

The Bulletin



The British Society of Australian Philately

Founded 1933

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OFFICERS OF THE SOCIETY

PRESIDENT

D.D. Speer FBSAP, The Mede. Luppitt, Honiton, Devon EX14 4RT

Tel: 01404892787 Email president@bsap.org.uk

HONORARY SECRETARY

Dr. P.G E.Reid, 12 Holly Spring Lane. BRACKNELL, Berks. RG12 2JL

Tel. 01344867311 Email secretary@bsap.org.uk

HONORARY TREASURER, MEMBERSHIP SECRETARY and DATA CONTROLLER

Malcolm Price, 33 Manor Gardens, Hurstpierpoint, West Sussex, BN6 9UG

Tel: 01273 833963 Email: treasurer@bsap.org.uk

AUCTION ORGANISER	Huw Williams	8 Graham Road, Hampton, Middlesex, TW12 1AN	Tel. 0203 566 3837: Email auctioneer@bsap.org.uk
PACKET SUPERINTENDENT	Brian H Sullman	13 Vallance Place Cravells Road, HARPENDEN Herts. AL5 1AX	Tel. 01582 460317 Email bhsullman36@btinternet.com
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PROGRAMME SECRETARY	C.V.Mount	151Aa Southampton Road, RINGWOOD, BH24 1HU.	Tel: 01425 474310 Email: programme@bsap.org.uk
WEBMASTER SOCIETY WEBSITE SOCIETY EMAIL	Huw Williams	Details as auctioneer www.bsap.org.uk info@bsap.org.uk	webmaster@bsap.org.uk
BULLETIN EDITOR (new)	Alan Cross	7 Thrale Mews, Reading, RG30 2PD	Tel: 0114 2485653 (temporary) Email: editor@bsap.org.uk

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SECRETARY'S LETTER & NOTICES, EDITORIAL OPEN LETTER FROM THE SECRETARY

Finally there is some light at the end of the tunnel. It is coming to that time when we emerge blinking and fearful into the daylight again. Hopefully the majority of us have had at least one vaccination and most of us will have had two (thinking of the age profile of the Society).

The Programme Secretary has been authorised by Council to book the London meetings at least to the end of the year, although there is still a question mark about the December meeting, as there is no suitable venue for a sociable supper on a Saturday near Abchurch Lane. I have some ideas and will explore them and see what can be done.

Society Zoom meetings continue to attract an international audience, so they will probably continue to feature in the Programme, even when actual meetings resume. Your council has decided that Council meetings will normally happen via Zoom as it saves the Society a fair sum of money (Room hire plus the cost of Council travel expenses three times a year).

Sadly, there will be no Convention this year, so holders of trophies can hang on to them until next year. After due consideration, taking account of the present position that the Australian Government does not envisage relaxing travel rules until April 2022, so a significant number of possible attendees at Convention (who had been planning to come to London 2020 and then to our convention) won't now be able to come to London 2022, so we have decided that the 2022 Convention will be held in May as usual. It is intended to (finally) go to Salisbury, but details are yet to be settled.

With no Convention, we shall need to hold the Annual General Meeting and it has been decided, as last year, to hold it over Zoom. The calling notice will be in the August Bulletin. The new Society website is almost there. Some existing text needs to be updated and we need to carry out some controlled user testing to ensure that there are no unexpected glitches. At present there is not much of a Programme to put up, but that will be remedied as meeting details are finalised.

Please read this copy of the Bulletin carefully. You will find that the Society Officers now have generic rather than personal email addresses. This will make any future changeover to new office holders much easier. Please use these email addresses for preference in future.

For those who are in range, please remember that there will be a Meeting at Hampex in Wickham on Saturday 25th September starting at 2.00 pm

PGER 10/05/21

Membership Secretary List of Changes to Membership Database – Notification 176 Period: 1 March 2021 to 30 April 2021

Lapsed – not renewed (rule 3(d)): 567 E Hill

New members, Reinstated, Deceased, Resignation,

Removed and Change of address: None Advised

EDITORIAL

This issue marks the completion of my first year as editor. When I went to the handover meeting in June last year, I don't think either of us anticipated we would have to wait a year or more for Covid restrictions to end. Anyway the time has enabled several of you to prepare articles; in a couple of cases quite lengthy articles and as restrictions have eased we have got used to auction private (or remote) viewing, with most auction houses producing very pleasing sale results, as we have a hobby where the vast majority of the activity is done in isolation, as we each work on our individual collections alone.

The e-mail addresses on the inside front cover of this issue have been updated significantly this month; as Patrick mentioned, almost all the society's officers now have generic e-addresses. With the vast majority of our written communication being electronic, in due course we will reduce the number of postal addresses shown, and administratively this will become more straight forward when officers change; for example a steady stream of articles had to be forwarded by Graham last year which he received after I took over as editor. This issue includes further large parts of several articles; one larger one off article, and a few shorter articles, one that is less than 2 lines long! There is always room for more although I have a good supply for the next issue or two. Happy collecting & philatelic study.

Alan Cross

2706. HIDDEN GEMS adapted from a press release by Torsten Weller (1758)

Abacus March Auction sold a rather basic stamp with a catalogue value of a mere £5. The key is the numeral cancellation '253' from the hamlet of Framlingham in Victoria's Western District. Estimated at A\$250, the final price of A\$8685 (including 19.8% Buyer's Premium) of is believed to be the highest ever achieved for any Australian postal marking on stamp or piece. It was originally in the (unaware) vendor's general collection.



Another vendor's otherwise basic album benefited from a rather good spot by the auction describer, who noticed only the second example of an inverted 'O.S.' overprint to be recorded from South Australia in his consignment. It sold for A\$2396. Members may wish to check their own collections carefully!



2707. KGV 1d Overprinted OS and bisected from Patrick Reid (1112) for Gordon Monk

Have any members seen an example of this used on cover? Please let me know and provide a scan to the Editor (or direct to secretary@rpsl.org.uk) if you have.

GONE MISSING - CAN YOU HELP? BOOKS REQUIRED FOR RESEARCH

Thanks to those who responded to a society e-mail; two our Chairman's books that Royal Mail lost have been replaced, but two others are still needed. Both are books by Colin Salt related to Machine Date Cases. So if you have either *Victoria: Machine Date Cases*, 2004, Salt or *South Australia, Machine Date Cases*, 2009, Salt, please contact Brian Peace at brpeace@ntlworld.com

2292. CONTINUING RESEARCH ON THE GV 1D VARIETIES (Part 65)
by Gordon Monk, Bert Wajer and the late Paull Kaigg

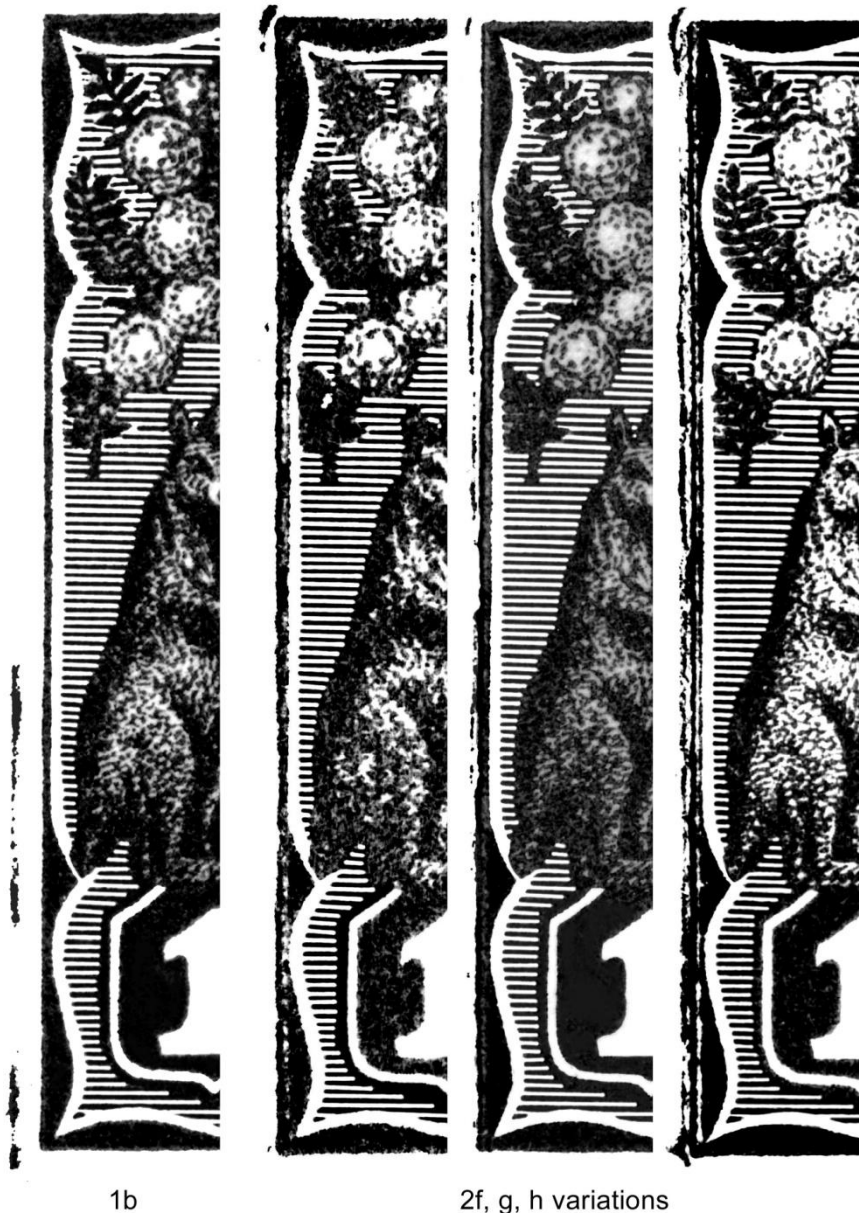
Pane 6 # 37 *Note: Issued (by authors) Mar 2004. Revised May 2018. 1, c added Dec 2018*

1st State Proof – 7 July 1914 (1st half of 1st printing)

- 1a No island flaw.
- 1b Left Fame. Late in the print run a 11mm long broken compartment line appears starting 10½mm above BF and ¾mm from LF, variable.
- 1c Top Frame. Late in the print run a 10mm broken compartment line appears starting 2½mm from LF and 1mm above TF, variable.

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

- 1a as before, 1b, 1c removed.
- 2a Right Frame. Early in the print run the frame is shaved inwards starting 6½ mm above the BRC and running inwards until ½ mm above the corner where the corner appears to extend to the right. As the run progresses the frame gradually returns to normal, variable.
- 2b Top Right Corner. At the beginning of the print run the corner extends to the right and as the run progresses gradually returns to normal. Found on 49% of sample, variable.
- 2c Bottom Frame. Early in the print run the frame is thinned under ON of ONE PENNY and as the run progresses it gradually returns to normal. Found on 26% of sample, variable.
- 2d Top Frame. Abrupt curve on inside left of right v-scroll, found on 15% of sample, variable.
- 2e Cross. Top dished, found on 28% of sample, variable.



- 2f Bottom Left Corner. In mid print run a compartment mark appears left of the corner level with BF. As the run progresses it extends up LF and slightly below BF, variable.
- 2g Left Frame. A compartment dot appears at L30 in mid print run. As the run progresses more marks appear until they go from TLC to BLC, variable.
- 2h Top Left Corner. In mid print run a compartment mark appears left of the corner level with TF. As the run progresses it gradual extends around the corner, variable.
- 2j Right Frame. At the end of the print run compartment dots appear at R56 and R58. More information required on the development of this flaw.

Note: Left margin unit.

White marks or series of marks within the left frame and close to the left edge typical of the first of column left frames. These marks are inconstant and variable.



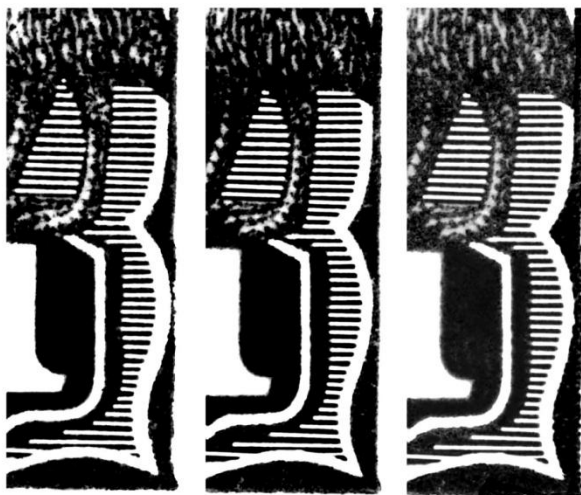
1c



2h variations



2f variations



2a variations



2j



2d, e variations



2b variations



2c variations

Pane 6 # 38 *Note: Issued (by authors) May 2018.*

1st State Proof – 7 July 1914 (1st half of 1st printing)

- 1a Island flaw inconstant and variable.
- 1b Top Left Corner. Late in the print run two small compartment dots appear $\frac{3}{4}$ mm above TF and $\frac{1}{4}$ mm from LF, variable.

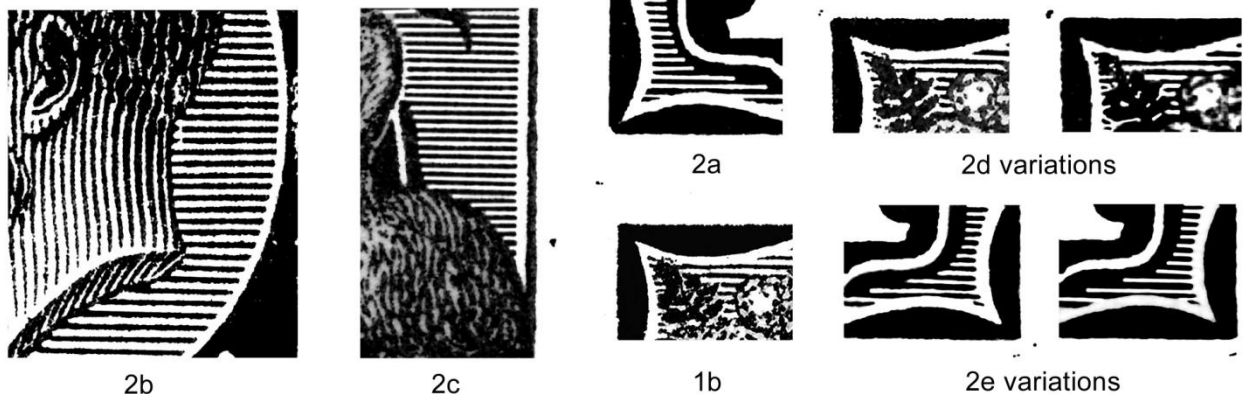
2nd State 28 July 1914 (2nd half of 1st printing) – Final

- 1a as before, 1b removed.
- 2a Bottom Left Corner. Slightly blunt but not a straight line, it has a small notch $\frac{1}{3}$ of the way down from the top, found on 100% of sample.
- 2b Shade Lines. Small beaks in the 24th and 25th lines from the bottom of the oval close to the back of the King's neck, found on 23% of sample.
- 2c Right Frame. At the end of the print run a compartment dot appears at R71.
- 2d Top Left Corner. At the end of the print run two small dots appear off the corner. Later they join to form a short line.
- 2e Bottom Right Corner. At the end of the print run two small dots appear under BF and another dot off the corner. Later the two dots under BF join to form a short line.

Notes. Only one constant flaw that is not sufficient for plating purposes, collect in multiples.



1a variations



Pane 6 # 39 *Issued May 2018 Note - Collect in multiples.*

1st State Proof – 7 July 1914 (1st half of 1st printing)

- 1a Island flaw inconstant and variable.
- 1b Bottom Left Corner. Late in the print run a 1mm compartment mark appears starting level with BF and $\frac{1}{2}$ mm from LF, variable.
- 1c Top Left Corner. Late in the print run a compartment dot appears $\frac{1}{2}$ mm



1c



1b

from LF and $\frac{3}{4}$ mm from TF.

2nd State - 28 July 1914 (2nd half of 1st printing) – Final

1a as before, 1b, 1c removed.

- 2a Top Frame. Small break or notch left of cross found on 60% of sample, variable.
- 2b Cross. Top slightly dished found on 25% of sample, variable.
- 2c Top Frame. Abrupt curve left of the right v-scroll found on 50% of sample, variable.
- 2d Bottom Frame. Slightly thinned under O of ONE found on 35% of sample.
- 2e Bottom Left Corner. In mid print run two dots appear off the corner. Later the dots join to form a short line variable.
- 2f Top Right Corner. A compartment dot appears off the corner in mid print run and later grows to form a short line, variable.
- 2g Right Frame. In the red printings a short line appears at the end of the print run $\frac{1}{2}$ mm from frame and in line with the top v-scroll. After 1924 this line is removed but two dots appear close to the frame at R60-61 and at R67-68, inconstant.
- 2h Bottom Right Corner. At the end of the print run two vertical dots appear right of the corner with the lower dot in line with BF, inconstant.



1a variations



2a, b, c



2a, b variations



2g Reds



2d, e



2h



2e variations



2f variations



2g Greens

Pane 6 # 40 Issued June 2018 Note - Collect in multiples.

1st State Proof – 7 July 1914 (1st half of 1st printing)

- 1a Island flaw inconstant and variable.

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

1a as before.

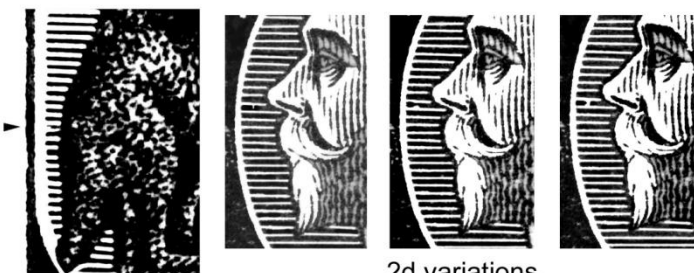
- 2a Top Left Corner. Deep v-notch at corner, variable.
- 2b Cross. Top gentle right to left slope found on 24% of sample.
- 2c Shade Lines. L81 (13th line from base of Roo's tail) weak found on 32% of sample.
- 2d Oval. Break in 1 line below the tip of the King's nose broken or notched ½mm from right end found on 9% of sample.
- 2e Left Frame. At the end of the print run compartment marks appear between L23 and L40; at L73-74 and L80-81.
- 2f Top Left Corner. At the end of the print run a compartment dot appears over the point of the notch.
- 2g Top Right Corner. Early in the print run a compartment dot appears off the corner. As the run progresses the dot increases in density and size.
- 2h Right Frame. At the end of the print run a compartment mark appears at R16-17. Later more marks appear from TRC to R13 and from R118 to BRC.
- 2j Bottom Right Corner. At the end of the print run a faint compartment dot appears under the corner in line with RF.



1a variations



2a variations



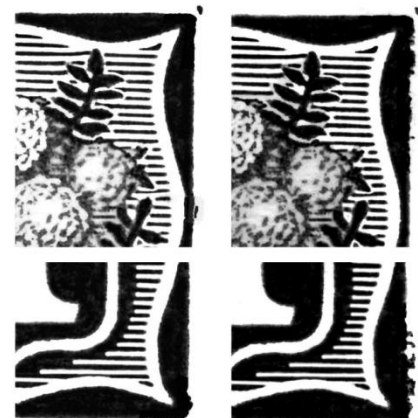
2d variations

2c



2b

2e



2h variations



2f

2g variations

2j

2693 THE FIRST POSTAGE STAMP: THE NEW SOUTH WALES 1838 EMBOSSED LETTER SHEET Part 4 by Brian Peace FRPSL APR (395)

(Editors Note – This article was originally published in the *London Philatelist* in May 2019).

International Philatelic Community Alerted to Existence of Sydney Embossed Stamp

Sir Daniel Cooper (1821-1902), first President of the Philatelic Society London (now the RPSL), alerted the international philatelic community to the existence of the Sydney embossed stamp, in a paper read before the Philatelic Society London on 29 May 1869. This was reported in *The Stamp Collector's Magazine* published 1 August 1869, undoubtedly the first reference to the embossed stamp in philatelic literature.

Cooper, an elected member of the Legislative Council of NSW from 1849 to 1851, was a member of the Committee which passed the 1849 Postal Act (13 VIC No 38), which contained, in section 12, a reference to *Stamped Covers* and their continued validity.



Figure 7
Sir Daniel Cooper
(courtesy RPSL)

An extract from an article by Sir Daniel in the August 1869 edition of *The Stamp Collector's Magazine* reads:

...Being in correspondence with Mr Pemberton, I sent him a copy of the Votes and Proceedings of the above-named Committee, which also contained the Proceedings of the Select Committee, which examined and reported upon the bill named above; and he in return asked me the meaning of the answer, of Postmaster General Raymond, in reply to question No 76 in the said

report, viz: "At the present moment we do not make a great many stamps for the town delivery." To question No 79 he says: "I charge eight shillings a hundred for the present stamps, so the vendor has fourpence profit on a hundred." And to question 80 he says: "I have experienced some difficulty in inducing persons to use these envelopes; for although the charge for postage when the envelope is not used is twopence, and the envelope only costs one penny, they have been very little used; of late, however, they have been much more generally used." On a subsequent day, Postmaster Raymond said: "The charge for letters delivered in Sydney is now one penny when stamps are used, twopence without the prepaid stamps." He further said the stamps were supplied to several stationers, who paid for them as they got them, but they found they could not sell them."

The stamp here alluded to was to frank letters delivered twice a day within the limits of the city of Sydney. It was an uncoloured embossed stamp; the design being the royal arms, encircled by the words, GENERAL POST-OFFICE NEW SOUTH WALES; and under the arms, SYDNEY. The impression was made on wrappers or envelopes of half-sheets of foolscap paper.

The impression was often very imperfectly struck, as the die was only an ordinary post-office seal, and the impression taken in a powerful letterpress.

In passing through the post-office, the hour of delivery, in an oblong, rectangular frame, was imprinted in black ink on the stamp, to obliterate it; and the envelope was also stamped in red ink, with the word FREE, the day of the month and year within a circle, surmounted by a crown.

[NOTE: There is no evidence that the time stamp was used to obliterate the embossed stamp. On some examples this occurred, but on the majority it did not.]

Sir Daniel continues:

I had forgotten about the existence of this stamp, but on receipt of Mr Pemberton's enquiry, I wrote to my friends at Sydney, and fortunately procured a used specimen. This cover, after having passed through the post-office, had been used to write an order for goods upon, filed as a voucher, and thus preserved; and by this means is authenticated by the handwritings written on the inside thereof. The date of the postmark on this envelope is October 5, 1849. Sydney being a moderate-sized town, and the chief office being the only post-office in the city, it was generally as easy for a domestic to deliver a letter by hand as to take it to the post-office. The awkward shape of the envelopes also caused many to fold the embossed stamps out of sight; and many letters prepaid were thus charged twopence before the stamps were discovered. For these and other reasons, the stamp was very little employed, and had almost passed out of memory.

The Reprints

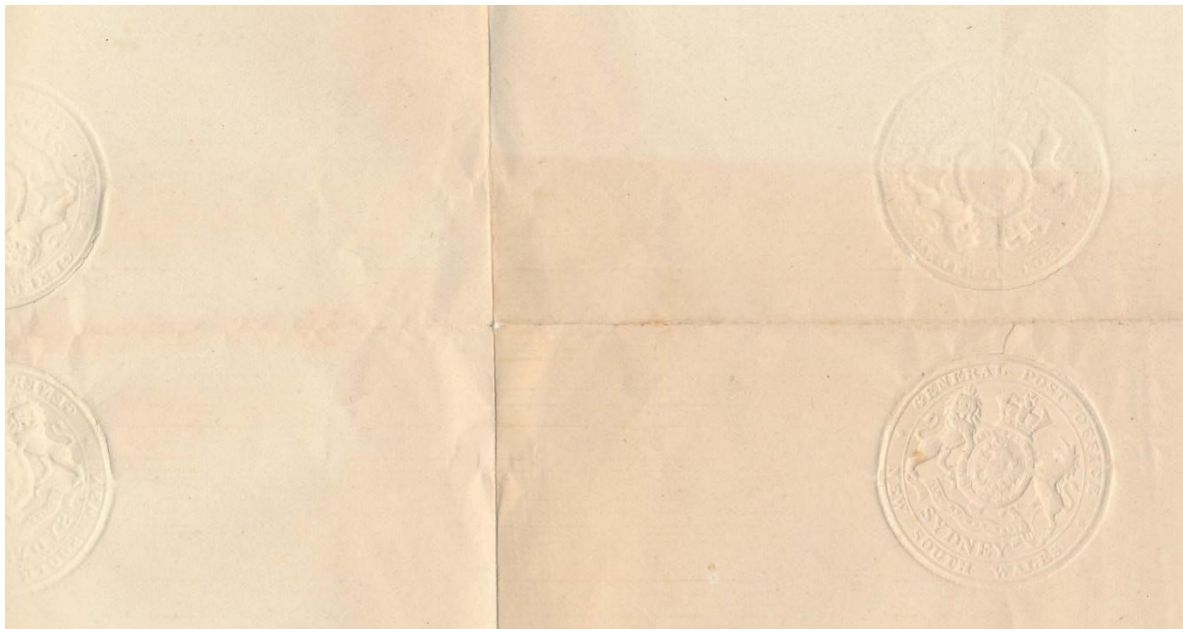


Figure 8
1870 Reprint Portion of 228 x287mm before folding (Mark Diserio Collection)

Probably prompted by the report of Sir Daniel's paper in *The Stamp Collector's Magazine* dated August 1869, and his enquiry to the Sydney GPO seeking a specimen, reprints on medium to thick white wove paper were produced in 1870. The embossing was carried out on

the folded paper and the impression shows through all the folds. Various sizes have been noted: ranging from 216-250 x 283mm and 225 x 289mm before folding. One example is 210 x 330mm.

On 1 March 1870, *The Stamp Collector's Magazine* published an article by F A Philbrick entitled *The Embossed Sydney Stamps*. This article included a reproduction of Sir Daniel Cooper's copy of the embossed stamp, however, the word SYDNEY was replaced with SIDNEY, apparently to frustrate forgers. The *Philatelic Record* dated November 1887 alleges that forgers fell into the 'trap' and produced forgeries with incorrect spelling. No example has been recorded in philatelic literature, and the late John S White wrote that he had neither seen nor heard of an example.

The die was still in reasonable condition in 1870. Its next recorded use was in 1892 when sets of *Reprint* and *Specimen* stamps were put on sale in August of that year. The impression appeared at the top of these sheets, and the die was used for this purpose for some years.

It was originally thought that the die had been mutilated but it was discovered in the despatch room at the General Post Office where it was being used to seal mail bags. The die suffered from its use in the despatch room, sustaining considerable wear, particularly to the border over the word GENERAL. It was reconditioned and a second reprint was made in 1898, just before the die was destroyed. Destruction of the die was evidenced by a letter from the Government Printer dated 8 November 1898. The yellowish wove paper used for these second reprints was susceptible to rusting and some examples of the 1898 reprint examined, suffer from rusting to some degree.



Figure 9

1898 Reprint (Michael Blinman Collection)

The above example on yellowish-white wove paper, is 283 x 216mm when unfolded. The outer frame-line has almost disappeared at the top left, consistent with the wear suffered due to its use as a mail bag seal.

In 1913 the dealer, James H Smyth (1856-1923) of Sydney, obtained 37 *unused and unfolded specimens* of the reprint, one of which he donated to the Mitchell Library as they had no example of the embossing.

1838 Embossed Postage Stamp Survivors



Figure 10

**Unused Embossed Letter Sheet on Greyish Laid paper
Bears manuscript endorsement in pencil on the reverse
Guaranteed the only true original kind received from Sir Daniel Cooper
and signed: *Edward Pemberton*
(Michael Blinman Collection ex Dale Forster)**

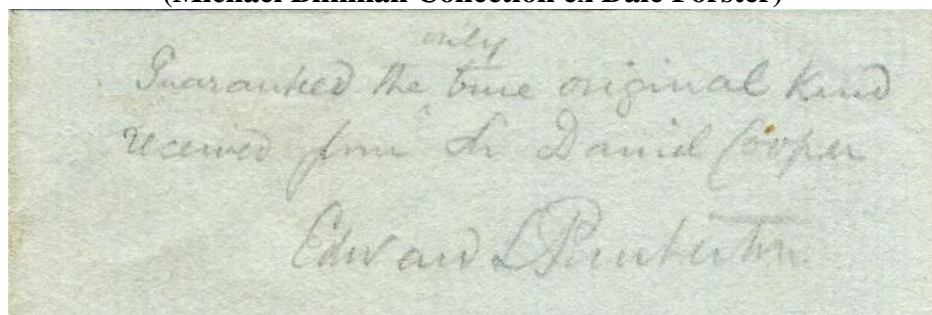


Figure 11

Manuscript Endorsement by Pemberton

A census of surviving covers was carried out and published in 1988 in *White*. This identified 36 examples dated between 1 October 1842 and 20 May 1850, and one piece dated 29 November 1839. Two of the examples are recorded as being in the Vickery Collection and four in the H L White Collection. The census has been updated and examples with earlier dates of use are included. Several new examples have been reported since the *White* census was prepared some 30 years ago, and this revised census listing over 60 examples is unlikely to be complete.

Of the 36 examples identified in the *White* census, only four are on laid paper. The laid paper has a watermark 1838 with the letters E H in script above. Other examples have a seated Britannia within a double-lined framed oval as the watermark.



Figure 12

1839Nov29: Piece

**The earliest recorded use of the Sydney embossed postage stamp.
The World's first pre-paid postage.
(ex G Boucher and Dale Forster)**



Figure 13

**1840Oct20: Earliest Recorded Example on Entire Letter Sheet
(Michael Blinman Collection ex Dale Forster)**

Bearing the crowned FREE OC*20 1840 hand-stamp in red, and no time stamp, this is the earliest recorded examples of embossing on an entire letter sheet. The embossing shows through all folds indicating its stamped to order status. It comprises a 4-page pamphlet on unwatermarked wove paper, size 320 x 198mm.

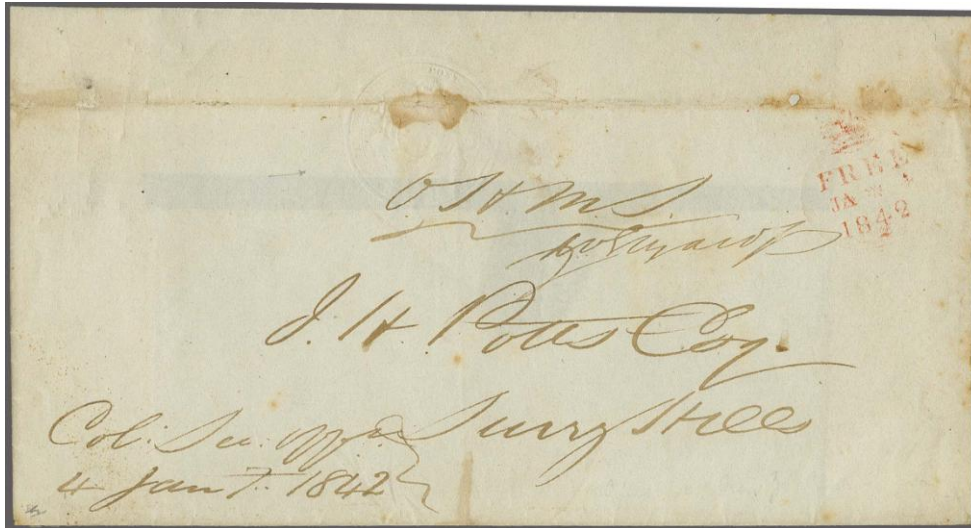


Figure 14
1842Jan04: Second Earliest Example on Entire Letter Sheet
(Corinphila Auctions 202-204 18 November 2015 Lot 1126)

Bearing the crowned FREE JA* 4 1842 hand-stamp in red, and without a time stamp, this is the second earliest recorded example of embossing on a letter sheet.

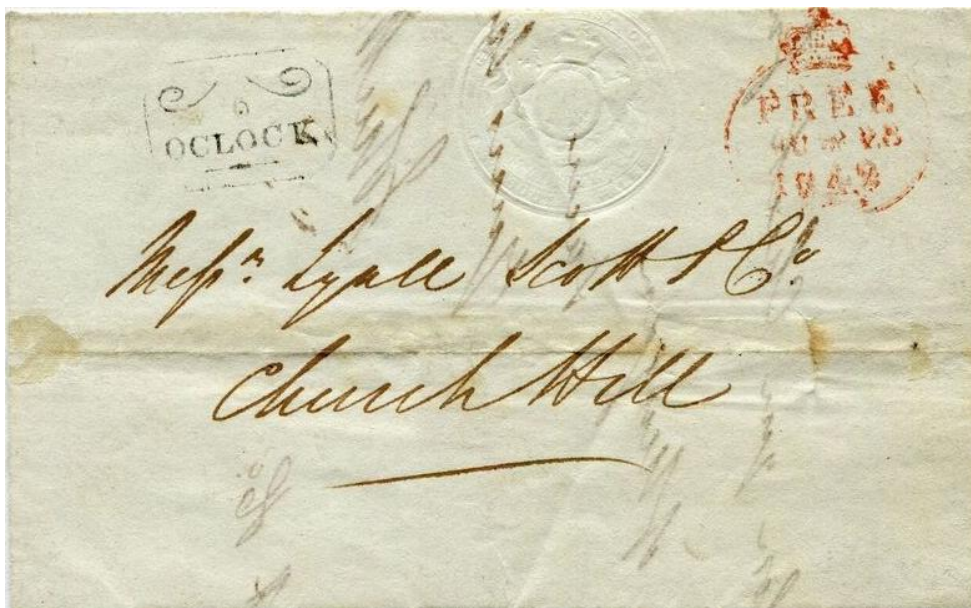


Figure 15
1842Jun25: Third Earliest Example on Entire Letter Sheet
(Michael Blinman Collection)

Bearing the crowned FREE JU* 25 1842 hand-stamp in red, and the 6 OCLOCK time stamp, this is the third earliest recorded example of embossing on a letter sheet. It is the earliest example recorded of an embossed letter sheet with a time stamp. On unwatermarked wove paper it is 278 x 225mm.



Figure 16

**1842Oct01: Fourth Earliest Example on Entire Letter Sheet
(Michael Blinman Collection ex Dale Forster)**

Bearing the crowned FREE OC* 1 1842 hand-stamp in red, and the 1 OCLOCK time stamp, this is the fourth earliest recorded example of embossing on a letter sheet, and the second earliest example bearing a time stamp. On unwatermarked wove paper it is 253 x 203mm.



Figure 17

**1843Jan23: Only Example Posted Outside Sydney; only Boxed FREE Mark
(Michael Blinman Collection)**

This example bears no time stamp as it was posted outside the Sydney Twopence Post area. The boxed FREE hand-stamp (*White F12*, 1837-49) was typical of the type issued to country offices. This is the only recorded example of an embossed letter sheet bearing the boxed FREE mark, and the only example posted outside the Sydney Twopence Post area, with the exception of one allegedly posted in Woolloomooloo.



Figure 18
1844Oct09: Ninth Earliest Example
(ex Peace)

This outer bears a crowned FREE OC*9 1844 date-stamp in red and 1 OCLOCK time stamp.



Figure 19
Example of Letter Sheet Turned and Reused

References (continued):

Australian Philatelist: 25Dec1895, p227. Describes letter sheets and envelopes with paper and sizes; *Australian Philatelist*: 30Sep1899, p20. Confirms die destroyed, probably with an emery wheel; *NSW Philatelist*: February 1981, pp1-2; *Philatelic Record (1879-95 Pemberton, Wilson & Co)*: Aug1887 p119, Nov1887 p161, Mar1888 p43, Apr1888 p61, Aug1888 pp138-139. Includes articles by Houison prior to 1890 book; *Stamp Collectors Magazine (1863-74)*: Aug1869 p124 (the first reference in philatelic literature), Mar1870 p33, Mar1871 p40; Cavendish Auctions, Derby, UK: 30May2013 L57; Corinphila Auction, Zurich: Numbers 202-204 18Nov2015 L1126 Grosvenor Auctions, London: 7Dec2006 L223-224; Harmer, Sydney: 18Apr1979 *Slade Slade Collection* L54; Leski, Charles Auctions, VIC, Australia: 25Mar04 L936, 28Mar2006 L156-160; Macray Watson Auctions, VIC, Australia: 19Mar96 L716; Millennium Auctions Sydney: 27Apr2005 Special Sale 17 Lots 128-132, 29Jun06 L36; Prestige Philately, VIC, Australia: 7Feb2009 L296, 27Jul2009 L342, 27Jul2009 *Peace NSW Pre-stamp Postal History*, L1140-43; (References to be continued)

2641. RESEARCH ON AUSTRALIAN RAILWAY LUGGAGE AND PARCEL LABELS Part 13 by Ian Spencer (999)

Part K Luggage and Parcel Labels for use within Victoria

Section (A) Railway Luggage Labels

A relatively small number of railway luggage labels for Victoria have been seen to date – far less than for use within South Australia, where the majority are to and from specified places, particularly Adelaide. All Victoria types have coding that follow a definite pattern – “P.L.” followed by a two-digit number. Some are to Spencer Street or Flinders Street stations, the principal railway stations in Melbourne, but many are for use between un-named stations

(All labels are shown at reduced size)

(1) Victoria Railway Luggage Labels

Type K1



Type K2



Type K1

Size 89 x 57 mm. Printed on fairly coarse brownish paper. Unusually coded at top left, as “T.N / P.L. 58” (Most types of railway labels have this coding at the top right). Generic luggage label, for use between un-named stations within the State of Victoria. “VICTORIAN RAILWAYS (with stop)” measures 35.5 x 3 mm, and is in a thick, sans-serif font. “LUGGAGE” (with stop) is 52 x 6mm, in a different sans-serif. Thick 29 mm lines above and below “LUGGAGE” (also with stop) is 52 x 6 mm, and is in a different, sans-serif font. (Note the unusual shapes of the letters “G” and “E”). Thick 29 mm long lines above and below “Luggage”. “TO” is small (only 1.75 mm high) and in a seriffed font (Probably an early example, being markedly different from other Victorian types).

Type K2

Size 95 x 55.5 mm. This more-standard type is on cream paper and differs from Type M1 in many ways. Coded just “P.L. 58” at top right, it is used for a similar purpose as the previous Type K1. “VICTORIAN RAILWAYS” is 43 x 3 mm, with seriffed letters, which are spaced further apart. The same font is used for “P.L.”. “Luggage” is the same length at 52 mm long, but is slightly taller (7 mm high) and in a thicker font, with less complex letter “G”’s and the “E” is also very different. No lines above / below “LUGGAGE”. Slightly larger “TO”, with the “T” having smaller serifs. This type is also known hand-stamped “Oakleigh 1812” and “Newport 757”.

Type K3



Type K4



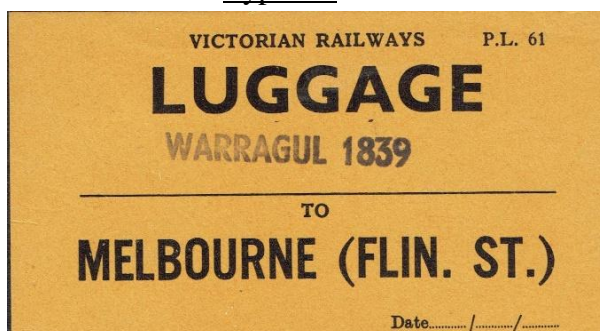
Type K3

Size 92 x 63 mm. Coded "P.L. 60" at top right. This is for use between unspecified stations and Spencer Street, Melbourne. Deep yellow paper. Top section (down to "TO") is identical to K2. "VICTORIAN RAILWAYS" is 43 mm x 3 mm, and is placed to the left of "LUGGAGE", which is 52 mm long. "MELBOURNE (SP.ST.)" has letters with serifs and is 71 mm long (thicker brackets – round stops). Dated in three sections at the base. This example has been hand-stamped "Kyneton 48" in fairly large, sans-serif letters. Dated in three sections at the base, with solid lines in between.

Type K4

Size 95 x 56mm. (less tall). Numbered "P.L. 61" at top right. Differs from Type K3 in many respects. Cream paper. "VICTORIAN RAILWAYS" is smaller at 37 mm x 2mm, and, this starts more centrally above the "U" of "LUGGAGE", which is 60 mm long – thicker font, with more complex "G"s. "Melbourne (SP.ST.)" has letters without serifs and is 75 mm long (thinner brackets – square stops). Dated in three sections at the base, but with dotted lines, not solid ones.

Type K5



Type K6



Type K5.

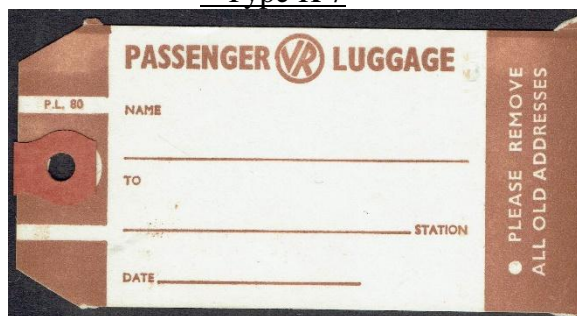
Size 95 x 53.5mm... Deep Yellow paper -for use between unspecified Vic stations and Flinders Street Station, Melbourne. Coded "P.L. 61) at top left. Many similarities with Type K4. Deep Yellow paper. "VICTORIAN RAILWAYS" is 37 mm long, and, "LUGGAGE" is 52 mm long – thinner font, with less complex "G"s. "Melbourne (FLIN.ST.)" has letters without serifs and is 75 mm long (thinner brackets – square stops). This example is hand-stamped "Warragul 1839" in medium sans-serif letters.

Type K6

Size 96 x 54mm. Like Type K5, but on cream paper. Text is centred slightly lower. Like Type K5, this example has thinner brackets and square stops.

No paper luggage labels have been seen FROM either of the Melbourne stations

Type K 7



Type K8



Type K7

Two cardboard labels are also known for attaching to passenger's luggage, which are dated, so that a new tag is heeded for each journey. Size 108 x 54 mm. These have "VR in a circle" at top centre and are coded "P.L. 80" - unusually at left. Type K7 has a brown reinforcement that goes across both sides of the hole in one piece (also seen in Type K9).

Type K8

Size 109 x 54 mm. This is in a more orange-brown shade and has individual cream cloth eyelets on both sides to reinforce the hole. This type also shows "Unitags" at lower left. The K8 label has better separation – none of the "lugs" seen in three places on Type K7. Both types K7 and K8 highlight the need to remove all old address labels, in order to help prevent the luggage being sent to the wrong destination.

Type K 9 (front)

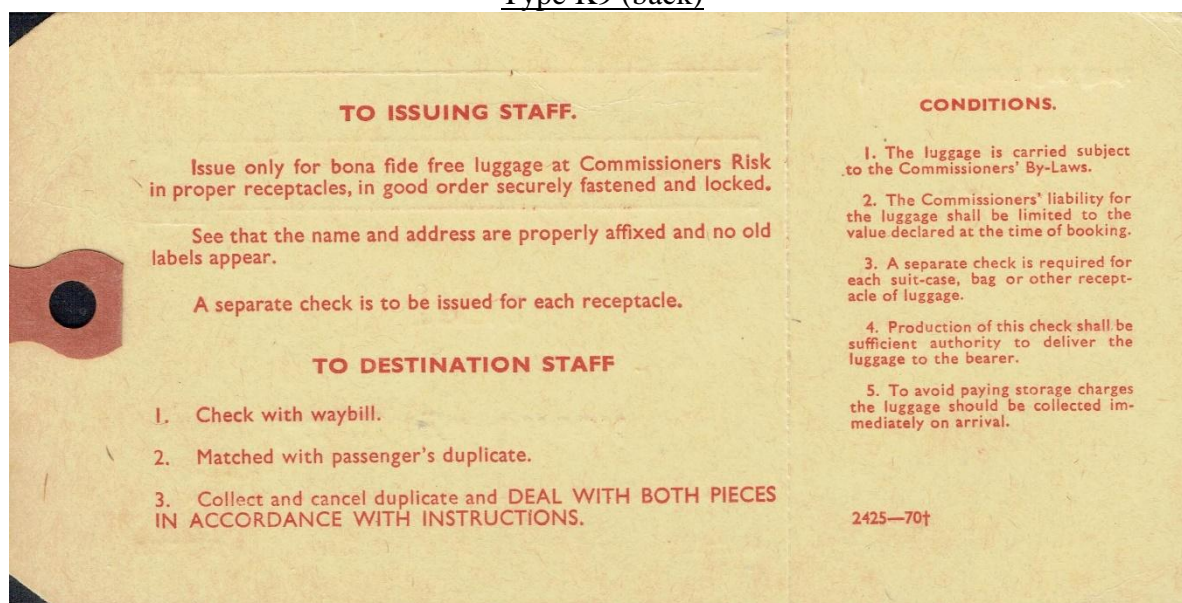


Type K9

Size 160 x 80 mm. These large, two-part, labels were used for the free conveyance of luggage at company risk (under the auspices of the Railway Commissioners). The left portion would be attached to the item and the right part retained the customer. Details would be recorded on a waybill, carried on the train. At the destination, the luggage would be checked to the waybill and released on presentation of the stub. Details of the conditions of the scheme are shown on the reverse. Coded "P.L. 10B" – unusually at top left. Order No. 2425 – printed in 1970. This is printed at top right on the front of the larger part, and at the base of the rear of

the passenger's duplicate. All text is in the same font type, with an unusual tag to the top of the lower-case letter "g"s. The brown hole-reinforcement at left is the same as in Type K7.

Type K9 (back)



The back of a yellowed luggage label with red text. On the left, there is a red circular hole-reinforcement. The text is organized into sections: 'TO ISSUING STAFF.' with instructions on issuing the check, 'TO DESTINATION STAFF' with a list of three tasks, and 'CONDITIONS.' with five numbered conditions. A code '2425-70†' is at the bottom right.

TO ISSUING STAFF.

Issue only for bona fide free luggage at Commissioners Risk in proper receptacles, in good order securely fastened and locked.

See that the name and address are properly affixed and no old labels appear.

A separate check is to be issued for each receptacle.

TO DESTINATION STAFF

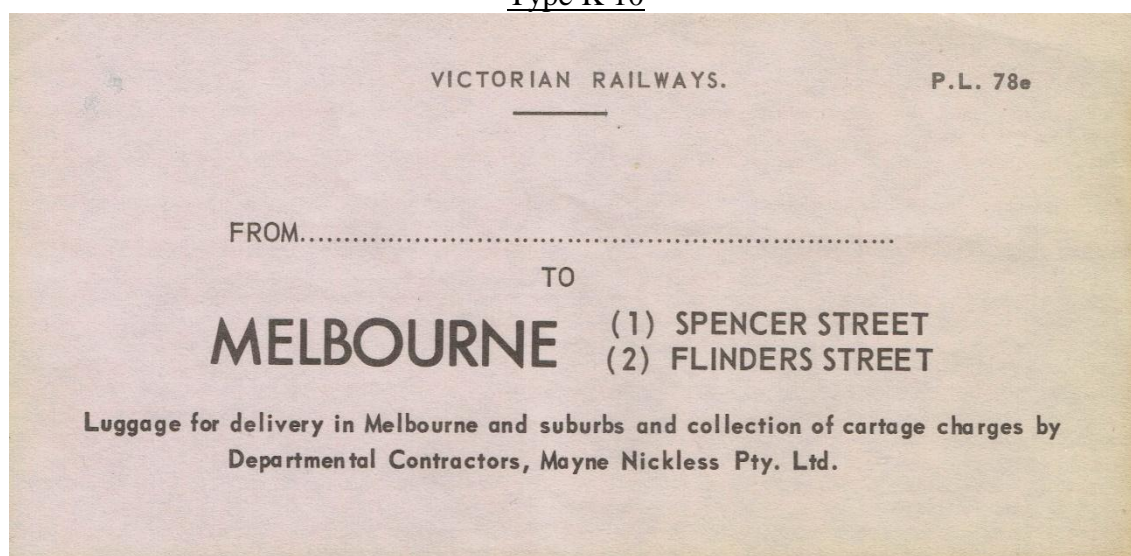
1. Check with waybill.
2. Matched with passenger's duplicate.
3. Collect and cancel duplicate and **DEAL WITH BOTH PIECES IN ACCORDANCE WITH INSTRUCTIONS.**

CONDITIONS.

1. The luggage is carried subject to the Commissioners' By-Laws.
2. The Commissioners' liability for the luggage shall be limited to the value declared at the time of booking.
3. A separate check is required for each suit-case, bag or other receptacle of luggage.
4. Production of this check shall be sufficient authority to deliver the luggage to the bearer.
5. To avoid paying storage charges the luggage should be collected immediately on arrival.

2425-70†

Type K 10



A rectangular luggage label with a light beige background and dark grey text. It features the 'VICTORIAN RAILWAYS.' logo at the top center and the code 'P.L. 78e' at the top right. The label is for delivery to Melbourne, with two address options: (1) Spencer Street and (2) Flinders Street. It also lists the contactors for delivery and cartage charges.

VICTORIAN RAILWAYS. P.L. 78e

FROM.....

TO

MELBOURNE (1) SPENCER STREET
(2) FLINDERS STREET

Luggage for delivery in Melbourne and suburbs and collection of cartage charges by
Departmental Contractors, Mayne Nickless Pty. Ltd.

Type K10

Size 152 x 76 mm. Coded "P.L. 78e" at top right, this relates to luggage being sent to either of the Melbourne stations – (1) Spencer Street or (2) Flinders Street. This has not been seen on any of the other Victoria labels, for use into or out of Melbourne. All text has a sans-serif font.

Unusually, it lists the contactors for onward delivery of luggage as Mayne Nickless Pty Ltd, and authorises collection of cartage charges by them. This company was set up in Melbourne in 1886 by John Mayne and Enoch Nickless in 1886, as a parcel delivery company. Listed on the Australian Securities Exchange in 1926, it expanded to provide freight services to all Australian capital cities and ports. It also branched into armoured car cash deliveries and international logistics. After being found to have been part of a price-fixing cartel along with

Ansett and TNT in the early 1990s, it disposed of its remaining transport and security interests

(2) Victorian Excess Luggage Labels
Types K10 & K11



Type K10

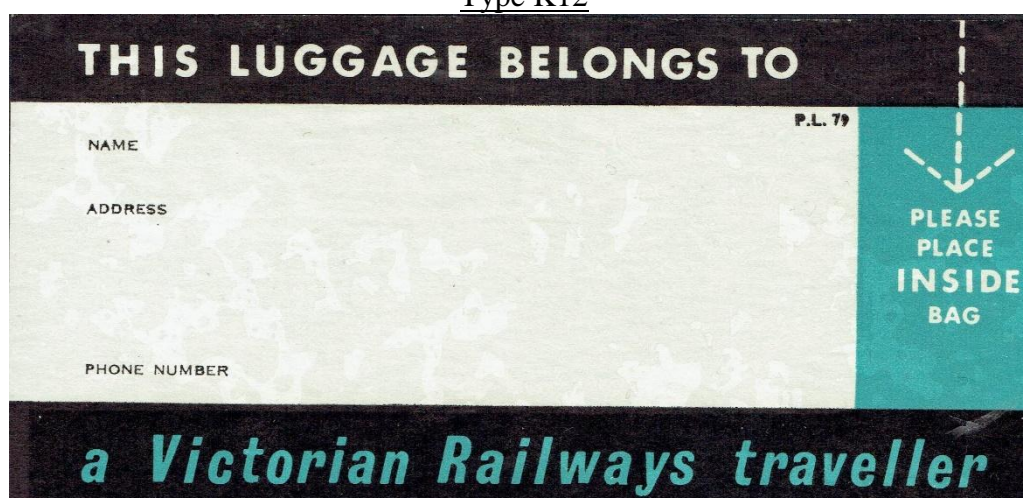
Size 128 x 30 mm. Top line of text is in a seriffed font – “VICTORIAN RAILWAYS” (with Stop) is 37 x 2 mm. Coded “P.L.57” at top right. Two thin lines under “Victorian Railways” are 20 mm long. ”EXCESS LUGGAGE” (99 x 6 mm) is in an unusual sans-serif font, with a down-stroke to the “G”’s of “Luggage”.

Type K11

Size 125 x 29 mm. At first sight, this looks very similar to Type K10, but this is not the case. Top line of text is in a sans-serif font – “VICTORIAN RAILWAYS” (no Stop) is smaller at 22 x 1.5 mm. Coded “P.L.57” (1.5 mm high) at top right. The two thin lines under “Victorian Railways” are 26 mm long. ”EXCESS LUGGAGE” (84 x 5.5 mm) is in a sans-serif font, with no down-stroke to the “G”’s of “Luggage”. Based on the total use of sans-serif letters and less aged paper, this was probably issued later than Type 10.

(3) Miscellaneous Victorian Luggage Labels

Type K12



Type K12

Size 136.5 x 67 mm. This label is unusual in that it designed to be slipped inside an article of luggage, in the event of it going astray, rather than being visible on the outside.. It includes

the traveller's name, address and phone number. Coded "P.L.79" at the top right of the central box, but not dated. Presumably this could be used on inter-state traffic from Victoria, as well within the state itself. No corresponding labels have not been seen, to date, from any of the other states.

Conclusions.

Far few numbers of luggage labels have been seen for use within Victoria, compared with South Australia. These have either been for use between un-named stations, or to the two principal railway stations of Melbourne – Spencer Street and Flinders Street. No corresponding luggage labels have been found leaving from these stations to other parts of the state. The carriage of luggage at Commissioner's Risk has not been seen for other states. The final item, inscribed "This Luggage Belongs To" probably harps back to an earlier time, when railways were "The Way to Travel" for the vast majority of people. The meaning of the letters "P.L." in the coding is not known, as it has been seen on a wide range of other railway items from Victoria.

2704 NEVER JUDGE A BOOK(LET) BY ITS COVER - A SHORT HISTORY OF AUSTRALIAN STAMP BOOKLETS (Part 2) by Peter M Jones (1853)

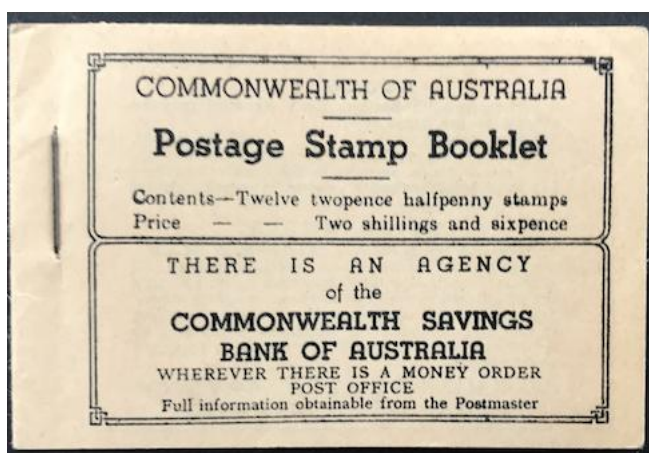
Part One –The Pre Decimal Era 1904-06 (continued)

{Note that a member of the Society has pointed out (and Peter has agreed) that in Section A, where reference 12 appears the correct reference should be to 31.75 x 21.5 mesh}

Section B: The Booklets of King George VI: 1936-1952

No stamps or booklets were issued during the short reign of King Edward VIII, who abdicated in December 1936. The first booklet issued during the reign of the new King, George VI, was produced in December 1938 and utilized the cover that was the same as that for the last one issued during his father's reign. The 2/- booklet bore the inscription 'Wherever there is a Money Order Post Office' edition and contained 12 x 2d King George VI stamps (SG 184 or SG 184w) in blocks of 6 on Sixth Watermark paper. The booklet was issued for general use and also with wax interleaving. There are some editions of the booklet that had a black on buff cover, instead of the original black on green.

Figure 10



Reflecting the fact that booklet production had all but ceased, the only booklet to be issued during World War II appeared in 1942 and was in a slightly smaller black and buff cover but with the same inscription as the first one (Figure 10). This 2/6 booklet contained 12 x 2½d King George VI stamps (SG 206 or SG 206w) printed on Sixth Watermark paper and attached upright into the booklet in blocks of 6 and was distributed for general use and with wax interleaves.

The third booklet of the reign was issued in 1949 after the World War had ended. The stamps were printed from a new master plate, which was designed to reduce costs and resulted in the

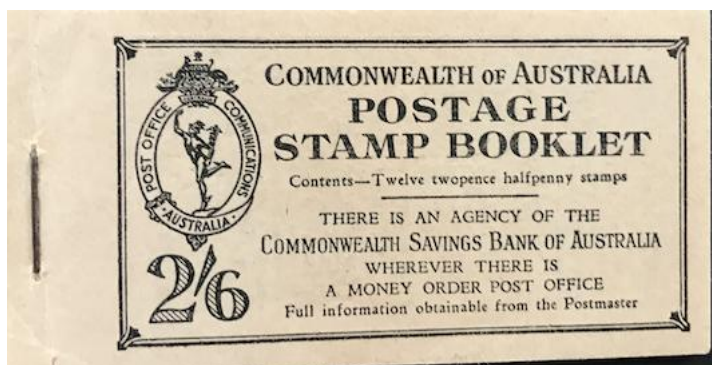


Figure 11

eliminated the occurrence of inverted watermarks.¹ The size of the 2/6 booklet was considerably reduced and contained 12 x 2½d King George VI stamps (SG 206) printed on Sixth Watermark paper and attached sideways in blocks of 6 inside the booklet (Figure 11). This booklet did not have an edition issued with wax interleaving.

In 1950, the postal rate was increased to 3d and booklet plates were prepared but a further price rise to 3½d (effective from July 1951) led to its cancellation and replacement by a new booklet with a revised cover.² The stamps prepared for the 3d unissued booklet were placed on sale over post office counters. The new plate was specifically designed for booklet production and were used as a template for all booklets until the end of stitched booklets. The booklet, priced at 3/6, contained 12 x 3½d King George VI stamps (SG 247) inserted sideways and printed on Sixth Watermark paper (Figure 12). The new plates enabled the stamps to be stitched into the booklet on the left-hand side in blocks of 6 using pink thread.

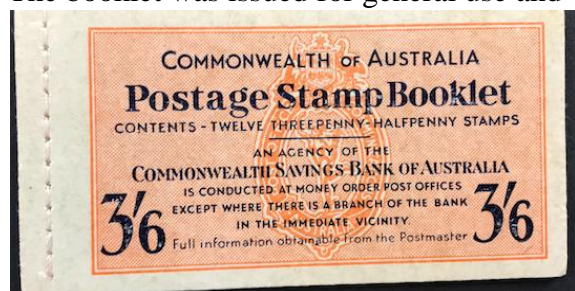


Figure 12

The booklet was issued for general use and with wax interleaving which had a revised text on the first and third inset pages. A booklet with a further revision of the text was issued in October 1952, eight months after the King's death, both for general use and with wax interleaving. These booklets were the first to be issued with stitching rather than stapling and this became the standard for the next 20 years.

Section C: The Booklets of Queen Elizabeth II: The Pre-decimal period: 1952-1960

Queen Elizabeth II succeeded to the throne in February 1952, following the death of her father, King George VI. The first booklet of the new reign containing stamps with the Queen's image appeared in July 1953. This 3/6 booklet contained 12 x 3½d Queen Elizabeth



II stamps on watermarked (C of A) paper (SG 263) in blocks of six on Sixth Watermark paper. The booklet cover bore the image of Mercury, the winged messenger, on the cover and was issued for general use and with wax interleaving. (Figure 13)

Figure 13

These booklets were the first to be issued with stitching rather than stapling and this became the standard for the next 20 years. In 1956, the booklet was re-issued with the same cover but

¹ For details, see Brusden-White, *op. cit.* pp 11/2-11/4.

² Brusden-White, *op. cit.* p 11/63 notes that 'as an economy measure uncut booklet sheets were issued for sale at post offices from late September 1951 as sheets of 144 (comprising three panes of 48).

containing 12 x 3½d Queen Elizabeth II stamps on unwatermarked paper (SG 262a) in blocks of six. This too was issued for general use and with wax interleaving.

A 3/6 booklet was contemplated for the 1956 Olympic games in Melbourne but an increase in the postal rate to 4d led to its cancellation.

From the end of the 1950s onwards watermarked paper declined in use and most stamp booklets issued after that period contained unwatermarked stamps. In March 1957 a new booklet was issued to replace the 3/6 booklets made obsolete by a postal rate increase. The 4/- booklet had a new cover depicting the Australian Coat of Arms and containing 12 x 4d



Queen Elizabeth II stamps (SG 282ab) in two panes of 6 inserted sideways. (Figure 14) These stamps were printed on unwatermarked paper. The booklet was issued for general use and with wax interleaves. The original version was produced using pink stitching, but examples using white or red stitching are known, along with stapled remakes³ (Figure 14).

Figure 14

In 1958 the booklet was reissued with a revised text substituting the words 'British Commonwealth' for 'British Empire'. A further revision took place later in the year, which was concerned with rates for parcel post. Both booklets were issued for general use and with wax interleaves. Stapled remakes are known for both types of booklet. In some examples the inside front cover is blank.

A new booklet was produced in March 1959 with a similar cover to the 1957 issue but containing 12 x 4d Queen Elizabeth II stamps (SG 313ab) in two panes of 6 inserted sideways. The booklet was made available for general use and with wax interleaves. Examples are known of a blank inside front cover. Stapled remakes are also known.

2708. EITAPE (NEW GUINEA) - POWELL TYPE 28 DATE STAMP USAGE ANACHRONISM CORRECTED OR.... IS THIS IMPOSTER HIDING WITHIN YOUR NEW GUINEA CANCEL COLLECTION? by R. Buchko ACCCF (1219)

Introduction

One of my collecting sidelines involves the study of the usage and original source of New South Wales cut-down relief date-stamps from ca. 1913 to the mid 1960s. To understand the type of post-office implements employed and their date-lines I acquired a copy of R. Tobin's "Postmarks of New South Wales". Manufacture (engraving) of some of those early modified NSW date-stamps immediately preceded the 1914-15 Australian military occupation of German New Guinea. Most likely both were same-sourced. A comparison of extant strikes from each type: NSW versus New Guinea, reveals a similarity in the configuration of their respective date-wheels.

³ Stapled remakes use original covers, which have been damaged in some way, but with pages and stamps inserted and then stapled. Some, but not all, such stamp booklets have signs of the original stitching. For details see Brusden-White, *op. cit.* pp. 11/5.

First Australian Occupation Permanent Date-stamps

Within approximately 11 months of the Australian 1914 occupation the first explicitly dedicated metal date-stamps were issued in July 1915 for selected occupied German New Guinea district stations. Their date-lines mimicked those seen in contemporaneous NSW ones. The configuration was in the format of: “daydaymonthdecadeyear” (ddmddy) e.g. “15JY16” represents “15th of July, 1916”. The preceding form of conventional or generally accepted dates can be seen on extant strikes from the district offices of Rabaul, Madang, Kieta, Morobe, Manus, Herbertshöhe, Kawieng and Eitape from their initial issue to the end of 1920 – excluding Herbertshöhe, whose place name was altered to Kokopo, in late 1916. Talasea, used a similar type but its late introduction in 1920, disqualifies it from this discussion. See Figure 1 for sample strikes.

Strikes with abnormal dates

Notwithstanding this format, weird date-lines from several of these date-stamps are periodically found that defy interpretation. While the month wheel is always present in its respective position the day and/or decade and/or year wheels are interchangeably represented by a single or pair of rectangles (quads) interspersed with digits. In lieu of one of the day digits a “dash”/“hyphen” in either position is also seen. See Figure 2 for sample strikes.

Consulting two NSW postmark reference sources

By reviewing the illustrations of contemporaneously used NSW date-stamps and their date-line configurations, as shown in Tobin’s monograph I thought I had solved the conundrum of these latter strikes. Notwithstanding this revelation I still had to work out why extant strikes of several of the New Guinea date-stamps were not seen post 1920.

An early source of NSW cut-down relief date -stamps is an article published by Jack Leek. He discussed the dilemma encountered by the NSW Post Office in the late 1940s. Many of its date-stamps, engraved in the 1920s, required modification.



Figure 1
Conventional Dates

The bulk of the then current decade date-wheels had to be replaced because the wheels were not equipped to represent the upcoming 50s and 60s. The date-stamps could only be used to the end of the 1940s. The Post Office officials had assumed that three decades (30 years) of use would be the maximum life of a date-stamp.



Figure 2 Unconventional Dates

This possibly explains why strikes of New Guinea date-stamps are seen to correctly represent dates only to the end of 1920. The Military Administration decided to have the year wheels only engraved with the figures '5' to '0' since the occupation was considered to be temporary and usage beyond 1920 not necessary; depicting any years ending in '1' to '4' were not required. See Figure 3 for a mock-up of a New Guinea date-wheel set. With no figure '1' to '4' the years '1921', '1922', '1923' & '1924' could not be accurately depicted. The date-stamps could be used again in 1925 and subsequent years. ...and one was redeployed into 1925.

—	1	JA	0	
1	2	FE	1	
2	3	MR	2	
3	4	AP		
	5	MY		5
	6	JE		6
	7	JY		7
	8	AU		8
	9	SE		9
	0	OC		0
		NO		
		DE		

Figure 3
Mock-up of a New
Guinea-dates stamp-
wheels

Unexplained Late Eitape “28” Usage

What has been troubling me for numerous years is the information seen in Andrew Loughran’s update of Powell’s *“The Postal History of New Guinea...”*. His listing of Powell’s Eitape “28” includes usage until 22nd October 1922 which contradicted my theory that that year could not be correctly represented in the date-line of a particular date-stamp. Something was amiss.

Unrecorded Eitape Date-stamp

Until recently my theory regarding the first issue New Guinea date-stamps was suspect perhaps misguided or erroneous. The stamp shown below, in Figure 4a, caught my attention on Ebay because the Eitape strike was similar to Powell’s “28” and another I had seen on a horizontal pair of ½d Geo V (SG 119) NWPI items in my collection, also purchased from Ebay, several years earlier; see Figure 4b.

The latter had been originally offered as part of a Millennium auction comprising 2 horizontal ½d Geo. V pairs and the horizontal strip of 3.



*Unrecorded “10JY22”
Figure 4a*

*Unrecorded “12SE21”
Figure 4b*

Comparison of This New Type with Those of a Similar Design

Comparing these somewhat illegible strikes to Powell’s “28” reveals a couple of differences. One, the dates are quite late – 12th September 1921 and 10th July 1922 but still within the range published by Loughran. A compressed and edited excerpt of his table of documented usage dates is shown in Figure 5. And two, there are significant discrepancies in the design.

There are four components to the latter. Powell’s “28” has a pair of arcs separated by a dot in its base and the strikes I am comparing it to seem to have a vacant base although the incomplete strikes do not necessarily preclude the existence of some type of design elements in their bases. Additionally, the position of ‘EITAPE’ relative to the date-line varies between the two. And the shape of the ‘P’s do not agree – one has a more elongated loop.

Eitape	27	01 OC 1912	30 JY 1914
Eitape	28	16 AU 1915	22 OC 1922
Eitape D.O.	29	10 JE 1922	1 DE 1922
Eitape D.O.	30	05 MR 1923	05 MR 1923
Eitape D.O.	31	27 DE 1923	02 JA 1925
Eitape	31a	- Jan 1924	17 SE 1924

*Loughran (2007) p. 76 excerpt
Figure 5*

The elongated loop is reminiscent of Loughran’s Powell “31a”. But this date-stamp displayed “NEW GUINEA” in the base unlike those I was comparing it to. I was not looking an incomplete strike of “31a”.

Comparing measurements of the three types shows inherent differences. The diameter of “28” is 26.5mm and the letters 3mm in height. The unidentified strikes are 29mm and 4mm respectively. “31a” has measurements of 30mm and 3.5mm respectively. See Figure 6 for a visual comparison and Table 1 for a summary.

Initially I assumed the strikes might have been forgeries. Close inspection of the inking showed a bite often indicative of metal construction and eliminating the possibility of a forgery.



*Comparisons of Laughren's
(Powell) "28" & "31a"
and Unrecorded Type
Figure 6*

Laughren (Powell)	Dimensions (mm)	
	diameter	height
28	26.5	3
31a	30	3.5
Unrecorded	29	4

*Comparisons of Laughren's
(Powell) "28" & "31a"
and Unrecorded Type
Table 1*

Conclusion

My theory regarding the date limitations placed on the initial type of New Guinea date-stamps introduced in 1915 is probably correct. They were engraved for use only to the end of 1920 – a period of 6 years. The weird configurations seen in numerous strikes of several of them demonstrated an attempt by the Administration staff to continue using the date-stamps into the 1920s until the replacements arrived.

Revision to Loughran's Usage Dates

Loughran's table of usage dates of New Guinea date-stamps will now require a revision. A new type, labelled "28a", as seen in Figure 4 should be added. I believe Loughran's late usage date of "28" of "22 OC 1922" should be moved to "28a" and the "12SE21" date on the ½d Geo V stamps in my collection, shown in Figure 4b, become the current earliest known usage.

*Figure 7
Eitape
(Powell) "28"
"10SE21"
purported to be
used in 1922
(Lot 109
Cavendish
Auction 787 –
John Walton
Nicholson
Collection of
Papua & New
Guinea
{reduced}*

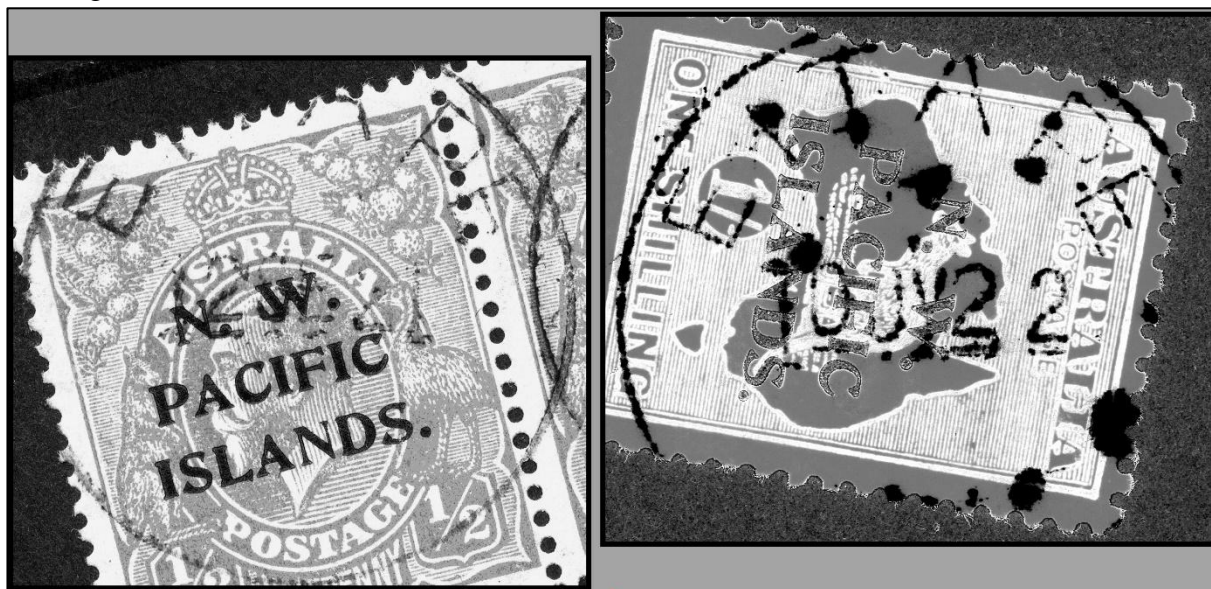


Anomalies Requiring Further Study

If “28” was used after December 31, 1920 its date-line would be virtually indecipherable or indeterminate unless on cover with a legible backstamp corroborating period of use. My latest usage is “15OC20”. A Cavendish Auctions lot appeared with a “10SE2■” date-line identified as “3SE22”. Unfortunately, no scan of the back of the cover was shown to confirm the posting year as 1922. See Figure 7. (The auction description was “EITAPE-A scarce registered cover etc....- illustrated on the previous page).A cover from the same correspondence, with “R 65”, offered by Prestige Philatelic Auctions, was also described as having been posted in 1922. Again, no scan of the reverse with proving backstamps, was shown.

Enhanced B/W scans of Provisional (Powell) “28a”.

I’ve tried to enhance the scan of the two examples of the unrecorded strikes seen in Figure 4. See Figure 8 below.



*Eitape Unrecorded Type Provisional (Powell) “28a”
Figure 8*

References

- ¹ R. Tobin, , “*Postmarks of New South Wales, Part One, A History Post Office Date-tamps*”, Sydney, Australia, 1983.
- ¹ J. Leek, *ACCCNSW Bulletin*, March 1965, Supplement No. 3.
- ¹ Andrew Loughran. “*The Postal History of The Territory of New Guinea From 1888 to 1942*”. by John H. Powell, updated and reset, April 2007.
- ¹ Ibid., p. 76.
- ¹ Millennium Philatelic Auctions, Auction 53, Lot 1714 part.
- ¹ Cavendish Philatelic Auctions Ltd, “The John Walton Nicholson Collection of Papua & New Guinea”, Auction 787, Lot 109.
- ¹ Prestige Philately, “The Bismarck Collection”, Public Auction 104, Lot 1242.

2709. 1965 CHRISTMAS BW ACSC 435 WITH VARIETIES GOLD OMITTED AND MORE CONTINUED PART 2 by John Bozic (1698)

In the past I have written on the history of the discovery of the above variety and the stages of acceptance and listing by the Australian Commonwealth Specialized Catalogue (ACSC) and other parties..

I have also shown various varieties some listed and others have not.

I had a response from a few collectors who were convinced beyond any doubt that they also have the missing gold variety in used.

It is because of this, I decided to extend my article on the same subject by adding a couple more varieties and further explanation of how to detect “missing gold forgery”. Firstly I managed to find another variety that is seldom seen below. Black partly omitted to various degrees vertically on the two left rows. Please note Joseph’s dress, face and word Australia. This runs vertically from top to bottom with small variations depending on it’s position in the row. See Figure 1



Figure 1

One of the other varieties that I did show in my previous article is “blue mask on Joseph’s face”, again this varies depending on the position on the sheet effecting two rows only and extends over several sheets which I did not mention in my previous article. See Figure 2.

In addition I found the same variety on cover which was not mentioned nor shown in my last article. See Figure 3.



Figure 2

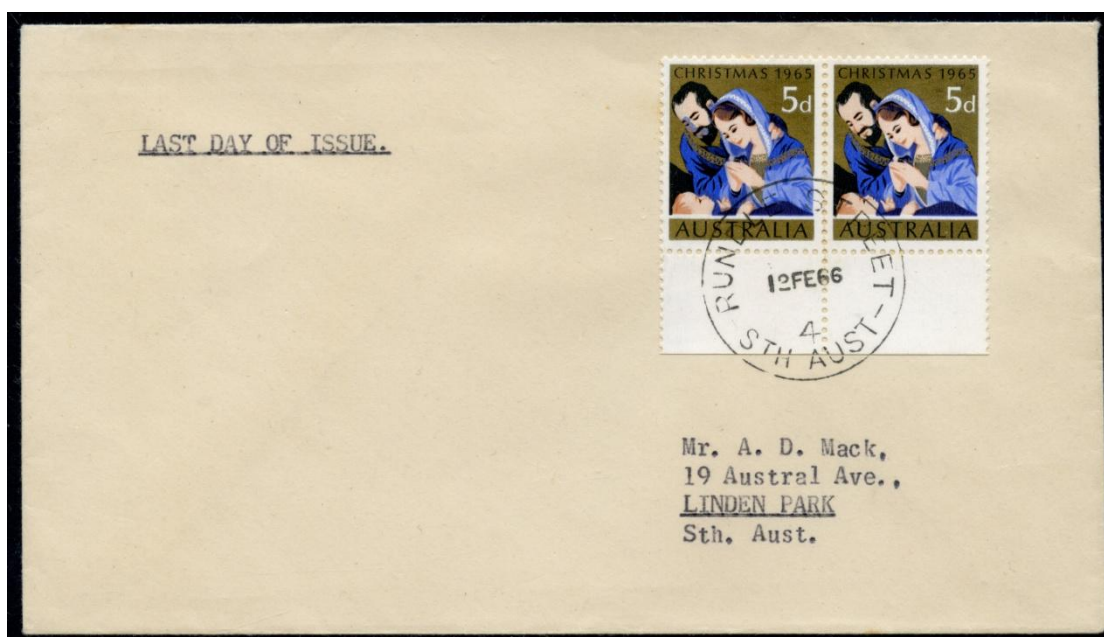


Figure 3

I have had a few emails from collectors which all believe that they have the missing gold variety. The samples were all used and as I mentioned in my first article that all forgeries displayed the green tinge where the gold colour changed to green due to use of chemicals to remove the gold. The gold paint is a metal and cannot be removed/dissolved but the best is the change of colour from gold to various shades of green, this depends on the strength of the acidic chemicals etc. used. See figure 4.



Figure 4

The above item's owner (Figure 4) has sought professional advice from printers who advised him that the gold colour was missing. This is far from the truth. The metal is still there except it changed colour, the other non-metallic additives that came with the gold colour have been removed.

The next scan is my block of 4 (not shown before), that I originally used for my research, again treated but no matter how good the attempt was, we know that only the bottom row on one sheet has the missing colour hence both rows on the block is impossible and immediately must be treated with suspicion. Closer examination of the block shows the same results as

Figure 4 except that it is cleaner due to this being a mint block and a better application of balanced chemicals to attack the metal. This is one of the better attempts but still an absolute forgery. See figure 5.



Figure 5

The final chapter to this story is to show the collectors how to compare and easily identify the forgery against a genuine variety.

The unfortunate part of all this is that only handful of collectors had the opportunity to handle or even see what a real genuine variety looks like. After all, there are only ten units in existence and one collector has a block of 4 strips and a single strip. Another collector owns two more strips. This effectively leaves 3 strips in the market and their whereabouts is not known. Let's make a comparison, what to look for and how to identify a forgery. See Figure 6 and compare to the genuine variety stamp. See Figure 7.



Forgery mimt



Figure 6

Forgery used



Normal printing



Gold missing

Figure 7

It matters not how hard the forgers tried to remove the gold, the evidence is always the background, and the greenish/brownish tinge that overlaps is everywhere. The numeral 5 is a typical example. On the forgery Figure 6 left, note the green outline inside numeral 5&d. and more. On the normal stamp the numeral '5 & d' are thinner due to overlapping of gold colour into the numeral (see figure 7 left). On the genuine missing gold stamp the numeral '5 & d' are thicker due to missing gold and the background is clean, sharp (no mottling) and jet-black.

Any correspondence please email to stampcollectorboz@gmail.com

Refference BW 2019 QE2 ACSC Catalogue.

Other research articles can be read in the research library at <https://www.nationalphilateliccentre.com.au/>

2710. LYTTON, QUEENSLAND POST OFFICE by Ken Killeen (1465), prepared by Patrick Reid (1112)

In 2018 I (Ken) purchased through EBay a numeral obliterator with vertical bars, issued to a Queensland Railway Station for use on their newspaper stamps around 1910. I purchased another one a while later. The vendor (from Brisbane) said he had got it from the Queensland Railway Museum in Brisbane when it closed down. He said he had several more, including an oval one.

I was aware of the issue to a small number of stations of 10-bar obl iterators (Type 2b). The item offered was No. 217.- Beta – but records showed that Beta never had such an obliterator, so I bought it. When it arrived, I was surprised to find that it was a 9-bar (Type 2a) (Fig. 1) Post Office instrument, issued around 1876 to Lytton, an office located near the mouth of the Brisbane River. The impression matched perfectly the strike that I already had on stamp (rated RR by Manning) (Fig. 2)



Fig. 1



Fig. 2



Fig. 3

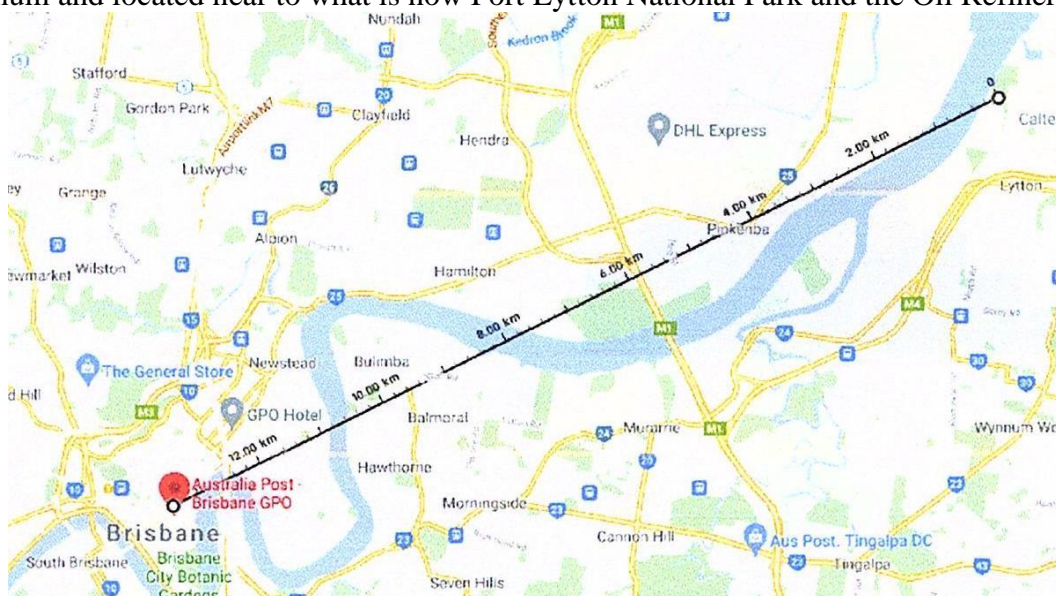
All this begs the question as to how the item came to be in the Queensland Railway Museum, and where had it been since the Lytton Post Office closed in 1907?

A datestamp had also been issued to Lytton, but no example had been recorded until recently and it is rated RRRRR by Manning. It is illustrated above (Fig. 3).

However, one question remains. Where was the Lytton Post Office? Fortunately, Frew has the answer. The entry reads:

“LYTTON. 8 miles from the Brisbane GPO (on a line North 60 degrees West). Opened as a Telegraph Office June 1 1861. The Post Office opened April 29 1876, and a combined Post & Telegraph Office was formed May 7 1878. It was made official 1893 and transferred to the Commonwealth March 1 1901. It was reduced to a Receiving Office about September 1903 and closed July 1907. A list of Postmasters is also given.

Interpreting the directions, it would seem that the PO was to the north of the suburb of Wynnnum and located near to what is now Fort Lytton National Park and the Oil Refinery.



Map showing location of Lytton Post Office 12.8 KM (8 miles) from the Brisbane GPO.
(Courtesy of Google maps).

References:

Queensland Numeral Cancels by Bernie Manning, wire spiral-bound, 250pp with a large fold-out facsimile of a 1906 railways map, published by the author (2009)

Queensland Post Offices 1842-1980 and Receiving Offices 1869-1927 by Joan Frew, Self-published 1981

2711. UNUSUAL WW2 AUSTRALIAN CENSOR MARKING by Bill Whitaker (1222)

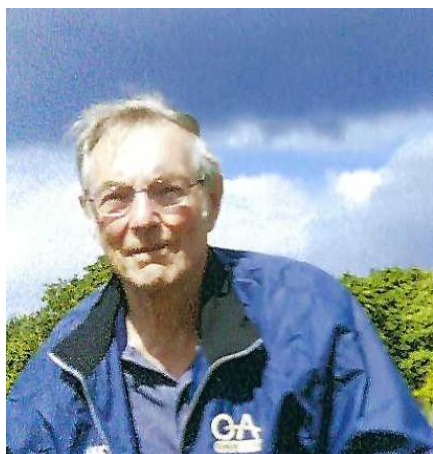


The partial "PASSED/BY/CENSOR" marking is on a postcard from Thursday Island with a postmark dated 16 February 1941. The unusual feature of this marking is the 'double frame'. I have discussed this with two other civilian censored mail collectors and none of us have seen any other 'double frame' markings.

It is known much of the mail posted on Thursday Island was actually censored elsewhere when en-route to USA etc. For example in Brisbane or Sydney.

The question is have you seen a 'double frame' diamond censor marking from Australia of WW2 vintage?

MEMBER AUTOBIOGRAPHY (27) BRIAN SULLMAN



In August 1936 I arrived, and in December Edward VIII abdicated.

About 1900 my paternal grandfather and grandmother, the only one of the four I ever knew, had moved to north London from Elsworth, Cambs. I believe he became a horse tram driver.

My family home was in Chipping Barnet, better known as High Barnet, end stop on the London Underground Northern Line. My early years were somewhat fragmented by WW2. Education started at a private kindergarten run by two spinster ladies then, on relocation, with my mother to South Tawton, on the edge of Dartmoor, I attended the village school. Palled up with an evacuee from inner London, placed on the local home farm. We had free run of the farm and fields. A few soldiers were billeted in the village.

Our return to Barnet was short lived as when the V1 and V2 attacks on London started we moved south to Boscombe by Bournemouth until Spring 1945.

Throughout the war my father was away on service with the RAF; at one time “flying” the large balloons which formed part of London’s defences. He returned to continue his career with Westminster Bank although I have no real recollections of him before then.

On return to Barnet I attended a state school until in September 1946 when, aged 10, I started at St Albans School, a bus journey of 10 miles each way. One or two of the open back LT double-deckers were still in service. A County scholarship in 1947, to continue at St Albans.

One of my regrets is missing the Queen Scout award by one proficiency badge. I am not sure now of the precise chronology but about then the Methodist Youth Club and Church came into my life .

Despite a handful of O levels it became apparent I was not bound for Oxbridge and here came good fortune in that our neighbour mentioned that his bank had a vacancy for a junior. Hence in 1953 I joined the Commonwealth Bank of Australia, London where I remained until retirement in 1989, apart from National Service with the Royal Signals / Lincolnshire Regiment in Malaya. Three years in the School Cadet Force was a good grounding, easing the shock of basic training at Catterick.

Over the years I have been an active member of many local amateur sports clubs, badminton, tennis, rugby union, football, cricket and table tennis (where I met my wife).

Professional qualifications came via evening study and I held an administrative managerial position until opting for early retirement at age 52. The opportunity came along and my wife was wheelchair bound having suffered from MS for many years. In 1999, when my old School’s Former Pupils Association sold its sports ground for housing, I became involved in the development of a new multi sports facility and continue as the Charity’s bookkeeper.

One or two attempts at so called schoolboy collecting petered out but an interest in Australia developed - I am a collector not a philatelist and my initial collecting was no more than 'one of each' (cheaper end). I joined the BSAP in 1998 which opened up a new panorama.

Prompted by Alan Griffiths, I looked at "sport" as a thematic; this has now been refined to the 1956 Olympic Games, mint worldwide Sydney 2000 Olympics, various Commonwealth Games staged in Australia and Australian rugby union and cricket. My son and grandchildren have no interest so the residue of my collection has been donated to MS Stamps, unfortunately most probably only fit for kiloware. I took on the role of Packet Superintendent from David Watson in 1999 and was awarded a Fellowship in 2003. I have been twice winner of both The Tony Brander Trophy and Derek Ray Salver.

REPORT ON THE BSAP ZOOM MEETING OF 17TH APRIL 2021

Twenty-six members tuned in for the presentation by Colin Tabeart RDP, ARM on "Sidetracked - The Miscellaneous Collections of a Butterfly Mind".

Colin began by explaining what the initials "ARM" after his name stand for. It is "Australian Research Medal" and he was the first Pom to be awarded it. A great honour.

The Display was split into eight sections:

1. The Australasian Squadron of the Royal Navy
2. Australian Goldfields
3. Inter-colonial Steamers
4. Mails by the Norddeutscher Lloyd
5. Mails by the Messageries Martitimes
6. Less Common Mail Carriers
7. King George V Seahorses on cover to ANZ
8. PANAM Clipper Mail pre Pearl Harbour

The Australian Squadron.

Colin showed a range of covers from 1843 to 1908, each illustrating an interesting aspect. The Squadron was initially served by ships detached from Hong Kong and became permanent from around 1859. From 1887 there was some cost sharing and Australia formed its own Navy from 1911.

There were no regular mail ships in the early days, and mail was often entrusted to Naval vessels. An 1843 Letter from Sydney to Edinburgh travelled on HMS Favourite to Rio de Janeiro thence on HMS Malabar to Devonport. Transit time was 15 weeks. An 1851 letter from Melbourne to Auckland travelled from Melbourne on the coastal steamer Shamrock and then to Auckland on HMS Calliope. A letter from Midshipman Foljambe on HMS Curacoa went from Adelaide to his mother in England. Reflecting the fact that the squadron moved around, an 1874 overweight letter from the UK was addressed to "Sydney or Elsewhere". It was charged 1/3d on arrival. An 1897 double rate cover to the Captain of HMS Penguin was addressed to Honolulu "To be called for". A cover at the 1d Empire rate (not adopted by Australia) posted on board HMS Royal Arthur is a scarce item, The next cover from HMS Powerful in 1907 showed that New Zealand adopted the Empire rate from 1901. The final item was a postcard from HMS Gibraltar at Albany, that was underpaid ½d for the postcard

rate and bore the previously unrecorded Inland Section handstamp “POSTED ON BOARD SHIP ABROAD”. The final item was a 1950s Air Mail from the submarine Telemachus at Cairns to the UK sent at the Forces Concession Rate.
Australian Goldfields

Colin visited Kalgoorlie in 1993 and showed a photo of “The Big Hole” – an opencast superpit 1½ miles across, with some 200 ton dumper trucks in evidence. The next photo showed the Boulder Block Hotel, originally built over a mine shaft, but moved to make way for the superpit. An 1854 Letter from England at the 1/- rate was addressed to “1st Creek or Bendigo Diggings” in Victoria. In 1880 gold was discovered at Mount Morgan in Queensland and it turned out to be the richest mine ever found. And saved the Queensland economy. Colin showed an 1890 letter from Mt Morgan via rail to Rockhampton, Brisbane, Sydney and Adelaide, thence by the P&O Britannia to Brindisi across Europe to England. A 1904 (Tattersall) cover from Croydon to Normanton by rail, by coastal steamer to Brisbane, by rail to Sydney and then by steamer to Hobart – journey time 17 days, Gold was found in Western Australia in 1887 and Colin described the life of the prospector: Arrive Fremantle (for Perth) buy licence, pick, shovel and wheelbarrow. Push wheelbarrow 350 miles to Kalgoorlie. Stake claim and start digging. The next item shown was a card from Coolgardie to Kanowna, where gold was found in 1894. In 1905 the population was 12,000 and there was an hourly train to Kalgoorlie. The photo below shows what was left in 1993

:



Kalgoorlie had a severe water shortage, and a 350 mile 30 inch diameter pipeline was built from Perth in 1901/2. There were eight steam-driven pumping stations. At the grand opening, nothing happened. It took four days for the water to make its way through the pipeline. It still supplies Kalgoorlie with water. Gold was discovered at Coolgardie in 1892, and the Railway reached it in 1897. Colin showed an advertising cover from Coolgardie to Melbourne with a fine TPO strike on the reverse. In 1893 gold was discovered at Norseman, and the Adelaide Steamship company set up a twice weekly service from Adelaide to Esperance (950 miles) as the hike from Esperance to Norseman (130) miles was much shorter than Fremantle to Norseman (450 miles). We were shown a cover carried on the Adelaide steamer service. This section ended with a photo of the super-pit “Sons of Gwalia” 500 feet deep and about a mile across and a derelict railway engine that had been shipped in bits from the UK and hauled overland by camel train before being reassembled on site at the Sons of Gwalia mine.

Inter-colonial Steamers

Before railways, these were the best means of transporting people, goods and mail. They are still essential in Australia and New Zealand today. The first steamship arrived in 1831 and the Australian Steam Navigation Co. was founded in 1851. Most inter-colonial mail went by steamer until the late 1870s when rail began to be used. Colin showed a range of inter-colonial letter between 1854 and 1888, including Melbourne-Sydney, Geelong to Hobart, Hobart to Sydney, Melbourne to Nelson, New Zealand and Thursday Island to Darwin.

The Norddeutscher Lloyd

In 1886 NDL were given a contract for a four-weekly mail service from Bremerhaven via Southampton to Adelaide and Melbourne. Mail by this carrier is hard to find. However we were shown a cover from Sydney to Berlin and a postcard from Sydney to Hungary. These were followed by a postcard from Sydney to Caerphilly and finally a Registered letter sent "P German Packet" from Brisbane to Vladivostok and thence via the Trans-Siberian Railway to Birmingham. A remarkable journey.

The Messageries Maritime

In 1882 the company began a 4-weekly service from Marseilles to Adelaide and New Caledonia. Letters had to be endorsed to use the French packet. We were shown three examples, including a late fee item from Sydney to Paris, a regular item from Sydney to Brussels and an item transferred between MM vessels at Colombo from Sydney to Marseilles.

Less Common Mail Carriers

We saw letters or cards carried by: The Australian and Indian Line; The Aberdeen Line, The China Navigation Company.

KGV Seahorses on Cover

These very attractive stamps are often found on South American Airmails because of the high rates. However the 1/3 per ½oz rate for Airmail to Australia and New Zealand in the 1930s gives the opportunity for multi-rate covers to be collected. We were shown three covers at the 2/6 rate and one at the 5/- rate. One item, to a place in Western Australia, population 400 probably can be classed as to a rare destination.

PAN AM Clippers to New Zealand pre-Pearl Harbour.

This service was operated fortnightly between San Pedro, California and Auckland. The planes used were Boeing 314s and later 314As. These weighed 40 tons and had a wingspan of 152 feet and carried a crew of 11. Links to Australia were by a weekly TEAL service from Sydney to Auckland. Colin showed a cover from the first trans-Pacific Airmail, where the mail was trans-shipped in Honolulu and items from 1940 and 1941 from a German Internee to his wife. He also showed a cover from India via Australia to the UK and an item the just missed the clipper and was sent on the Matson Line to Honolulu where it picked up the China clipper.

Brian Peace gave the Vote of Thanks and congratulated Colin on a high class and varied presentation.

PGER 21/04/21

REPORT ON THE BSAP ZOOM MEETING OF 15TH MAY 2021

Susan (Sue) Burn, a relatively new BSAP member, entertained us with a display entitled: "The Rise of the Flying Boats - Australia and Crossing the Tasman". It was divided into five sections, arranged chronologically, covering: First Crossing of the Tasman; Setting the scene – Mail Contracts; Empire Air Mail Scheme; Wartime Services; Post-war services. The display was supported throughout by relevant ephemera, including photos, maps, letters, timetables and brochures which added depth and understanding.

The first section covering the initial crossing of the Tasman Sea by Kingsford-Smith and Ulm on 10-11 September 1928 was illustrated by one of the 15 covers carried by favour and posted on arrival in New Zealand. They were welcomed by a crowd of 30,000 on arrival in Christchurch at 5.55am! Bad weather delayed the return flight until 13-14 October.

Imperial Airways conducted a survey flight of their proposed route to Australia in 1933. Covers were carried per favour from Darwin to Sydney – this took seven days. An example was shown with an Air Mail sticker and a fine strike of the "AIR MAIL SERVICE NOT AVAILABLE" handstamp. The route was illustrated by a map showing Cairo to Melbourne. The Australians made it clear that they wished to be independent and run their leg of the service from Singapore to Darwin to Sydney and Melbourne. To this end Qantas Empire Airways was established in 1934 to operate the mail service from Singapore to Brisbane, and later to Sydney & Melbourne. Imperial Airways/BOAC held shares in Qantas that were bought out by the Australian Government in 1947. Qantas then became the Australian National Flag Carrier.

Sue then showed the November 1934 Post Office notice announcing the Direct Air Mail Service to Australia, supported by a remarkable cover from Mozambique via Cairo and Singapore to Darwin. On delivery to New South Wales it even acquired a TPO cancel. The New Zealand Government were keen to establish a regular Trans-Tasman service to link up with the Imperial Airways service, and Charles Ulm intended to bid for the business, However, he was killed attempting a Pacific flight and could not take his idea forward. Kingsford-Smith also tried to bid for the business but failed to get approval.

In 1934 The British Government announced its intention to introduce the Empire Airmail Scheme, eventually covering most Empire countries at a rate of 1½d per ½oz. To cope with the expected increase in mail volumes, Imperial Airways ordered 24 Short S23 Flying Boats that could carry three tons of mail, 15 passengers and 5 crew. Ephemera illustrated the First Class service that was offered on the journey. The switch from Land Planes to Flying Boats necessitated retraining of pilots and changes to the route. There were a number of landing crashes and this was illustrated by a water-damaged cover addressed to "Miss Soggee".

There was still no regular Air Mail service to New Zealand. In December 1937 a survey flight was undertaken from Darwin to Sydney and then Sydney to Auckland by the Centaurus. One of three recorded covers from Darwin to Sydney was shown. After arrival in Auckland, a goodwill flight from Auckland to Wellington was also undertaken. This was

illustrated with relevant photos. Pan American Airways had also established a service from San Francisco to Auckland.

In February 1938, Stage 2 of the Empire Air Mail Scheme provided twice weekly services from Southampton. The Flying Boats covered Southampton to Singapore only. However, the opening of the Flying Boat base in Rose Bay in August 1938 allowed continuation to Sydney. The increased volumes of mail led to an increase to thrice weekly services later in the year. The move to Flying Boats necessitated a move of Qantas Head Office from Brisbane to Sydney. The completion of the Flying Boat route from Sydney to Southampton was marked by a cover flown on the first flight and illustrated by a revised map of the route. Covers were shown illustrating the 1½d rate from England to Australia and the 5d rate in the reverse direction. The higher Australian rate was to protect the Australian 3d internal Air Mail rate.

In August 1938 Tasman Empire Airways was formed to complete the link to New Zealand, operating a service calling at Sydney, Auckland and Wellington. Sue showed extensive correspondence about the planning and construction of the Flying Boat base at Mechanics Bay, Auckland. Three new Short S30 Flying Boats, the Aotearoa, Awarua and Australia were bought to operate the route. Sue provided extensive details of the planes and showed a leaflet illustrating that a London Bus could pass under the wing. Sue showed details of the survey flights and additional survey flights to Fiji and Tonga. All these survey flights were after the outbreak of war. In September 1939 the Empire Air Mail Scheme was suspended. The first Auckland to Sydney flight on 30 April 1940 used the pre-Empire Air Mail Scheme rates (1/6d per ½ oz) but it was finally possible to send mail all the way from New Zealand to England by air.

As a slight interlude, a cover was shown from Pan Am's FAM14 service, introduced to connect with Imperial Airways at Hong Kong and other services to China.

A very scarce 8/- Rate cover was shown that travelled Auckland – Sydney – Hong Kong – San Francisco – New York – Lisbon – England, this being the only all-air route to England at the time. These covers were complemented by a map of Pan Am's services in 1941 (pre-Pearl Harbour).

Further examples were shown of trans-Pacific mail and mail from New Zealand using the "Horseshoe" route to India and Africa. In November 1941 the Trans-Pacific route was changed to go via Fiji. The cover illustrating this bore the "empty canoe" variety.

Ephemera relating to the Trans-Tasman service shown included: A Traveller's Certificate; a passenger ticket (with duty stamp); baggage labels for both eastbound and westbound flights. The trans-Tasman service continued during the war, and an example cover was shown.

The Aotearoa was retired in 1947, by which time a new Short Sandringham had entered service. Ephemera related to the Sandringham were also shown, and the final pages covered the introduction of Short Solent flying boats to operate the service in October 1950 and excellent photos accompanied a colour brochure for the service.

Brian Peace gave an enthusiastic Vote of Thanks, saying he had been "blown away" by the presentation, which made a complex subject accessible and included wonderful support material.

For those who missed the display or those who would like to see it again, a recording will be available on the website in due course. There is far more detail than covered above.

PGER 17/04/21

AUSTRALIAN PHILATELY IN PRINT #3, 2021.

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

THE AUSTRALIAN AEROPHILATELIST, No.123, Jan-Mar 2021.

Editorial – Richard A Hindle.

The Impossible Flight (George Hubert Wilkins – Polar Explorer, etc.)- Richard A Hindle.

Queensland Air Navigation Flight to Papua – Bob Robertson.

Book Review: “The Airmails of New Zealand, The Inland Flights – An Aerophilatelic History, Vol.1, 2nd Ed. Compiled by James A Stapleton”.

Would you Fly Imperil Airlines? (error in printing envelope) – Darryl Fuller.

More R Lee Pang Chuan Flight Covers – Bob Robertson, John Sims & Ed Wolf.

Book Review: “Pigeon Post, The Lutz König Collection”.

QANTAS Empire Airways Royal Airmail Carrier Postcard.

Just Published – “Catalog of Postal Stationery Airgraphs – Ed. Wayne Menuz (a US pub.)

Further Information on “A mystery Cover” – John Sims.

An Interesting Flight Cover recently acquired – Ed Wolf.

Book Review: “Australasian Crash Mail and Mail from other incidents, Vol.3, 1936-1939 – Brian R Peace FRPSL APR.

Sold at Auction.

AUSTRALIAN STAMPS PROFESSIONAL, Vol.15, No.2.

The Pioneer Airmail Flights of New Zealand a Century Ago – Alan Tunnicliffe.

Book Review: “The Airmail Flights of New Zealand – The Inland Flights – An Aerophilatelic History from the Walsh Brothers to New Zealand Post Vol.1, 2nd Ed. (2020)”.

Collecting the KGV Four Pence Orange Shades Pt.1 – Dr Scott Starling.

The Torres Strait during WW2 – Andrew Brockett.

Australia’s most deadly natural disaster. Over 300 killed by 1899 Cyclone Mahina in Northern Queensland - Brian R Peace FRPSL APR.

Book Review: “Australasian Crash Mail and Mail from other Incidents, Vol.3 1936-1939 - Brian R Peace FRPSL APR.”

Victoria Pt.2 – the first Postage Stamps – Les Molnar.

Detecting Forged OS Punctures on Australian Commonwealth Issues Pt.3 – John Graham.

Victorian Post Offices, the Early Years – Jenny Colman.

The OS/NSW type A puncture of Kangaroo issues – identifying the 12 dies Pt.2: An Illustrated Key to the 12 Dies – Tom Weir.

Auction Report – Phoenix No.85, 4/5 Feb 2021.

CAPITAL PHILATELY, Vol.39, No.1, March 2021.

Editorial – Tony Curtis.

Reflections on the year of Covid, and random thoughts – Gary Watson FRPSL, FRPSV, FACCCNSW, FBSAP.

New Beginnings – Parkes Camp, NSW – Tony Curtis.

East Timor – The Journey to Independence Pt.1 – Michael Kalka.

1954 Royal Visit to Canberra – Camp Royal Post Office ACT – Tony Curtis.

PastCards – A Glimpse of Canberra's History through the De Salis Correspondence – Tony Curtis.

Keeping in Touch. Postcards from a Nurse at War – Marilyn Gendek.

GIBBONS STAMP MONTHLY, April 2021.

Obituary: Christine Earle 1947-2021.

THE LONDON PHILATELIST, Vol130, No.1483, March 2021.

Telegraphs and Boats and Planes – Tony Bard FRPSL.

Total Transit Times for Different Postal Routes from NZ to UK during the Chalon Period 1855 to 1873 – Klaus Möller & Gerald J Elliot MNZM, RDP, FRPSL, FRPSNZ.

Obituary- Christine A Earle FPSL 11 September 1947 – 28 January 2021.

THE LONDON PHILATELIST, Vol130, No.1484, April 2021.

New Zealand 1863-1866, Ensign Nicholl of the 43rd Regiment – Gerald J Elliot, MNZM, RDP, FRPSL, FRPSNZ.

Museum of Philately launches hunt for New Collections.

THE QUEENSLAND STAMP COLLECTOR, Vol.38, No.1, February-April 2012.

Editorial – John Crowsley.

APF News; QPC News; Queensland Philatelic Societies and Stamp Clubs, Club Scene.

Talk Queensland – Perfins on Qld Postage Stamps – John Stein.

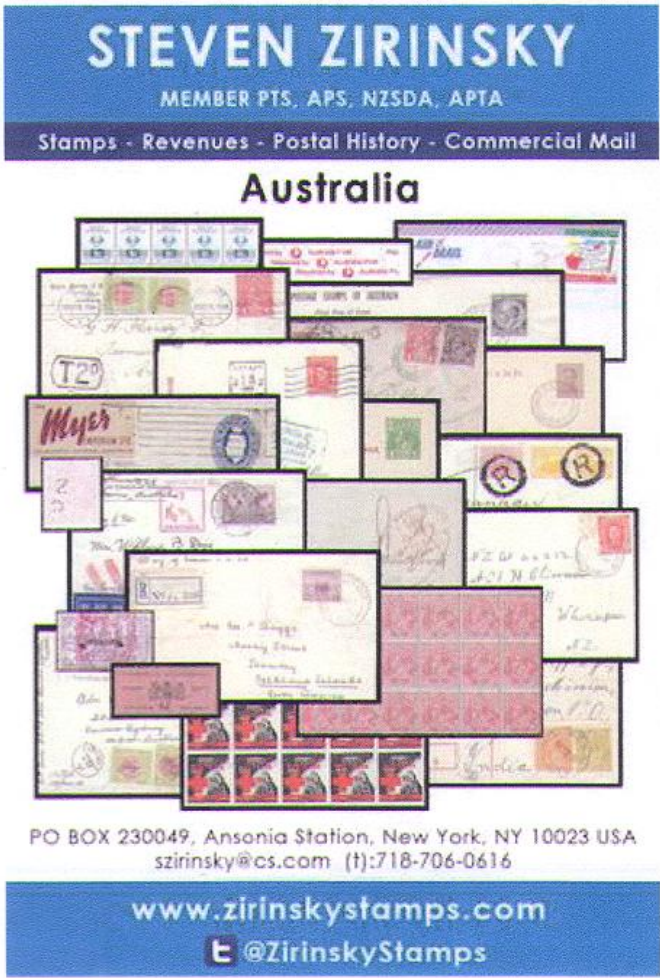
The Nurses of the Vyner Brooke – Jeff Gunston.

Registered Post, Joan Orr.

Philately and Education – Paul Xavier.

Queensland Stamp Show 2020.

AEColes



STEVEN ZIRINSKY
MEMBER PTS, APS, NZSDA, APTA
Stamps - Revenues - Postal History - Commercial Mail

Australia

PO BOX 230049, Ansonia Station, New York, NY 10023 USA
szirinsky@cs.com (t):718-706-0616

www.zirinskystamps.com
@ZirinskyStamps

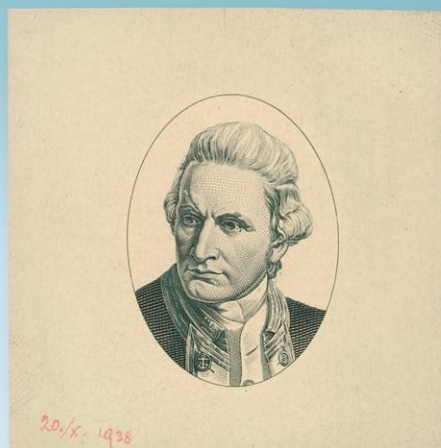
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Lot 1110 Est \$30,000 Sold \$50,316*



Lot 456
\$800; \$2,995*



Lot 94
\$750; \$1,557*



Lot 185
\$750; \$2,036*



Lot 231
\$750; \$2,036*



Lot 308
\$2,000; \$4,312*



Lot 658
\$250; \$8,685*



Lot 154 Est \$20,000 Sold \$28,752*



Lot 882 Est \$1,000 Sold \$2,396*



Lot 157 Est \$10,000 Sold \$19,168*



Lot 966
\$2,000; \$4,312*



Lot 1011
\$5,000; \$7,487*



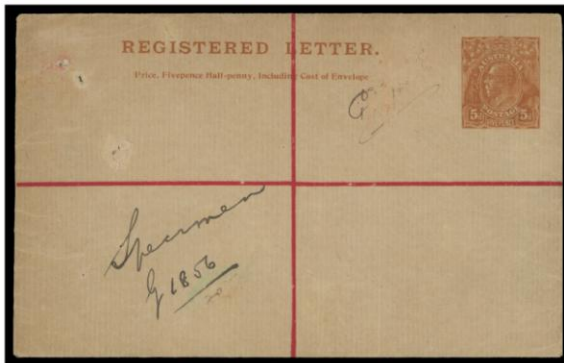
Lot 1094 Est \$4,000 Sold \$9,584*



Lot 1057
\$750; \$1,737*



Lot 1147
\$1,500; \$1,737*



Lot 347 Est \$1,000 Sold \$4,073*



Lot 414 Est \$400 Sold \$1,258*

* at Public Auction on 25-26 March 2021 (prices include 19.8% Buyer's Premium)

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29 Hardner Road
Mount Waverley, Victoria, 3149
AUSTRALIA

Post Office Box 296
Mount Waverley, Victoria, 3149
AUSTRALIA



Phone: +61 3 8513 0595
Email: info@abacusauctions.com.au
Web: www.abacusauctions.com.au