

# Australian Journal of Philately

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

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Date	2013 / 14 Programme	Display
21 April 21014	George Speirs	Australian Civil Censored Mail
16 June 2014	Harold Sheath	WWI Postal History
18 August 2014	AGM	Works in Progress

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## Editorial

*Tony Lyon*

Another full and varied journal for your interest. Melbourne has just experienced two of its iconic events during March which brought crowds from interstate and overseas. Moomba is a time for culture and family fun and with the Melbourne Wine and Food Festival also here in Melbourne, there has been much to do. Also at this time there is the Grand Prix. The first of the season. I took my grandson as part of his Christmas present and it was a wonderful event, with an Aussie finishing second; only to be disqualified for a fuel breach. Still it was exciting while we were there to see him finish.

Another event that has just concluded was the eighteenth biennial Canberra Stampshow 2014 which, regrettably I was unable to attend. It would have been a huge success and congratulations to all those who exhibited.

I was taken by surprise at the February general meeting when I was awarded life membership of the Australian Philatelic Society. I thank the council for awarding me this honour.

Thank you to all the contributors for this issue of the journal. Without your efforts there would not be one. It has also helped to ensure that we are on time with publication.

George Vearing wrote, that he was a little light on for material for this issue of the journal. If you have been intending to send George datestamps or scans of datestamps from any state, not just Victoria, for inclusion in his compilation of HHDS, please do so. George does a great job with this task and our help is acknowledged.

Ian Cutter has been busy with a number of interesting one and two page contributions, two which I have included in this issue. Many of us could do the same as Ian and from an editors perspective these type of offerings are invaluable for the completion of each journal. They also give valuable insight to the many and varied aspects of this great hobby, or is it the great obsession, that is ours?

Ciao for now.

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## From the President

### **John Young**

I have previously paid tribute in the column to Tony Lyon, who has now completed his twelfth year as editor of our journal.

At the members' meeting on Monday, 17 February Tony was warranted a life membership of the Australian Philatelic Society in recognition of his editorship. Over this period of office there have been 47 editions of the journal and, except for rare occasions when he has been out of the country, all editions bear Tony's imprint.



**Tony at Puncuk – West Java, Indonesia**

He has, however, repaid the occasional overseas absence by entering and formatting the forthcoming index of the journal, from number 1 until now. That was done in spare time on a recent overseas sojourn.

Congratulations and thank you Tony, from all of us at APS.

## Greek Currency Control Marks from 1936 to 1941

### Part 2 – Mail to Australia from European Countries

**Judy Kennett**

**Introduction.** In Part 1 I discussed the importance of Athens at that time as a distribution centre for mail from Greece addressed to Asia, Australia and New Zealand, by surface as well as by air. It was important to us because it was a stopping point on their Eastern routes for both Imperial Airways (IA, later BOAC) and KLM (The Netherlands).

Inspection of Greek mails addressed to overseas counties began in September 1936. Despite much searching, I have found only three examples from those first four months, all of Greek origin, and with other types of currency control cachets. Whether 'transit' mail was being inspected at that time isn't known. Nowhere in his little book does Ulysses Bellas mention what was done about mails brought by foreign airlines to Athens for transmission and further distribution.

There's no shortage of transit mail with Greek currency control cachets of all types from the years 1937 and 1938, indicating just how much mail for Eastern routes was passing through Athens. Wisely I restricted my collecting to the small round cachets with initials. The 1930s saw the development of many national airlines, and aircraft carrying mails and passengers were crisscrossing European skies. Three major players were Air France, DLH (Germany), and KLM. In Eastern Europe an important airline was LOT (Poland), to which can be added Aeroput (Yugoslavia), CSA (Czechoslovakia), LARES (Romania) and MALERT (Hungary). Not all of these called at Athens, but the interweaving of airline routes meant that airmails for the East could be dropped off at one calling point, and carried onwards by another airline to Athens.

**Short history of the years 1936 – 1941.** In Europe, the history of these years is dominated by the rise of Nazi Germany and the imposition of its power over much of the continent. Some significant dates in that unhappy period are mentioned, such as the signing of the Berlin – Rome Axis on 1 November 1936, the proclamation of the Anschluss (Union) between Germany and Austria on 13 March 1938, and the signing of the Munich pact on 29 September 1938, where Britain and France literally abandoned Czechoslovakia.



**Figure 1. Picture postcard, posted Wien 101 31 Oct 1938 to Pt Moresby, Papua. Surface mail, no receiving cancel. Message reads '31.X.1938, the last day for the use of the stamps from Austria'.**

Continuing with the survey – Hitler was now making territorial demands on Poland. On 15 March 1939 the dismemberment of Czechoslovakia was completed, threats against Poland were continuing, and on 23 August 1939 Germany and the USSR signed a non-aggression pact, which sounded the death knell for Poland. On 1 September 1939 German forces crossed the Polish border, and on 3 September 1939, Britain and France declared war on Germany.

In May 1940 the main field of war shifted to Western Europe. Belgium, the Netherlands and France were invaded by Germany, and overcome. In early 1941, pressure exerted by Hitler on Bulgaria, Hungary and Romania forced those countries into the Axis camp, and Yugoslavia was forced to sign

the tripartite pact at the end of March 1941. On 6 April 1941 Axis forces invaded Yugoslavia and Greece; Belgrade was occupied on 13 April and German troops entered Athens on 27 April 1941.



Figure 2. Registered airmail letter posted Wien 15 June 1938, to Sydney. Mixed franking Austria 2sch and German 25pf. Re-directed in Sydney. Greek currency control cachet on the face is indistinct, probably Figure 8b. Red crosses and manuscript and date on front added in Sydney. Backstamps DARWIN N.T / AUSTRALIA 23 JE38, GPO SYDNEY/ RS 27JE38, REGISTERED / SYDNEY NSW 27JE38, HOMEBUSH / NSW 27JE38, PYRMONT / NSW 27JE38

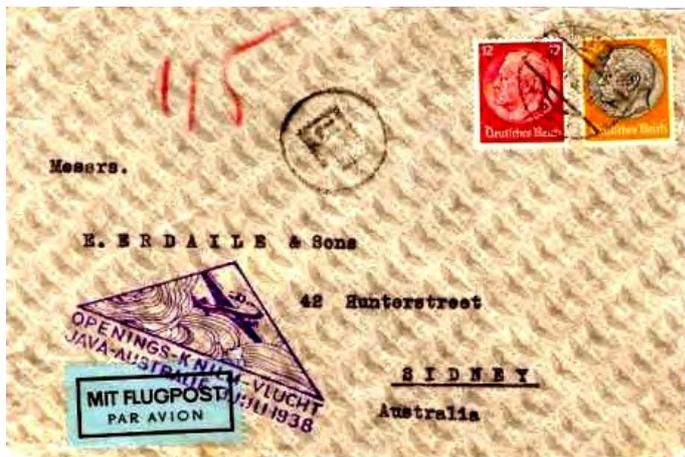


Figure 3. Airmail cover posted Wien 23 June 1938, to Sydney. German franking. Greek currency control cachet on face not distinct, probably Figure 8b. Front has cachet for the opening flight of the KNILM service Java-Australia on 3 July 1938, which arrived in Sydney on 5 July. On back (not scanned), part of a GPO machine cancel showing 1938 only.

115 in red is possibly Erdaile's box number



Figure 4

Illustrated airmail cover (front only) posted Sofia / Poste Aeriene (Bulgaria) 9 June 1938, to Melbourne. Indistinct Greek currency control cachet on face, probably Figure 12, also Bulgarian airmail etiquette. On the back is a poor Athens airmail machine cancel, date not readable. Part of Henry B Smith correspondence.

Hitler invaded the USSR on 22 June 1941, and German satellite states all declared war on the USSR. Finland also became enmeshed in the conflict. On 5 December 1941, Great Britain declared war on Finland, Hungary and Romania.



Figure 5. Registered airmail cover posted Beograd (Belgrade) (Jugoslavia) 29 Dec 1938 to Canberra. On the face Greek currency control cachet Figure 12, also Yugoslav airmail etiquette, on the back ZEMUN bilingual cancel 30 XII38, ATHENS 2. I.39, GPO SYDNEY 11JA39, CANBERRA / ACT-AUST / 11JA39, CANBERRA CITY /FCT / 12JA 39. (Note the use of an old canceller at Canberra City PO)



Figure 6. Airmail cover posted Bielsko (Poland) 3 VIII 38 to Melbourne. On the face Greek currency control cachet Figure 10, also Polish airmail etiquette, on the back WARSZAWA 2 / LOT 4 VIII 38, Sydney airmail machine cancel 13 AUG 1938. Part of Henry B Smith correspondence.

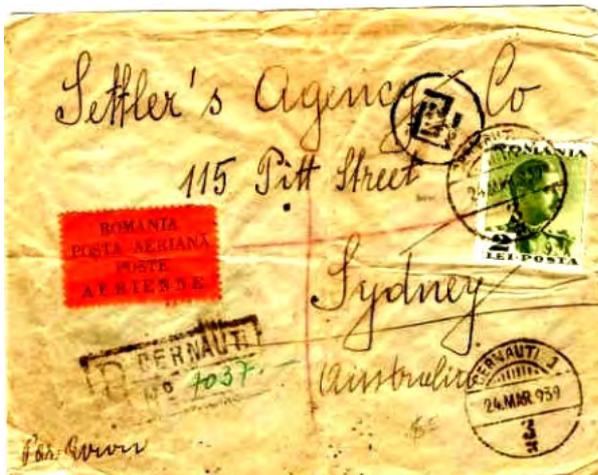


Figure 7. Registered airmail cover Cernauti (Romania) 24 MAR 939 to Sydney. On the face Romanian airmail etiquette and hand stamped registration, on back 13 x 10 lei franking, four impressions of Cernauti cancel, BANEASA /AEROGARA 25 MAR 939 (Bucuresti airport), ATHENS 29. III.39, GPO SYDNEY 8AP39, REGISTERED /SYDNEY NSW 8AP39.

**Effects on airmail services.** The effects of the Axis conquest of Europe on airmail services, and the position of Athens as a distribution point for these services to the East, were gradual at first, but ultimately devastating. The conquest of Poland and the destruction of LOT assets severely affected the flow of airmails from Poland, Romania and Bulgaria. Mails from former Austria and Czechoslovakia and Germany ceased in 1939 after the British declaration of war. In June 1940, when Italy entered the war,

both BOAC and KLM took the routes for their Eastern services away from the Mediterranean area. The fall of Yugoslavia and Greece stopped airmails altogether; post offices were now forced to seek alternative forms of transport to take mails to places where services to the East were still operating, such as Alexandria and Cairo in Egypt and Lydda in Palestine.



Figure 8. Airmail cover Istanbul (Turkey) 5 11 38 to Sydney. On the face endorsed in red 'Par avion Athinaï jusqu'à Singapour', Greek currency control cachet Figure 8 and Turkish airmail etiquette. On the back Turkish Red Cross stamps crossed through in red, and handstamp of sender, no receiving cancel.

It's interesting to note from covers from Turkey, which were offered in the sale of the Perry collection, that airmails from Turkey continued to arrive in Australia through most of the war.

**Summing up – some conclusions.** My collection of covers from European countries, which carry Greek currency control cachets, and addressed to Australia, and covers going in the opposite direction, show that the peak in volumes of mail handled in Athens occurred in 1937 and 1938. By 1939, there is a noticeable lessening in the amount of mail from countries other than Greece. From late 1940 and early 1941, I have only covers posted in Greece (and they are few in number), despite consciously searching for examples. The cachets with initials virtually disappeared from covers I gathered.

Now some comments about pre-war airmail covers from the two European countries that I particularly collect – Hungary and Romania: first Hungary. After 20 years or more of collecting, I now have a good number of airmail covers from Hungary to Australia, including two family correspondences, but there are no Greek currency control cachets or Athens backstamps on any of them. I have some theories about reasons for this lack of cachets, but no definite proof.

From Romania very few airmail covers addressed to Australia or New Zealand are known and recorded. I know of one other collector who lives in Sydney, but is no longer active. The main reason for this lack of correspondence from Romania was probably the very high airmail surcharges applicable on foreign airmails in the 1930s (note franking on Figure 8). It was noticeable from the auction of the Perry collection by Phoenix Auctions that there were no covers from Romania addressed to H B Smith. If there had been any, they would have been in that accumulation.

**Acknowledgements.** My main source of information for this part of the study of Greek currency control marks is the excellent book by Charles Messenger, a UK military historian and defence analyst, titled *World War two chronological atlas: when, where, how and why*, published by Bloomsbury London in 1989.

A helpful source of information about European airlines in the 1930s is [www.timetableimages.com](http://www.timetableimages.com), which Michael Barden (originally from David Collyer) pointed out to me. There is also a useful source [www.europeanairlines.no](http://www.europeanairlines.no) which has a link to *History of European Airlines* by Rob Mulder, which contains historical information about pre-war European airlines.

Thank you to Michael Barden for his work in formatting my texts and scans to produce an article that I hope will be interesting to read. Part 3, on airmail covers from Australia to a number of European countries in the pre-war period, will bring this series of articles to an end.

## Why Me?

### **Ian Cutter**

These two cards were posted in Melbourne about six months apart. They came from different writers, but each was addressed to “Canara / Mylor Bridge / Penryn / Cornwall / England”.

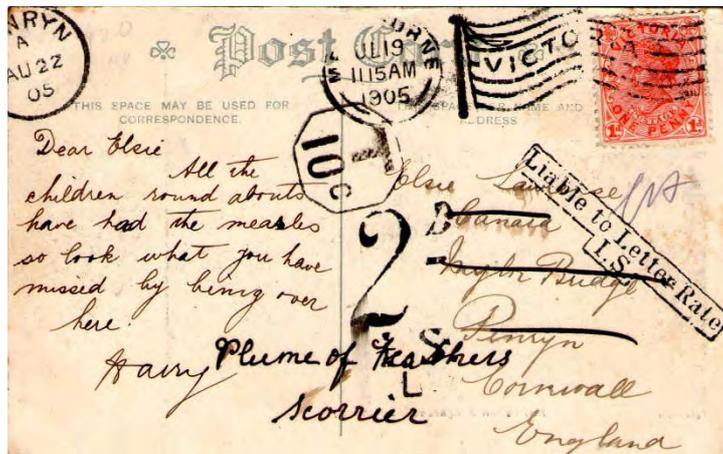
Penryn is a town about two miles NW of Falmouth on the south coast of Cornwall. Mylor Bridge is about 2 miles to the NE. There are now housing estates at Mylor Bridge, but at the time these cards were written the population would have been miniscule. “Canara Farm” is on Comfort Rd to the west of the village.

Both cards were re-directed to “Plume of Feathers / Scorrier”. Scorrier is a village on the outskirts of Redruth, which puts it seven miles to the NW of Mylor Bridge. At the time of writing this note the Plume of Feathers public house still provides food, drink and accommodation.

The card posted in December 1905 has sufficient datestamps to allow the final stages of its journey to be reconstructed - 13 December posted at Melbourne; 13 January passed through Penryn; 14 January at Mylor Bridge, then again through Penryn on the way to Scorrier.



The earlier card, posted on July 19 and in Penryn on August 22, would have followed a similar, although not necessarily identical route. Its journey was certainly more eventful, attracting a number of markings – “Liable to Letter Rate / I. S.”, “2<sup>D</sup>”, “I S / L”, and, in an octagon, “T / 10<sup>C</sup>”.



What had it done to deserve that?

## Embossed Merchant Mark H. E. Falk, Liverpool on 1881 GB PO Wrapper

Dr John K. Courtis FRPSL, [acapjajc@friends.cityu.edu.hk](mailto:acapjajc@friends.cityu.edu.hk)

I almost missed it! A GB 1d PO wrapper mailed from LIVERPOOL on 5 April 1881 showed *Sample of Sack* in manuscript top left. In examining the wording more carefully I noticed an embossed colourless merchant mark H. E. FALK and LIVERPOOL within a 23/18.5mm oval struck immediately below “Sample”. Close inspection revealed it was actually a double strike of the embossing tool with only one image being readable. Serendipity indeed for now the wrapper had two interesting aspects: the nature of the contents and the name H. E. Falk of Liverpool. The wrapper in question is shown as Illustration 1. Intrigued by these clues Google helped to reveal that Mr. Falk was a leading merchant of Cheshire salt.

**Illustration 1: PO Wrapper with wording *Sample of Sack***



Hermann Eugen Falk was born in Danzig in 1820. He came to England when he was 18 and worked for his brothers in a timber mill in Hull. His first contact with the salt trade came about because his brothers exported salt to the Baltic in return for importing timber from that area. In 1842 he moved to Liverpool where he became a salt broker and published his Falk's Salt Circular. He then spent two years in North Brunswick supervising a timber estate owned by Falk Brothers. On his return to England he left his brothers to set up his own Meadow Bank rock salt mine in Winsford on the River Weaver. By 1858 he had become one of the largest exporters of salt in the district. In part this was due to his initiative in opening up new markets overseas. As early as 1846 he had sent a cargo of salt to India.

In 1858 H. E. Salt played a leading role in establishing the Salt Chamber of Commerce established in part to protect the interests of leading salt firms. Their terms of reference were to open up new markets, watch over treaties and tariffs in foreign countries where salt was or could be expected to become an imported commodity and to impress upon the government that salt played an important role in exports for the country.

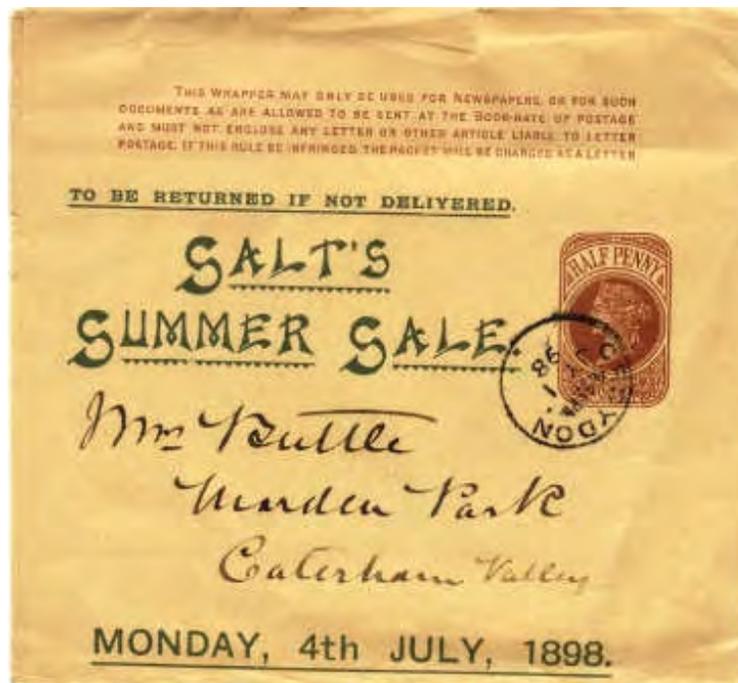
In 1852 Falk became the Salt Chamber's representative on the Liverpool Chamber of Commerce. He held various positions in the Salt Chamber including two terms as president and was instrumental in establishing the Salt Trade Committee, set up to protect prices which fell during the American civil war. He was also largely responsible for the establishment of the Liverpool Salt Brokers Association which co-operated with the Salt Trade Committee in fixing the price of salt. Hermann Falk's cabinet portrait is shown as Illustration 2.

**Illustration 2: Hermann Eugen Falk cabinet portrait, 1893**



In 1888 Falk's Salt Union was established as a company with a capital of £3 million. It included salt works in Cheshire, Worcestershire, Middleborough and Ireland. H. E. Falk ran a prosperous business and between 1874 and 1880 he undertook extensive journeys in India, the Far East and California to study the salt trade (Henderson, 1989). A wrapper dated 4th July 1898 and SALT'S SUMMER SALE is shown in Illustration 2. Obviously his entrepreneurial abilities were local as well as overseas.

**Illustration 2: Salt's Summer Sale**



## Sample of Sack

In 1870 a Newspaper Act was passed which combined the two rates of Newspaper Post and Book Post with the rate of ½d for every 2ozs. This rate was applied to newspapers, books and samples. While the literature is fairly replete with information about newspapers and qualifying printed matter, information about what constituted samples does not seem to have been given much consideration. Other “printed matter” carried at this ½d rate included manuscripts, photographs, blueprints, social and sporting information, patterns and railway tickets. While the definition of a sample is not clear, the intent of the notation is to draw to the attention of the postal clerk that the enclosure qualifies for the cheaper rate and not the parcel rate.

What is a sample of sack? A good deal of salt was transported and sold in sacks, being small hessian or cloth sacks or bags containing either rock salt or more refined table salt. The 1d indicium indicates that the enclosure weighed up to 4oz. It is unlikely that the sack contained any salt or at least not much salt. The sample of sack was mailed to a Messrs. Langer & Co. in Le Havre, France. Taken literally, a sample of sack is a small sack or bag or a piece thereof to either demonstrate the sacking in what salt is packed or to request the manufacture of sacking similar to the sample. However, with the expertise of Manchester’s textile industry being closer to Liverpool than Le Havre it is not likely that the sample was to solicit a quotation for the manufacture of salt sacks. It is more likely to demonstrate how salt would be packed to fulfill an order, especially as Le Havre was a port for cargos to be off-loaded for on-going transportation on French ships; there were salt granaries in Le Havre too.

## Conclusion

At first blush a scruffy wrapper could easily be passed over as of no consequence. However, it is not common to find the nature of contents written on post office newspaper wrappers other than the wording “printed matter”. From a study of approximately 5,000 GB wrapper images in the author’s computer database this is the only one observed with the wording “*Sample of Sack*”. That by itself makes it somewhat exceptional. The embossed merchant mark H. E. FALK, LIVERPOOL is also distinctive in that a recent study of 2,690 GB wrappers found 128 merchant marks, none of which were embossed (Curtis 2013). The wrapper is notable therefore for its two intriguing features: “*Sample of Sack*” identifying the content and the embossed clear merchant mark.

## References

- Curtis John K. (2013), Merchant and Related Senders’ Handstamps on GB Wrappers, *The Postal Stationery Collector Journal*, Vol. 21 No. 1 February, pp. 6-9.
- Henderson W. O. (1989), *Marx and Engels and the English Workers: And Other Essays*, Chapter 12, Routledge, 194 pp).

## Acknowledgement

My sincere thanks to Allan Gory for his reading and commenting on an earlier draft.

## A Slice of Queensland

### **Ian Cutter**

When I started collecting postmarks I didn't know anybody else who followed this pastime, so I didn't have a list of post-offices.

This changed when I obtained a second-hand copy of the Post-office Guide for 1946. From this I was able to laboriously hand-write an alphabetical list, for each State, of every post-office open at the time. It is interesting to consider what has happened to the number of post-offices since then.

To offer one "slice of Queensland", the page of the alphabetical listing that starts with *Ilbilbie* and finishes with *Julatten* shows 32 post-offices open in 1946.

A present-day figure comes from the Auspost web site, where it lists localities alphabetically for each State, along with their nearest post offices.

For example, in that list, from *Ilbilbie* to *Julatten* there are 80 locations, leading to 22 post offices in that alphabetical range – there are lots of other post offices, of course.

At first sight it looks as though the reduction in the number, ten, shows that ten post offices have closed in the period 1946 to 2013, but it is not that simple. In fact, of the 32 open in 1946, fifteen have closed; this has been partly offset by the opening of five new post offices. So, we lose some but we do win some.

It would be interesting to know if this slice is typical – perhaps somebody out there has some more sophisticated data.

Two of the postmarks illustrated are from this slice – each was collected by a family member when passing that way.

There is a connection, admittedly tenuous, with the third postmark. It came from my wife's sister's father-in-law. He was an engineer with the PMG who travelled to FNQ in the course of his employment. On one trip his superior asked him to collect the postmarks from the post-offices he visited, which he did, but for some reason he failed to pass them on. I had fixed in my mind that one of these was from Iron Range, which is within the scope of this slice of post-offices, but that cannot have been so. However, it seems a pity not to show another postmark that he did collect on the same trip, RED ISLAND. This office opened on 18 01 1949 and closed on 31 10 1951, so examples are probably not all that common.

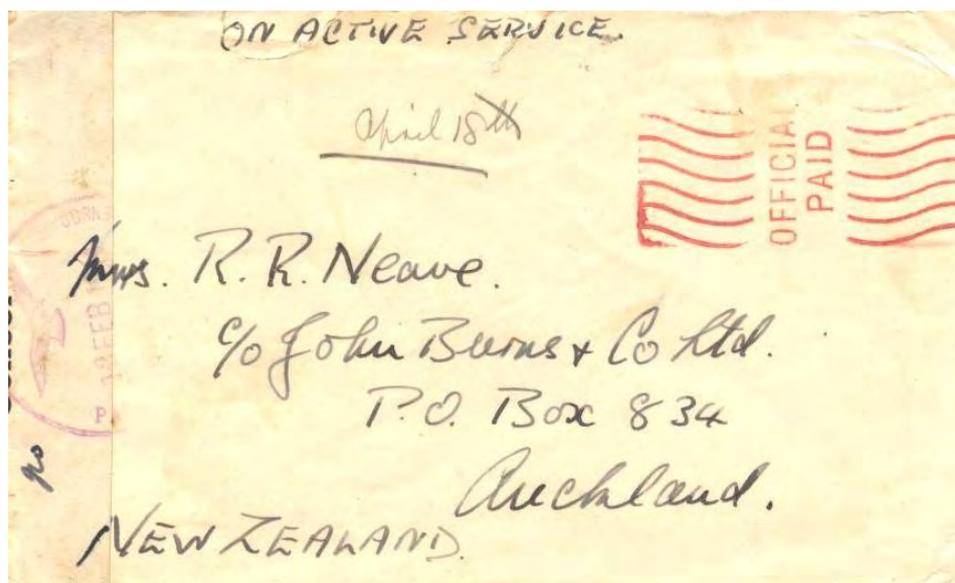


## New Zealand Musings—New Zealand at War 1939-45

Tony Lyon

### England RAF Burn, Yorkshire

Cover posted at Rongotai Flying Station, Wellington dated 19 SP 42. **Opened by censor and resealed with tape and the rubber censor no. 111 applied at Auckland.** It is addressed to Squadron Leader (later Wing Commander) D W S Clark at NZ House, 415 The Strand, London. It has been backstamped with a **type D3 New Zealand Army Base P.O.-UK. 5 NO 42.** Clark's whereabouts is established and a manuscript redirection to **Officers Mess, RAF Burn (near Selby) in Yorkshire.** This station opened in November 1942 as part of 4 Group, Bomber Command. RCAF No. 431 Squadron was formed and operated from here equipped with Wellington Bombers. **Airmail rate 5d Members of the Armed Forces.**



Cover sent by Pilot Officer R R Neave giving his return address as **C/- NZ Army Base PO, 35 Strand, London.** It received an **official paid machine cancel** and was **opened by the censor who sealed with tape (Army Form W.3424)** and applied a **type R20 Passed RAF censor marking.** Neave was a POW in Stalag Luft 1, Barth, Germany. **Surface mail free.** Censor dated 12 Feb 1944.

United Kingdom

Raf Waterbeach, Cambridge

Newspaper wrapper showing 1d Geo VI Red cancelled by D3 (Startup & Proud p336) 3 Agar Street London, and dated 1 JU 43 and forwarded to Sgt Roberts at **RAF Waterbeach, Cambridge. No 3 Group, Bomber Command** was located here. At this time **No 1615 Conversion Unit** was training crews in the four engine Short Stirling Bomber.



Raf Alness, Scotland

Letter dated 13 March 1944 to an RNZAF Flying Officer addressed to **NZ Army Base PO 3 Agar Street, London** and on forwarded to **RAF Alness, Scotland**. This was the location of the **RAF Flying Boat Station**. The cover was **opened and resealed by Examiner D.A. 67**, Wellington Civilian censors. **Airmail rate of 5d.**



## Shetland Islands

Cover from an RNZAF Squadron Leader E H McHardy D.S.O., D.F.C. & Bar, Croix de Guerre (Fr), serving with the RAF. E. H. McHardy, achieved particular distinction as a leader of Strike formations during the last year of war. McHardy (later Wing Commander) had been with Coastal Command from the early days and was prominent in leading Beaufighters from bases in East Anglia and later from Scotland. **Cancelled with machine cancel of FPO 676 dated 6 Jan 1942.** This was the **7 A.P.D.C. Inverness Scotland** and it is censored by a type R4 censor No 15. However, **404 Squadron at this period was stationed at Sumburgh, Shetland.** Their mail went through **Inverness FPO.** McHardy was the first CO of 404 RCAF Squadron Beaufighters until replaced in October 1942.

The airmail rate 1/3d, was a result of the abandonment of the Empire Airmail Scheme early in WW2 and a premium being applied from UK. The longer transit time would suggest that this letter went airmail part of the way then by sea, probably from Colombo, Ceylon to Perth then to Sydney on to Auckland by TEAL service. **Mail not received in NZ until April 1942.**



Backstamps

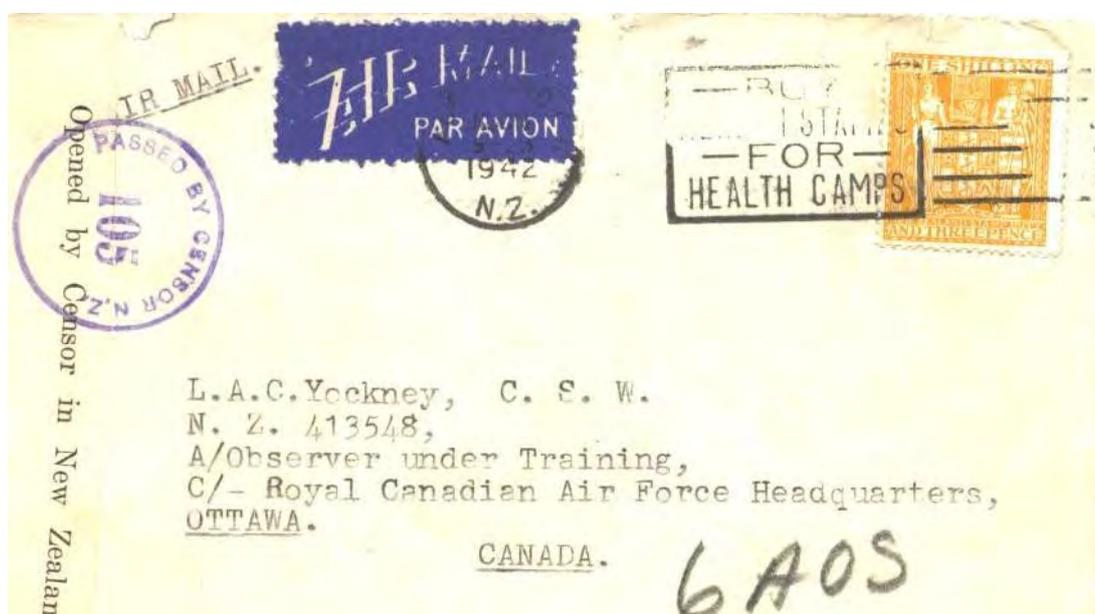


Backstamps

The second cover from the same source is interesting in that it was posted 20 days later at surface rate and arrived 26 days earlier than the above cover sent airmail? **Rate 2½d.**

## CANADA - Empire Training Scheme

Cover sent from Waipu 23 OC 41 to a Leading Aircraftsman in Canada training under the ETS. **Opened by censor and sealed with tape and rubber censor stamp 129 applied. Redirected from No 6 A.O.S. (Air Observer School) to Dafoe Sask 5 B & G School (Bombing & Gunnery) MPO 1206 at Prince Albert. Airmail rate 4/-. By PANAM FAM 19 to US, then by air to Canada (July 1940 - 12 December 1941: Note Canada rate 5/- until 9 September 1941 then same as US).**



Cover posted at Auckland 9 Feb 1942 and censored and resealed by censor 105 at Auckland. It was addressed to a Leading Aircraftsman in training, addressed to **RCAF HQ Ottawa. Redirected to 6 A.O.S. (Air Observer School)**. Backstamped Ottawa MPO NO 304 RCAF HQ dated MR 3 42. Airmail rate of 1/3d. The 1/3d rate involved part of the journey by sea to either the Pacific Coast or Panama then on-forwarding by air to destination.

## CANADA - Empire Training Scheme

Censored cover sent from Tauranga dated 18 FE 42 and addressed to a Leading Aircraftman at No 6 AOS Prince Albert, Saskatchewan. Received at **Ottawa MPO 304 RCAF HQ** dated 14 MR 42. Redirected to 1ANS which was located at **MPO 1006, Rivers Manitoba**. Rivers datestamp dated 18 MR 42. Censored in NZ by civilian censor and sealed with tape and stamped with  **censor 102**. Rate 1/3d.



Cover posted at Masterton dated 10 AU 1942 addressed to LAC at Air Observer Group 5. Received at **MPO 304 Ottawa 4 SP 42** (backstamp). Redirected to NZ Supply Miss, Graft Hotel Washington. It was then returned to NZ and received at Wellington 4 NOV 42 (machine cancel on back). Opened by the NZ censor and resealed with tape and stamped with  **censor 187**. In Manuscript is **Airmail across Canada. Underpaid by 1d.**

## CANADA - Empire Training Scheme

Air letter dated 26 SP 44 sent by RNZAF Flying Officer to Christchurch NZ. Posted at Summerside, Prince Edward Island 26 SP 44 through MPO 610. 1 GRS (General Reconnaissance School) RAF. Air letter rate of 10 cents.

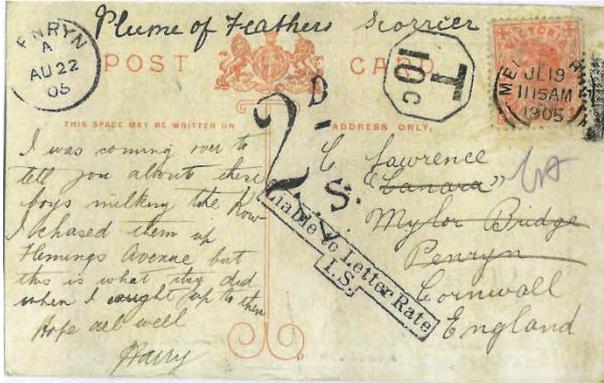


Cover posted at Dominion Road PO 26 MY 41 at 2d surface rate to RNZAF Leading Aircraftsman at **No 1 Wireless School Montreal**. Montreal Cancel dated 10 JUN 41 on reverse. Manuscript 'Return to Airman Records, Wellington, NZ and Wellington Railway receipt Datestamp dated 20 AU 41 redirected to an address in North Auckland.

# Postal Tax Trivialities

## John Young

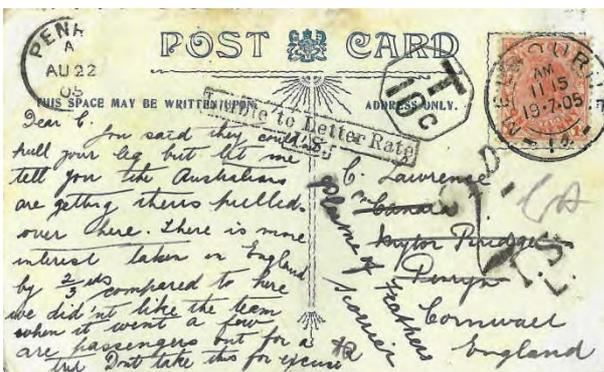
Shown below are two of three (or more) postcards sent from Melbourne to Penhryn in Cornwall, England in 1905. In those days people sometimes sent groups of postcards at the one time, with a continuing narrative from card to card; or two or more people would send a group of cards to one addressee. Judging from the handwriting on the cards below (compare the capital P for Penhryn on each card), there were different writers.



The cards were cancelled at Melbourne at 11.15am on 17 July 1905, although the cancellers are not the same. Both cards were re-addressed to the Plume of Feathers hotel (now b & b at Scorrier, north of Penhryn), and were treated the same by a conscientious postal official. They were taxed 2 pence/10 cents and stamped Liable to Letter Rate IS (inland section). Why?



By August 1905 the correct postcard rate was 1 penny from Australia to England, so we must look for other reasons for the postcard being taxed. One of our members, Harold Sheath, has observed over many years that postal officials could be exacting martinets. In the case of these cards the Penhryn official apparently treated the cards as letters because the forwarding address was written outside the space for the address (card 1) and on the picture side of card 2 the word "Melbourne" was hand-written to complete the joke caption. The letter rate to England was 2 pence.



Apparently the official at Scorrier was more lenient, as there is no sign the tax was ever collected. The process gives a stark comparison with modern-day practice, when about 10% of stamps miss getting cancelled, let alone being added up to see if full postage is paid.

## Bovigny to Hobart 1919 - 1921

### Michael Barden

Vincent d'Arehambeau of Honvelez, near Bovigny in Belgium and James A. Pillinger from Hobart probably met on the Western Front in Belgium or France. Since it took some time to repatriate ANZACS, this may well have been after hostilities ceased. As with many other soldiers, they kept in touch by sending each other picture postcards when they had returned home. Alas, I only have one side, and these I acquired recently at a Tasmanian stamp auction. The under bidder collected Olympic memorabilia, I desired them for the postal history. In time, they will go to the under bidder.

Bovigny today has a population less than 1000. It lies in Luxembourg Province on the rail between Gouvy and Vielsalm near the Belgian border with Luxembourg. Thus it is a small Ardennes township or village, which lies in very pretty country. In 1919 it was a village with a station on the main rail line between Liège and Luxembourg City. Its post office was classified as Station-Perception, in that the station staff ran it. Possibly then as now, tourism was important for Bovigny. Honvelez was a nearby hamlet or village.

Hobart, whilst the capital of the Australian island state of Tasmania, has a population of around 215,000 today. In 1920 it was around 80,000. No Pillingers are listed in today's phone book. Garden Crescent no longer exists, possibly having become Garden Road in Moonah, an old suburb, The road is bent, so, maybe?



This first card in the correspondence contains a 15c Roi Casqué stamp (to pay 10c postage).

The text in French says, « Je serais très heureux d'échanger quelques cartes avec vous. Ci eg (?) vues de France (front) et de mon village. MPCC 1049, V. d'Arehambeau, Honvelez, Bovigny, Luxembourg, Belgique »

The card's printer was from Mousson, hence a NE France scene

**Bois le Prêtre – Croix des Carmes (Whitefriar's cross - first aid post ?) Bovigny** cds of 26 December 1919

The next two postcards are of interest in that they use the 1920 Antwerp Olympic Games stamps **outside** Belgium **before** the 16 October 1920 allowed date (a UPU decision wrt charity stamps, which were for use only within their country until the 1920 UPU decision at the General meeting allowing their use anywhere). In fact both cards were posted together at Bovigny and are dated 19 September 1920.

Both cards are German and views of Moers in the Ruhr area near Krefeld. It may be our Belgian was part of the occupying forces for a short time and bought the cards then. One carries a 10c stamp and the other a 15c to give Pillinger two of the set of three. The third was posted at Bovigny in 1921 and carries in addition a PAX charity stamp, which appears to be of Ste Gudule, the principal cathedral in Brussels.



**Moers' Castle Park.**

10c stamp used to pay the postage abroad



19 Sep 1920

Brussels cds of 20 Sep on both stamps



**Statue of the Elector (of Hanover ?)**



**Ruined church at Mousson.**

Mousson lies between Nancy, Metz and Verdun in Lorraine, NE France. It is heavily wooded nearby.



A correspondence, which has survived from a hamlet to a small town on the other side of the world. It never ceases to amaze me what can turn up unexpectedly, the better with some 'illegal' stamp usage.

## A Question of Bookmarks

### **Ian Cutter**

The illustration shows both sides of a bookmark-sized postcard. Browsing the web reveals that such cards were indeed intended for use as bookmarks. They seem to be uncommon, and examples that have passed through the post are even rarer.



In the early days of postcards there were international regulations as to what could be written on a postcard and where this writing could appear. Were the maximum and (particularly) minimum sizes also specified?



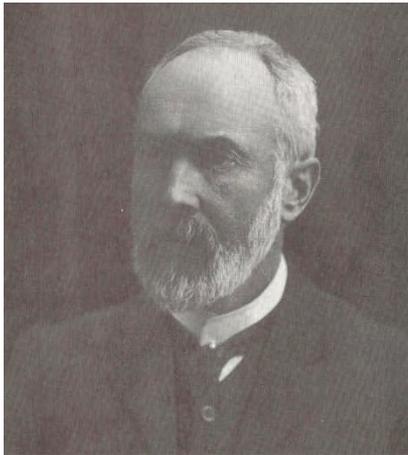
## Up Coming Australian Philatelic Events 2014

Event	Information	Closing date for entries
Adelaide Stampex 2014	<a href="http://www.adelaidestampex.com/">http://www.adelaidestampex.com/</a>	30 June 2014

# William Ferrier - Photographer

## Tony Lyon

The *Timaru Herald* described William Ferrier in his obituary as 'a photographer beyond the average' whose work 'was characterised by a refined artistic taste. Probably he was known for his landscape photography and in the respect, so far as Timaru is concerned, he must be looked upon as an historian. Through his instrumentality the present generation and the generations to follow, will be able to trace the rise and prosperity of Timaru from its early days.'<sup>1</sup>



## William Ferrier

Was born 20 August 1855 Edinburgh, Scotland arrived 10 Sept 1869 at Port Chambers, New Zealand on the "William Davie" from Glasgow, aged 14 years died 16 October 1922, Timaru New Zealand aged 67 years buried Timaru Cemetery 18 October 1922, row 34 plot 418 (TDC Cemetery records give his age as 68 years)



F.T.<sup>2</sup> Series No 2437 A The Breakwater, Timaru



Sent from Timaru to Colac, Victoria  
6 June 1908



Collage of Ferrier Photographs part of the F.T. series No. G90



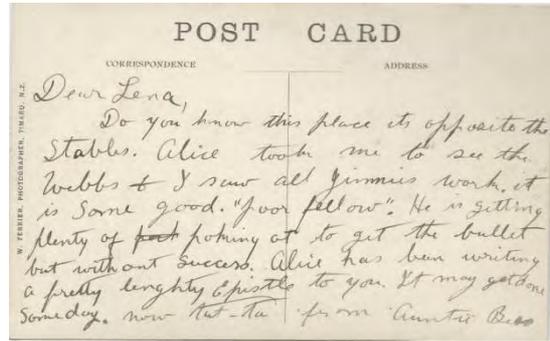
Sent from Timaru to Colac, Victoria  
22 Au 1907

<sup>1</sup> Lester John. (1986) *William Ferrier 1855-1922 Photographer*. Timaru, NZ: Aigantighe Art Gallery.

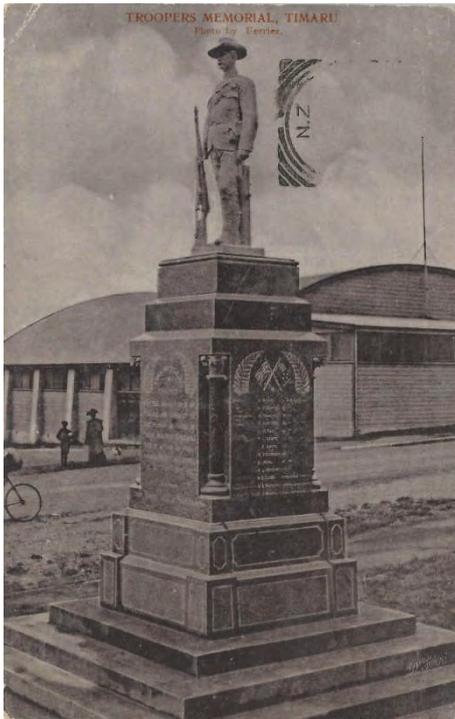
<sup>2</sup> F.T. Fergusson Taylor



Early W Ferrier Postcard – Stafford Street  
South Timaru main street No 139



Publishing details W. Ferrier,  
Photographer, Timaru, N.Z.



A Ferrier photo of the Troopers Memorial, (Boer War) Timaru. Published by H G Anderson & Co and it is No. 1

Sent from Timaru Dec 1907 to Loire, France 15 Jan 1908 at the Printed Matter rate (stamp removed).



Ferrier Postcard Winchester near Timaru from the F.T series No. 673. Posted at Tauranga 21 MY 1906 to Montreuil -sur-Mer, Pas-de Calais, France arrival 8 JL 1906

I have an example of the same Winchester Card published as part of the F.T. series Embossed Sepia No 343 with no reference to it being a Ferrier photo. About 1906 Ferrier sold his entire stock Photo Frames, Photo, Postcard albums etc., Thus the use by other companies of his photographs.

## International Mail Centre Rectangular Hand Date Stamp Cancels

**Brian Fuller**

The International Mail Centre (IMC) Registration Section appears to have been in operation from 1984 until early 1991. Whilst I was there during 1987, only rectangular date stamps appeared to be used in the Section. I have no detailed history of the Section and the seven proof samples of the IMC are added to the table with the commercial copies.

Naturally the commercial samples are poorly struck, distorted and worn. However, I have tried to elicit the several types used and their primary identification characteristics.

The main types of rectangular cancellations are shown below :-

Registration Section No.1	Registration section No. 2	Registration
Reg Section – small date	Reg Section – large date	Reg Section – large date raised in cachet

Of these the primary method of identifying differences is the relation of the **I** in International relative to and above the **ME** in Melbourne.

IMC 1 (I is over M)	IMC 2 (I between M & E)	IMC 4 (is No. 1 – No. 2 exists)	IMC 5 (I between E & L)

## Measurements

**Registration**                      46 X 26mm                      5JAN87 – 19DEC89                      Blue (BI) or Purple (P)

### Large Date Registration Section

37 x 35mm	29JUN89 – 5FEB90	IMC1	BI. Also have 3 samples with the year missing
37 x 26	31OCT90 – 10APR91	IMC2	P
37 x 26	24APR89 – 19MAR00	IMC5	BI P
37 x 26	24APR87 – 5OCT90	IMC1	BI P
38 x 26	15JUN87 – 28NOV90	IMC1	P
38 x 26	10JUL89 – 22NOV89	IMC5	BI P
38 x 27	9JUN87 – 12APR91	IMC1	BI P
38 x 27	5JAN87 – 3OCT89	IMC2	BI
41 x 29	4JAN87 – 20MAR88	IMC1	BI
42 x 30	4JAN87 – 27NOV87	IMC2	BI P 2 mm break 7mm from left in top frame

### Small Date Registration Section

37 x 25	13JUN89 – 12APR90	IMC2	BI
37 x 26	7DEC87 – 1MAR91	IMC2	BI
37 x 27	11SEP88	IMC2	BI
38 x 26	23NOV87 – 10DEC88	IMC2	BI P
38 x 26	9OCT88 – 30NOV89	IMC1	BI P
38 x 27	6JAN87 – 18JUN88	IMC2	BI P
38 x 28	6JAN87 – 4AUG87	IMC2	BI
41 x 28	5JAN87 – 12MAY87	IMC2	BI
42 x 28	5JAN87 - 26APR87	IMC2	P My written note says: "Standard use". Yet a limited date range?

### Small Date Registration Section No 1 and 2 (IMC 4)

37 x 25	15MAR84	IMC1	P No1
37 x 25	18MAR84	IMC1	P No 2

I do not hold any confidence in the Blues and Purple inks as the nearest stamp pad sufficed and, depending on how hard it was struck and many other factors, the shade may be a mish-mash of both.

Any further sample information would be welcome. Happy hunting.

## Front Cover

### South East Asia Naval Forces

**Printer: Modern India Press, Calcutta**

**Air Letter I.A.F.F.-1083 (Naval Personnel) M.I.P.-3289-2-A-G-1625-15-9-44 2,00,000**

Naval Air Mail Letter Card from India. Sent by S.P.O. W Kenwright (C/Kx 80182) H.M.N.Z.S Achilles to Auckland. Censor mark Navy Tombstone type.

# Hand-Held Date Stamps

**Co-ordinated by George Vearing**

In the last edition I wrote about the name change from Business Centre to Business Hub for some of postmarks I received from various Post Centres. Upon enquiring at the Shepparton Business Hub I found that the name had changed on 1<sup>st</sup> of July 2013. It would be interesting to know if this was the change for all Business Centres and if they used the old postmarkers until the new ones were made. Any information on this would be gratefully appreciated.

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



**VIC.:-** Earlier datestamps-COWES (122/25) GRANTVILLE (119/27), MAFFRA (96/35)  
TOORADIN (115/29)



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## What YOU can do to help the Australian Philatelic Society?

- Sign up a new member
- Write an article for the Journal (Better still, write two!)
- Send the Editor any interesting philatelic news
- Come to the bi-monthly meeting if in Melbourne
- Help George Vearing with his Datestamp Notes
- Get involved in one of the Study Groups
- Enter the Society Competitions
- Volunteer to display your collection at the monthly meeting
- Ensure the Council receives your feedback and suggestions for the Society

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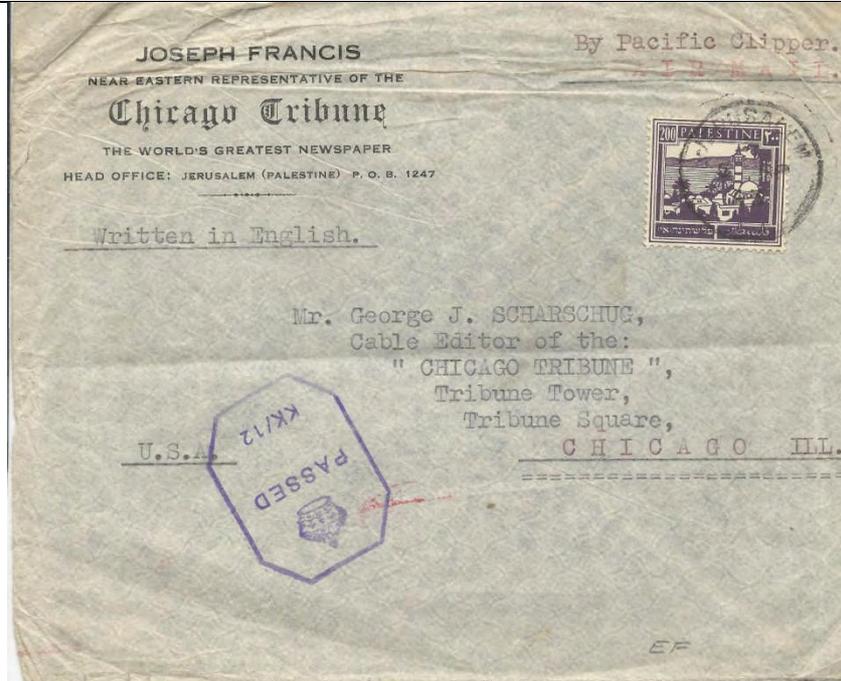
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## Palestine Pictorial High Values

Tony Lyon

A couple of nice high value covers from Palestine. High values are quite difficult to find as commercial covers.



Cover sent from Jerusalem to Chicago airmail via the Pacific Clipper.  
200 Mills was for a double weight letter 100 Mills per 5 grams or less.  
Via air to west Africa and then Panam to Miami



Registered Express cover Tel Aviv 26 OC 42 Baltimore  
Double weight 100 mils per 5 grams plus 15 mils airmail and 35 mils Express.