to participate in the existing contract..."⁸ In consequence the last mail home from Victoria to carry South Australian mails would be that by the *European*, scheduled to leave Melbourne on 24 June.

Presumably some sort of offer was sent out to South Australia and Victoria, but concurrence was, as ever, slow due to the time for the mails to get out and back. *The Times* for 19 April 1858 recorded that: "Despatches have been received at the Colonial Office from the Governments of New South Wales and Victoria, giving their final assent to the Australian mail steamers calling at Nepean Bay, on the South Australia coast, and instructions will go forth from the Admiralty by the May mail to carry into effect this deviation of the present mail route." This mail arrived in Australia in August 1858, by which time very few northbound mails remained to be carried by the E and A, but none of them called at, or even off, Adelaide. The *Adelaide Advertiser* records that South Australian mails were sent to Melbourne as usual for the mails leaving Melbourne in September, October and November 1858; whilst for the last two northbound voyages of the E&A contract Adelaide elected to send mails by alternative ships. The early voyages of the new P&O contract, covered in the next chapter, certainly called at Nepean Bay with the Adelaide mails. It is known that South Australia agreed to contribute towards the cost of the service once the call had been instituted; several Acts were passed by the Colonial Government to that effect between 1854 and 1857.

Something must have been agreed between South Australia and Victoria by the end of 1857, because on 10 December the *South Australian Register* reported that: "Mails will be despatched for Great Britain by the *European*, contract packet, to Suez and overland, via Melbourne, today Thursday 10 December at 11 a.m." This is the earliest announcement I have been able to find in South Australian papers that the mails would go via Melbourne and the contract packets. The *Daily Packet List* recording arrivals of the contract mails at Southampton begins to report Adelaide dates from 10 Dec 1857 onwards. Figure 34 is a somewhat later example, showing that South Australia was, by then, definitely using the contract mail service via Melbourne. I have yet to find a definitive statement, but it would seem that South Australia joined the scheme from December 1857 onwards.

A detailed study of how South Australian mails were handled during the E&A period would make a fine research project – any takers?

⁸ South Australian Government Gazette 25 June 1857, CO 16/11

2644. FOR THE 15C GALAH OF 1966, JUST HOW MANY COMPLETELY MISSING GREY ARE THERE? By Richard Guy ACCCF

In the Abacus Auction of November 2018, a vertical strip of five stamps of the 15c galah with missing grey completely on one unit, and partially on two units was offered. The lot number 774 mentioned that Tom Pierron (1) quotes just two mint copies exist, joined above to two partially missing grey, but this cannot be correct, as this author owned three copies of the completely missing grey, and now four. There is more than one format known for this missing grey. The lot offered by Abacus from one sheet, and so there could be ten such examples out there somewhere. The auction description suggests this sheet was broken down, and the strip they offered was maybe unique as a strip of five and the only survivor from its original sheet. Maybe true. The author has three other examples of completely missing grey, and these are shown in the diagram. These come from a different sheet with missing grey, coming from row five of the sheet. The author has seen other examples offered in auctions as completely missing grey, but they were not completely missing at all. These could be from the same sheet as the three shown, as the four stamps above row five exhibited partly missing grey. My long held three copies come from sheet 053285, but the single stamp in the diagram could belong anywhere. Dr Geoff Kellow once told the author that he believed that that twelve examples only have survived. Whatever the number, it cannot be many. As Abacus states, strips of five are even scarcer.



Figure 1. The three examples of the missing grey held by the author for several years, and the strip of five.

2645. IS THE TWO PENCE IMPERFORATE AT BASE OR NOT?

By John Bozic

At the ACCC monthly meeting in November in Sydney, I presented this stamp KGV BW Acsc 96 with accompanied documentation to the members for comments. There were a few KGV experts in attendance and was looking forward to their comments. The stamp originates from last year's Perth WA auction.



THE BRITISH SOCIETY OF AUSTRALIAN PHILATELY
(Founded 1937)

EXPERT COMMITTEE

No. 770 7 March 1990

The opinion of the Committee is that
This stamp is a genuine KGV 2d Die 1 Single Wmk. V 91 perf O.S. Imperf at base.

[Signature] President or Chairman of Committee
[Signature] Member of Committee
[Signature] Secretary

This opinion is given in good faith and subject to the condition that neither the members of the Committee nor the Society shall be liable for any statement made herein.

K.G.V. 2d. Die 1 (Single wmk.) V 91.
Imperf. at base. Perf. O.S.

This stamp has the customary 19 vertical perforations at left and right.

It appears to have been slightly unevenly cut at base by scissors which is 3.50mm wide.

Crown top of stamp below shows so it is not a bottom row stamp. There is a small spot on Emu's rear leg but I am unable to plate the stamp which must be considered to be an "Imperf. at base".

[Signature]

The stamp had been submitted to the BSAP Expert Committee in England and a certificate issued with three signatures on 7th march 1990 certifying that it was an "Imperforate at Base". Anybody who is a serious student of the George V issues will recognize the signatories. Furthermore the certificate is also accompanied by signed additional letter/note explaining why it is an imperforate at base variety. Out of seven members who expressed an opinion, five were for and two against.

Let us look at the two against. The answer came quick and fast that it was a skipped perforation, which one normally associates with stamps that do come from the bottom or top of the sheet showing the jubilee line and watermark line, and a small part of the margin. This was all of the explanation provided.

This is not the case with this stamp. This stamp is not from top or bottom of the sheet but from an interior position, which cannot be definitely plated. The variety that the stamp carries, and at first it looks as if it might be position 5R36 but this is not conclusive. What is clearly visible is that the bottom stamp shows the top of the crown where the postal clerk scissor cut to separate top and bottom stamps leaving the evidence of the top of the crown from bottom stamp. That makes the top stamp imperforate at base.

One may with no evidence argue it is a skipped perforation, but skipped perforation where? How much more of the stamp below needs to be visible before the top stamp is acceptable as being "Imperforate at Base". Presumably at some point below there is a restart again of the horizontal perforations, and for proponents of the skipped perforation theory there may never be sufficient evidence to declare this stamp imperforate at base.

The consensus by the majority is that the stamp is imperforate at base, irrespective whether it has a complete or part of a bottom stamp showing at base. Any correspondence on the above to stampcollectorboz@gmail.com

FROM THE EDITOR

Happy New Year to all our readers.

Some months ago Brian Peace, our Chairman of the Council, suggested that I do my biography for the Bulletin. Moreover he said he would keep chasing me until it was done. It is now in this edition.

I have not yet had any responses to my plea for someone to take on the editorship. I think that it should really be someone younger, and I may have to approach possible candidates.

I now have quite a good supply of long, multi part articles, but would always welcome more of any length.

GJK

Australia

in London



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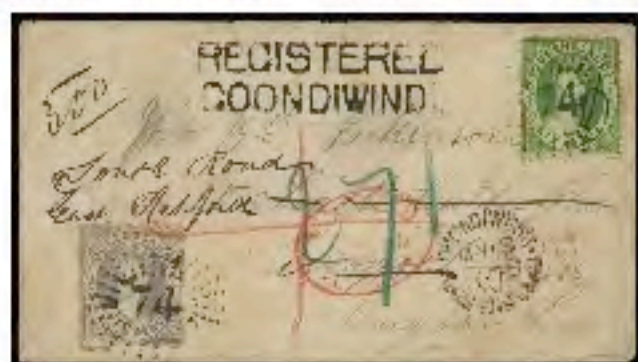
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Already Consigned for our Auction on Sat/Sun 2-3 March 2019



New Guinea German to Mandate Commercial Covers

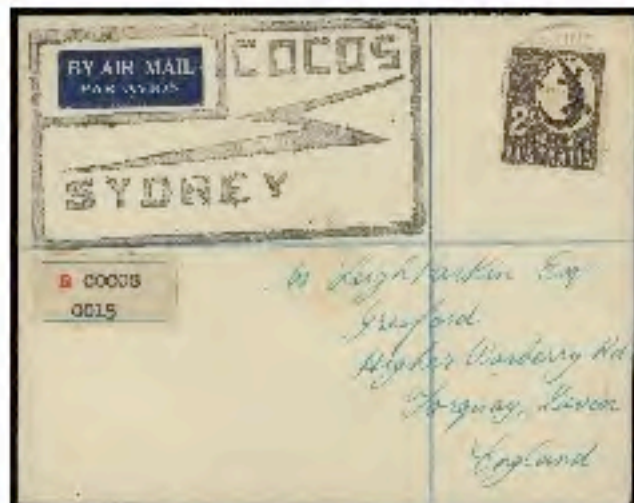
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Bernie Manning's Queensland Postal History



John Sinfield's Large Gold Medal Letter Cards



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