

PHILATELY

from

AUSTRALIA



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PHILATELY REACHES THE HONOURS

MEDAL OF THE ORDER OF AUSTRALIA (OAM) MYRA EUNICE FARLEY FOR SERVICES TO PHILATELY

The first recognition of Philately in an Honours List in Australia was announced in the Queen's Birthday Honours this year, when our Society President, Miss Myra Farley, F.R.P.S.L., was awarded the Medal of the Order of Australia for "Services to Philately, particularly through the Royal Philatelic Society of Victoria."

This prestigious and most deserving honour conferred on our President, might be considered in a wider sense as an honour to the Royal Philatelic Society of Victoria, and Philately in general, as well.

Following Myra's wartime service in the Australian Women's Army Service during which she rose to the rank of Warrant Officer II while serving in the Signal Corps, she, together with her long-time friend, Joyce Buchanan, established and ran the Reliable Secretarial Service in St. Kilda Road for about forty years.

It was in June 1952 that Myra Farley was elected to membership of the Royal Philatelic Society of Victoria. Four years later she became its Secretary, a role she held for a record term. Her term as Secretary was broken in 1974 when she became the first and only lady President. Myra had the honour of being elected President for a second term in 1992, the Society's Centenary Year, which was also her 28th year as a member of the Council.

This record of devoted service has been recognised by the Society in awarding Myra its three highest awards: the J.R.W. Purves Medal (1970),

Honorary Life Membership (1976) and the David H. Hill Medal (1984).

The recognition of Myra's outstanding contributions to philately extends well beyond the Royal Philatelic Society of Victoria. Myra has had the distinction of being elected as a Fellow of The Royal Philatelic Society, London (1983), Life Member of the American Philatelic Society, and awarded the V.P.A. Award of Merit (1984).

The outstanding success of AUSIPEX 84, the First World Philatelic Exhibition in Australasia, was in no small measure due to the tireless, efficient and dedicated service given by Myra, as Chief Executive Officer.

Prior to AUSIPEX, Myra served as a member of the Reception and Social Committee of the Melbourne International Philatelic Exhibition (MIPEX 63). By acting as Chief Executive Officer of the Australian National Philatelic Exhibition, STAMPSHOW 89, Myra served as an officer at three successive exhibitions in Melbourne over a 26 year period.

In addition, Myra was Victorian Commissioner for the Asian Regional International Exhibition STAMPEX 86) in Adelaide, and the Bicentennial Stamp Exhibition SYDPEX 88) in Sydney, also serving as a R.P.S.V. delegate on the Victorian Stamp Promotion Council (1981-85).

Much has been said during our Centenary Year, as to what has been achieved through the efforts of so many individual members during the past 100 years. As Dr. Ken McNaught, R.D.P., F.R.P.S.L., F.R.P.S.N.Z., rightly stated at the Centenary Banquet, "It is people who determine the standing of any organisation. For 'any organisation' read 'this society particularly and organised philately in Victoria, in general'. The characteristics and qualities of such people are those who cherish the heritage they have inherited, are unswerving in their devotion to upholding traditions in the pursuit of excellence with zealous and selfless application."

We are privileged to have in our ranks such a person, whose devotion, skill and drive to the advancement of this Society and for "Services to Philately" have duly been recognised in this year's Queen's Birthday Honours.

Madam President, Miss Myra Farley, O.A.M., F.R.P.S.L., we salute you.

JOHN MACDONNELL



AUSTRALIAN COLONIAL DISCOVERIES AND NOTES



Conducted by RUSSELL JONES

It has been decided to resurrect in Philately from Australia the column contributed before his death by J.R.W. Purves under the title of "The Other Side of the Picture". A new title will be used – "Australian Colonial Discoveries and Notes". The idea is to publish shorter pieces regarding new information on the stamps and postal history of the Australian Colonies. It is hoped this column will be a forum for the work of the Australian States Study Circle of the Royal Philatelic Society of Victoria Inc., but all readers are asked to submit material, and will be duly acknowledged. This first column has a decided Victorian flavour, and this may continue in the future, but it is hoped that all Colonies will receive periodic coverage. In recent times new publications such as Black Swan, The Courier, The Shilling Violet, and Sydney Views have appeared, and are devoted to or concentrate on their home States. All contributions should be sent care of the Editor, Box 2071, G.P.O. Melbourne, 3000.

VICTORIA: 1d LAUREATE EMERGENCY PRINTINGS OF 1868

The emergency printings of the 1d Laureated in 1868 after the exhaustion of the first supply of V over Crown paper were made on three papers – The Tasmanian double-lined 1 and 4 papers, and the Saunders SIX PENCE paper. The quantities printed on double-lined 4 and SIX PENCE papers were not large – of the order of 60,000 stamps each, and as its major use was for newspaper postage the survival of 1d stamps is not good. Having said that, it must be emphasised that the stamp on double-lined 4 Tasmanian paper is scarcer than that on SIX PENCE Saunders paper. 241,527 stamps were destroyed in April 1868 and perhaps those on the double-lined 4 paper constituted a significant proportion of this quantity.

In spite of these comments, each stamp shows use at a remarkable range of post offices.

Watermark double-lined 4. The earliest known date of use is 27 May 1868, as given in Kellow's *Stamps of Victoria* and the Gibbons catalogue. Use at the following post offices can be recorded: Melbourne (Barred Numeral 1), Geelong (2), Portland (8), Beechworth (9), Chiltern (268), and Germantown (277). Purves also recorded Ballarat (4), Steiglitz (111), and Nerrina (402). He had a copy from Rushworth which he thought was faked.

Watermark SIX PENCE. Here I have a copy dated at Castlemaine on 23 March 1868 which is that recorded by Kellow, but is earlier than the date in Gibbons. Use at the following post offices can be recorded: Melbourne (Barred Numeral 1), Geelong (2), Castlemaine (3), Ballarat (4), Sandhurst (5), Beechworth (9), Horsham (51), South Yarra (200), Mount Mercer (530), and Dolly's Creek (495). This stamp can also be found with watermark sideways and watermark inverted.

The 1d printing on Tasmanian double-lined 1 paper is much commoner, and two shades exist. A pale shade of yellow-green has an early date of 24 September 1867. Of the deep yellow-green shade I have a copy clearly dated 30 October 1867, which is much earlier than the current Gibbons date of June 1868.

VICTORIA: NEW BUTTERFLY "TIES"

It has been a long time since there has been anything new reported in this area. The allocations of the Butterfly obliterations were proved by Purves to follow the lines of the mail routes, and those offices for which no numbers are known have been identified with their post offices. It is good, however, to see the final proof in the form of a "tying" cover. The two new ties involve Butterflies 10 and 43.

Bob Hillman reports a cover sent from Alberton to Melbourne on 30 April 1850 with a 2d Half-Length third printing cancelled Butterfly 10.

Rod Perry has shown me a cover sent from Kinlochewe (later Donnybrook) to Scotland bearing 2d and 3d Half-Lengths cancelled Butterfly 43 in blue. Purves records that this RRRR number can be found in three colours - black, red and blue. An interesting feature of this cover is the date, 26 December 1852, a very late usage for a Butterfly, which had generally been replaced by Barred Ovals at the end of 1851 (Kinlochewe received No. 34). The datestamp is inscribed "VICTORIA", which I would assume was sent to replace the "PORT PHILLIP" datestamp at the same time as the Barred Oval obliterator. So why was the Butterfly used?

VICTORIA: 2d POSTAGE DUE

From Hugh Freeman of Stanley Gibbons (Australia) comes a forgery of the 2d brown and blue postage due. This is probably the same as the one briefly mentioned by J.R.W. Purves in *Philately from Australia*, December 1957, page 114. It is a rather crude imitation, on unwatermarked coarse wove paper, and the perforations are wrong. The most obvious differences in design are in the ornaments along the top border. It is cancelled by a datestamp reading ". . . TION" (presumably "STATION") which Hugh thinks is also forged. It is hard to understand the purpose in going to the trouble of forging such a relatively common stamp.

TASMANIA: THE 1/2d LONDON PICTORIAL ISSUE

By JAMES E. ORR

Collectors of the later issues of Tasmania find that exact details of the printing methods of the De La Rue pictorial issue of 1899-1901 are missing from the literature. During the Blitz of London during World War II the firm's recess-printing logs were destroyed but certain correspondence files survived. To understand the printing process philatelists have struggled with scraps of information found in London and Australian Colonial files and the stamps themselves, hoping to piece together the puzzle.

Owing to the competitive nature of the security printing industry, all firms were forced to keep their recess process secret in the late 19th and early 20th centuries. During the period 1879 to 1920 De La Rue experimented with several recess printing processes. Distinguished philatelists, notably H.F. Johnson, P.L. Pemberton, J.R.W. Purves, and F.J. Melville grappled sometimes perilously with many puzzles. Only token help came from De La Rue. Then, in 1958, J. Easton, in his history of De La Rue (ref. 1) quoted from the company's correspondence files a letter written to Rev. H.T. Hull written in 1902, one of the few official records of the Tasmanian pictorial issue which relates to the manner of printing. "The plates were made of steel, not copper; these are not the printing plates but the originals The printing plates were electrotypes." Those facts quoted are the foundation on which this study begins.

In an article on the British New Guinea 1901 issue (ref. 2), contemporary with the Tasmanian pictorials, J.R.W. Purves commented on other information found in Easton's book. The most interesting topic was that a single, large lead impression was taken from the original steel 60-impression plate under hydraulic pressure and separate large lead impressions were used for each electroformed printing plate. I have assumed the same procedure was used for the similar 60-impression Tasmanian working plates.

The purpose of this article is to piece together details of the printing processes through a study of the 1/2d issue. Two working plates were used, each of which can be plated owing to the remarkable number and variety of abnormalities. In a short article such as this one a comprehensive plating guide for the working plates would be impractical and tedious, so I have chosen to include only features which highlight the stages of plate preparation and the printing process.

The study offers examples of struggles of man and machine, including shifted transfers, double transfers, plate layout methods, die, master plate,, and working plate flaws, plate repairs, and more.

STUDY MATERIAL AND METHODOLOGY

At first I had collected two full sheets of the ½d. One sheet had an engraved plate number "1" on the left mid-border, the other without plate number. I determined these were produced from an identical working plate, i.e., plate number "1". One sheet was virtually free of scratches, clearly an early print. The other sheet with the engraved plate number was a late printing as it had more numerous scratches and had been retouched. I was indeed fortunate! From assorted blocks and strips, with the plate positions identified by margin crosses or corner positions, I deduced from shell flaws and scratches that at least another working plate existed. Knowing no one had reported a sheet with engraved plate number "2", I bid at auction for sheets without plate numbers. My first acquisition provided a different sheet from my others and all of my unpositioned material fitted into it. I was getting somewhere!

1. Steel Die (recess)

2. Steel Roller (relief)

3. Steel Master Plate (recess)

4. Lead Alto (relief)

5. Copper Working Plate
basso (relief)

6. After First Printing

7. Last Prints

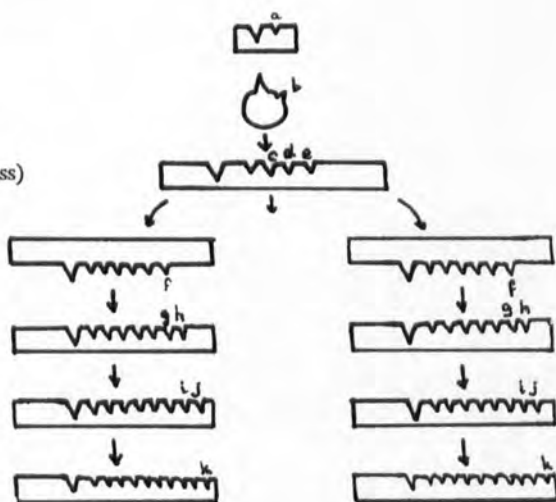


Fig. 1 Proposed Printing Process

Figure 1 shows the basic printing process I settled on. To discover if all my material was consistent with this process I characterised the colour flaws expected to occur at each stage of the process. I believe white flaws play no role in stages 1 and 3 due to the polished mirror finishes which eliminates projections from the die or master plate surfaces. Nor are white flaws considered at stages 5, 6 and 7 because aberrant inking flaws appear white and tend to mask true intrinsic white flaws. The colour flaws expected at each stage are:

Stage 1. Die Flaws: colour dots or small marks (a).

Stage 2. Roller flaws (b).

Stage 3. Rolling-in flaws: shift and double transfers, adhered foreign material (c).

Engraved layouts, guidelines and dots, margin crosses (d).

Scratches (e).

- Stage 4.* Alto flaws: scratches, dots and small marks (f).
Stage 5. Working plate (basso) flaws: shell cracks, scratches, dots and small marks (g); plate numbers (h).
Stage 6. Working plate flaws: retouches (i); further shell cracks, scratches (j).
Stage 7. Working plate flaws: further shell cracks and scratches (k).

Since two different working plates are identified any flaw occurring on both plates at a given plate position must originate on the die, roller, rolling-in process, or be produced by scratches or layout (Stages 1-3). Any flaw occurring at every plate position must have originated from intrinsic die or roller flaws (Stages 1 and 2). Roller flaws were not identified or at least not distinguishable from die flaws. The remainder of the flaws are due to the electroforming processes, fatigue from printing press stresses, accidents or repairs. Assuming one can distinguish these remaining flaws, in a time sequence, one can then identify consistency with a proposed process. Alto flaws were not identified.

THE DIE

Unless the impression is unequal or too light the die flaws record at each plate position. As one might expect these are minor blemishes. The most intriguing is what appears to be a crack in the N.W. corner of the border surrounding the word "TASMANIA" (see Figure 2). This flaw possibly occurred during the hardening of the die or was a stress fracture when the roller impression was made.

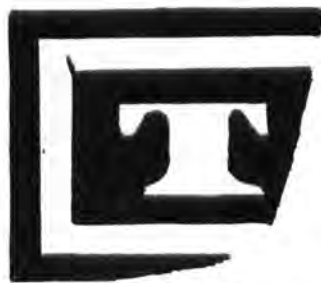


Fig. 2. Die crack at N.W. corner of "TASMANIA" tablet.

GUIDELINES AND SETTING POINTS OF THE MASTER PLATE

To my knowledge the following description of layout lines used as setting points for the roller have never been recorded for any Tasmanian pictorial denomination. The plate is composed of ten rows of six stamps each. Across the top margin of each sheet, above positions 1 to 6, is a fine horizontal line 3.6mm above the upper frame lines. Six short vertical dashes are engraved across the line. Starting from the N.W. corner the first dash is spaced horizontally 30mm and then each subsequent dash is spaced 33.5mm. The significance of 35.5mm is that it is the sum of the width of the stamp (32mm) plus the gutter width (approximately 3.5mm). The dashes provide the set points to guide the roller for the first row positions. Inspecting the rows below one finds engraved vertical guide lines corresponding to the margin dashes, always in the S.E. ornament. Also, 0.5mm above the S.E. corner, are short horizontal engraved guidelines corresponding to the margin dashes always in the S.E. ornament. Also, 0.5mm above the S.E. corner, are short horizontal engraved guidelines to guide the roller for each row (see Figure 3). The vertical spacing between the horizontal guideline in the top margin and the bottom frame line of the row 1 stamps is 27.6mm, equal to the

stamp height (24mm) plus 3.6mm. Subsequently, for each lower row, the distance from the horizontal guideline in the S.E. corner to the bottom frame line in the stamp below is approximately 27.6mm, equal to 0.5mm plus the gutter width plus the stamp height. The tenth row has no guidelines as these are not needed. Plate positions where the guidelines have been found are listed in Table 1. The rolling-in sequence presumably starts at position No. 1, the N.W. corner, moves horizontally to the right to position No. 6, then zig-zags down the sheet to finish at position No. 53 (on the actual plate the motion is of course a reversed image starting in the N.E. corner).

The evidence indicates that each position at one time had guidelines in the S.E. corner so that the roller contained only one impression.

ROLLING-IN FLAWS

The master plate flaws occurring during rolling-in were surprising and instructive. I believe their sheer number and variety highlights either a malady in the transfer press or a technician (siderographer) who had not yet obtained the skilled art "feel" required to control the process. The rolling-in flaws can be classified into three groups distinguished by the distance the abnormal line (the weakest one) or mark is from the normal lines. This classification is a judgement made in order to attempt to discover the cause of the flaws, i.e., to group by similarity of position rather than just shape.

The first group consists of very fine abnormal lines, always vertical, which are very close to the normal lines (0.1mm or less). These lines are generally much longer than lines from the other groups described below. The best fit of the visual evidence is that these are **shift transfers**. Figure 4 shows a typical shift transfer at position No. 25 found in the right decorative border. L.N. and M. Williams (ref. 3) describe the formation of these transfer flaws as follows: ". . . If too much pressure is applied, or if the pass is made too quickly, a minute wave of steel is pushed forward by the roller on the surface of the plate. If an entry has been partly made before the excessive pressure or speed is employed, the minute wave of metal will carry on it the lines already entered, while the roller will impress new lines during the pass it is making." Thus, if the shift transfer occurs on the right edge of the stamp, the abnormal line will be on the right side of the normal line and vice versa. In all cases this is what is observed.



Fig. 3. Guidelines in S.E. corner ornament.



FIG. 4

Fig. 4. Typical shift transfer in right border.

These close doublings were first mentioned in 1931 by J.R.W. Purves (ref. 4) in connection with proving the Colonial lithographs were taken from the master plate. J.R.W. Purves listed only three positions found in the decorative borders, position Nos. 6, 12 and 18, but there are many more on the master plate itself and the lithographs.

It is instructive as will be seen to divide the shift transfers into two groups; those found in the decorative borders on the left or right side, and those of the picture within the vignette frames. In the picture area the abnormal line always appears to be at the left of the normal line. How can that be? The idealised diagram in figure 5 is an attempt to explain this phenomenon. The premise is that the initial entry and rocking motion of the roller would begin over the right side of the stamp centred over the vertical guideline which is 2.5mm to the left of the right frame line in the S.E. corner. The first and second pass are made lightly with little pressure with an amplitude of ± 2.5 mm. The third and fourth passes (and additional passes from the same centre position) made with more pressure and the same amplitude produces a "bow wave" leaving abnormal outer lines both to the left and right of the centre. Now the roller is moved left to a new centre on pass five. On the return pass, six, done with more pressure, the roller will not produce a new abnormal line because at the end of the pass where most speed is produced the roller meets the normal and deep impression from pass four. Pass seven can produce new abnormal lines to the left of the normal lines in a similar manner as pass four. This process continues until the roller amplitude reaches the left frame edge. So, except for pass three which forms abnormal lines to the right, all other passes form abnormals to the left of the normals.

Table 1 lists 23 shift transfers found in the right or left side decorative borders. The code in Table 1 refers to the closest normal line where the shift transfer occurs; outer frame line, F; vignette frame, V; value tablets, T; and triangle ornament borders, TR. Also in Table 1 are 18 other shift transfers occurring in the picture area. The code refers to the horizontal position of the transfer from the left edge of the vignette border. These picture shifts stand out best in the foliage rather than the mountains because of the more extensive white background areas.

A good example of a very prominent shift transfer in the picture area is position No. 15 where most of the left side of the mountains and foliage below is shifted. See figure 6. Many of these shift transfers also show on litho transfers, but of course not as distinctly.

The bottom of the plate is basically free of abnormalities, so whatever was out of control at the initial rolling-in process was corrected. The data in Table

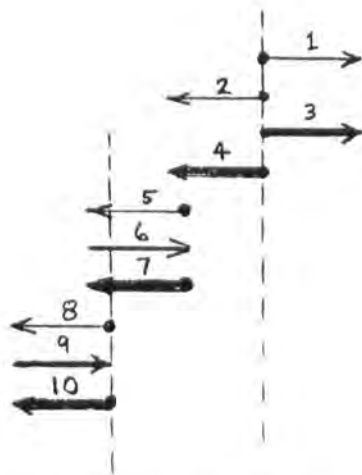


Fig. 5. Schematic representation of the production of shift transfers.

TABLE 1. MASTER PLATE FLAWS

Position	Shifted Transfers		Shifted Transfers		Double Transfers					Guidelines		
	Decorative Borders		Picture	0-25	"1"	"2"	"d"	Junct SE	Margin	Vert.	Horiz.	
	Left	Right	Position									
1		T (weak)				x	x	x				x
2	V,T,TR	T (weak)				x	x	x				
3	F,T,TR	F,T (weak)	Left	0-5				x		x	x	
4	TR		Left	0-3				x		x	x	
5	TR		Left	0-1.5				x		x		
6	V,T,TR					x		x				x
7								x				
8								x				
9	T (weak)							x				
10	T		Left	3-5				x	x			
11	V,T		Left	6-8				x				
12	V		Right	13-17		x	x	x		x		x
13	V,T,TR		Left	3-6				x				
14	F,T		Left	5-9				x				
15			Left	4-12		x	x	x				
16			Left	3-10				x				
17								x				
18			Mid	9-17		x	x					
19			Left	6-8				x				
20						x		x	x	x		
21												
22		F										x
23												x
24									x			x
25		F,T (weak)				x		x				
26								x				
27							x					
28		F (weak)	Right	23-25						x		x
29												
30		F										
31												
32		F (weak)										x
33		F,T	Left	10-11		x			x		x	x
34												
35			Mid	9-14								
36						x						x
37		F (weak)				x	x					x
38												
39												
40									x			x
41						x	x					
42			Left	6-12		x						x
43												x
44								x				x
45												
46												
47												
48												x
49												
50												
51						x						x
52												
53												
54												
55												
56												
57										x		
58												
59		F,T (weak)	Mid	9-16								
60		F,T (weak)	Mid	9-20						x		
Total	11	12	18		2	15	9	28	11	10	20	



Fig. 6. Prominent shifted transfer in vignette, showing in the left side of the mountain and foliage below - No. 15 on sheet.

1 indicates a possible change in technique because before position No. 14 the shift transfers occur mostly on the left side of the stamps whereas after position No. 22 these occur on the right side of the stamps.

The second group of rolling-in flaws have not been reported previously and centre only around the right value tablet. These flaws are mainly short dashes where orientation can be horizontal, vertical and sometimes diagonal. At first I paid little notice to these irregular patterns, in my mind linking these somehow to random printing flaws and therefore of no importance. When it dawned on me that these had different shapes at each position but were constant and master plate flaws I struggled to determine their origin. These flaws play an important role in plating because (1) when scanning a stamp for identifying clues it is convenient to look first at the right value tablet; (2) these are more prominent than the sometimes weakly printed shifted transfers; and (3) these are found at many positions where shifted transfers do not occur, particularly at the bottom of the sheet. Table 1 lists a total of 65 flaws of this general type.

The significant factors of these flaws are (1) these occur only on the right side of the stamp, either in the right value tablet (mostly in the S.E. corner of the tablet) or in the neighbouring margin; and (2) the distances of the abnormal dashes from normal lines is relatively larger (as much as 1.0mm). I have designated this group as **double transfers** per L.N. and M. Williams' definition

(ref. 3) "undiagnosed duplications" because the actual transfer mechanism is tentative. What follows are self-educated conjectures as to the nature of these marks.

Figure 7 shows a typical double transfer (position No. 1) occurring at the junction of lines in the S.E. corner of the right value tablet. The horizontal dashes in the value tablet frame are oriented like the adjacent horizontal lines behind the denomination. The angled flaw in the margin corresponds to the corner lines of the junction. I believe that where junctions of lines occur in the design, the die was engraved more deeply because intersecting handstrokes were required. These areas were then the highest points in relief on the roller. The explanation for these flaws is based on the premise again that the initial entry and rocking motion begins over the vertical guideline 2.5mm from the right frame. Presumably a plate proof was taken and this proof was not approved, and it was necessary to re-enter the roller. The re-entry began as before over the vertical guidelines. The roller is lowered onto the plate and light pressure is applied, attempting to key the relief with the original entry; but the alignment is not perfect and the high points of the roller make marks either ahead or behind the proper position before the technician can "feel" the relief into place. Once keyed the pressure is increased and the rocking process proceeds as before.

I am aware that J.R.W. Purves did not believe that relief height varies when flat moulds are taken from recessed dies. Quoting J.R.W. Purves in discussing a paper by R.B. Yardley concerning the Duloz issues of Turkey (ref. 5): "The soft steel forced into the recessed portions will go into all the recessed areas, but only as far as the depth of the shallowest of them, and there will in consequence be no variation in the height of the transfer taken." This statement may be true for a flat mould pressed into a die with closely spaced vertically and horizontal cross hatch lines. However, a roller pressed into a die is a different matter because the roller only touches tangentially along the vertical axis. The Tasmanian ½d border design has a 0.4mm wide vertical line extending the entire height of the stamp broken only by two relatively thin horizontal "bridges" which are the top and bottom frame corners of the tablet. Looking at the recesses in the die we have a "gully with two bridges". Looking at the reliefs on the roller we have "three long mountain ranges with two valleys". Thus, when the roller impression is made from the die the pressure forces the "mountains" and associated connecting tablet details relatively deeper because the "valleys" has a small metal surface and collapses slightly. This explains why when the technician is "feeling-in" the roller at re-entry, the roller's highest points in the tablet details touch the top surface of the master plate.

Figure 8 shows another prominent double transfer in the denomination "1" of the right value tablet (position No. 50). These are probably due to the contact of the highest points of the roller of the "shadow" reliefs on the right side of the denomination "1".



Fig. 7. Double transfer at S.E. corner of right value tablet (No. 1 on sheet).



Fig. 8. Double transfer in "1" of right value tablet (No. 50 on sheet).

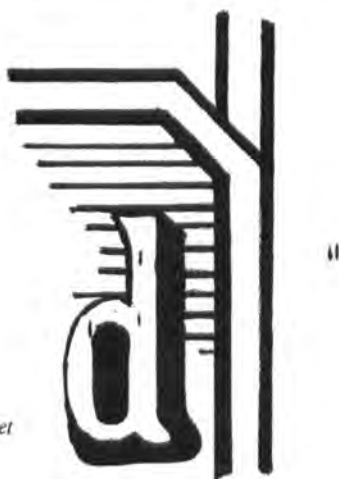


Fig. 9. Double transfer on "d" of right value tablet (No. 26 on sheet).

Figure 9 shows a similar vertical double transfer in the "d" of the right value tablet (position No. 26) probably also due to the "shadow" in relief on the roller to the right of the "d". Also in the margin is a double dash, the vertical position corresponding to the dash within the "d" where the roller touched ahead and behind the proper horizontal alignment point. These margin vertical dashes, both single and double, are quite prevalent. Position Nos. 33 and 56 have double dashes, while position No. 9 has three double dashes in the margin. Table 1 lists the 11 plate positions with this type of margin double transfer.

The third group, also double transfers, consists of plate positions where small marks are distributed over the entire area of the stamp and the position of the marks have no apparent relationship to a normal line. The most prominent example, clearly a master plate flaw, is found at position No. 40. In this striking example about two dozen abnormal marks can be easily located. Perhaps by accident, the roller was allowed to lightly roll across the entire impression. Another possible explanation is that for some inexplicable reason foreign material like metal filings temporarily adhered to the roller. This, however, would indicate very careless workmanship and therefore is not likely.

The only major scratch which appears on both working plates 1 and 2 and is therefore a master plate flaw, is found on position No. 42. The scratch extends horizontally through the middle of "IA" of "TASMANIA", then skips to the right border of the N.E. triangle, continuing on to end in the N.E. ornament.

PLATE NUMBERS

The comment in early literature and repeated later that many engraved plate numbers are missing from whole sheets of pictorials due to the paper margins being trimmed after printing is puzzling. The distance of the extreme right edge of the foot of the engraved "1" on my early printing is $14\frac{1}{4}$ mm from the outer left frames of the first column stamps. The distance of the left sheet border is $16\frac{1}{4}$ mm from the outer left frame. My other sheets without engraved number have a left sheet border to outer frame distance of $15\frac{1}{4}$ mm and 21mm. Thus, there is adequate sheet margin to show at least part of a number.

It is my understanding that books of paper were supplied with each page numbered. Since these pages were too large, before printing these were cut into quarters and the page number presumably trimmed off. Thus, the most efficient procedure would be to do the necessary cutting and trimming before printing. This leads to other possible explanations for missing plate numbers. Lighter blanket pressure at the edges of the sheet would prevent the plate number from recording. Different printings could have differently set up blanket configurations. This theory is also borne out on sheets where no plate numbers are seen by the also much fainter screw marks and margin cross impressions on the left hand side.

WORKING PLATE FLAWS

Shell cracks are found which originate from stresses when the alto and basso are separated from each other or when the backing is applied to the basso. Further shell cracks can occur at later stages when repeated pressure is applied by the impression cylinder of the printing press. Figure 10 shows a typical shell crack of Plate 1, position No. 49. Most shell flaws are short in length and irregularly shaped, i.e., wiggly with radii of curvature usually less than 1mm.

Numerous scratches, mostly connected with polishing operations, accumulate as printing proceeds and rarely disappear. These were noted originally by K. Pennyquick (ref. 6).

The consistency is remarkable and thus they prove very useful for plating. On Plate 1 a long scratch connects position Nos. 4, 10, 16, 22, 23, 29, 36 and 42. A very deep diagonal scratch is found on position No. 3 and at least a dozen other minor scratches exist also. On Plate 2 a long scratch which connects position Nos. 19, 25, 32, 38, 45 and 51. Another half dozen minor scratches exist also.

Retouches were noted by J.R.W. Purves (ref. 4) on position Nos. 26 and 47 of Plate 1. There are three others: Plate 1, position No. 41, and Plate 2, position Nos. 2 and 8. These are either examples of tool slips or misalignment of a straight edge as in position No. 41, trying to deepen the top outer frame line. Surprisingly, the tool slipped in both directions - while moving right, position Nos. 8 and 26, and left position Nos. 2 and 47. The retouches occurred after many sheets were printed and conveniently separate two stages of the plates. Since this problem occurred on both working plates at widely separated positions, it is presumed the problem originated at the die or roller which caused a weak impression. As printing proceeded, the impression cylinder must have flattened the copper plate, reducing the depth of the recessed line.

CONCLUSIONS AND ACKNOWLEDGMENTS

In researching the literature for clues to the De La Rue printing methods, I consulted the recent Tasmanian handbooks by Mr. K. Lancaster and Mr W.E. Tinsley, R.D.P., F.R.P.S.L. These books give the known historical record of

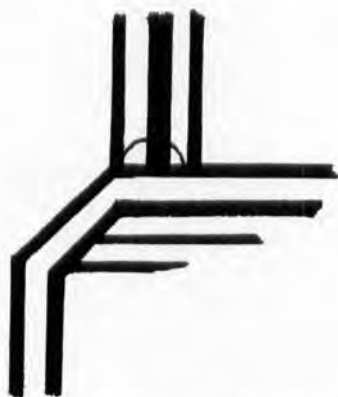


Fig. 10. Shell crack (Plate 1, No. 49).

the London pictorial issue but few new details of the printing process. Careful search was also made of the periodical literature at the very complete philatelic library in Sunnyvale, California, without any new leads. I must conclude that this work is the first attempt to record the fine details of these plates.

In my correspondence with various philatelists, I am particularly indebted to Mr Norman Williams, F.R.P.S.L., for his encouragement to pursue this study and for his efforts to search the archives in London for any De La Rue electro-working plates that may have survived (none were found).

It is one thing to record what one sees with a 10x glass; it is quite another thing, open to interpretation, to understand it all and hopefully be close to the mark.

APPENDIX A

DIE FLAWS

1. Two dots below bottom outer frame line under "O" of "MARION". One dot 10.75mm to left of S.E. corner and 1mm below outer frame line. The other dot 0.5mm N.W. of first dot and fainter.
2. Dot just below outer bottom frame line under "K" of "LAKE", 13mm to right of S.W. corner.
3. Dot 3.25mm above outer bottom frame line and 4mm to right of left outer frame line in corner S.W. triangle of vignette frame.
4. Dot in "2" of left value tablet in right side of lower element.
5. Small dash to right of small solid circle in left side of N.W. ornament.
6. Small dash to right of small solid circle in left side of N.E. ornament.
7. Dot in right value frame 9.5mm above S.E. corner and 0.75mm to left of outer right frame line.
8. Dot 9mm up from S.E. corner and 3.25mm to left of right outer frame line just under right tablet frame.
9. Dot 8.25mm to left of outer right frame line and 3.5mm above outer bottom frame line.
10. Dash (crack) in N.W. corner of rectangular border surrounding "TASMANIA".

APPENDIX B

RETOUCHES

Plate 1

- No. 26. Top frame line extended to right beyond N.E. corner by 0.5mm.
- No. 41. Starting above first "A" of "TASMANIA", a fine horizontal line just above the top frame line extends right to the N.E. corner, a distance of 22mm.
- No. 47. A tool slip over "NIA" of "TASMANIA". A line meeting frame 8mm left of N.E. corner and extends left below the top frame line. Interestingly, after making this tool slip the technician failed to go back and deepen the top frame line which is now missing and positively shows the reason for the retouch. It is not the most careful work.

Plate 2

- No. 2. Starting above "AS" of "TASMANIA" 12mm to right of N.W. corner, a fine line meets the top frame and extends to the left a distance of 4.5mm.
- No. 8. Starting above the first "A" of "TASMANIA" 19mm to right of N.W. corner, a line meets the top frame and extends to the right 1.5mm.

REFERENCES

1. *The De La Rue History of British and Foreign Stamps*, J. Easton, Royal Philatelic Society, London, 1958.
2. "British New Guinea: The Manner in Which the Printing Plates were Produced", J.R.W. Purves, *Papuan Philatelic Society Stamp News*, Dec. 1971.
3. *Fundamentals of Philately*, L.N. and M. Williams, 2nd edition, 1971, Maple Press, York, Pa.
4. "The Technique of the Tasmanian Pictorials", J.R.W. Purves, *The London Philatelist*, Sept. 1931.
5. "Methods (and Stages) in the Production of Steel Working Dies for Surface Printing", J.R.W. Purves, *The London Philatelist*, 1950.
6. "Notes on Tasmania", Dr. K. Pennycuik, *The West End Philatelist*, May-June 1955.

QUEENSLAND KING EDWARD VII REGISTRATION ENVELOPES

By MARK DISERIO

The following are some brief notes in response to Mr Campbell's article on this subject in *Philately from Australia*, March 1993, page 25.

Post Office file G.3337/10 contains a letter dated 23 February 1910, from the President of the Mercantile Corporation of 63 Wall Street, New York (contractors to the U.S. Government) seeking information about the use and manufacture of stamped envelopes in Australia. To help answer the request, all Deputy P.M.G.'s were asked by memo dated 5 May 1910 to provide some information. On 25 May the Deputy P.M.G., Queensland responded that only a registration envelope sold at 3d each in quantities of one or more was available. He added that "This envelope was manufactured by McCorquodale & Co. London. It was supplied to this office through the Government Printer, Sydney, and the postage stamp thereon was embossed by the Government Printer, Brisbane." The envelope was described by the Deputy P.M.G. as "6" x 3.75", of cream colour, linen-lined, with vertical and horizontal lines in red on both sides, to indicate its character as the cover of a registered article". Mr B. Beston's display of Queensland postal stationery to the R.P.S.V. on 20 November 1986 included McCorquodale envelopes in stocks of off-white and buff.

The McCorquodale & Co. and later De La Rue envelopes were a "stock" item of manufacture and were supplied with the textual information already printed by the manufacturer. Later, in 1915, the Australian Stamp Printer acquired 281,856 De La Rue envelopes held by the New South Wales Government Printer and converted then to use with the 4d orange George V stamp. These proved so successful with the public that steps were taken to obtain further supplies from De La Rue. Later, the Australian authorities arranged to obtain envelopes

without the manufacturer's standard printing.

Carl Stieg first reported the issue of a third type of Queensland KEVII registration envelope (*Australian Chit Chat*, June 1973, pages 15-16; see also Collas' *Queensland Postal Stationery* (1979), page 32). Four c.t.o. examples of this type were offered in the Australia Post Archival Sale No. 1, Lots 46, 47 and 48. All these were cancelled-to-order at Brisbane, 9 December 1912, as described in Collas' monograph.

Cooke issued the first of the 4d Kangaroo registered envelopes (using the same envelope and form of printing as the KEVII envelopes) to Queensland on 11 February 1913. The quantity first supplied was 900.

On 30 October 1912 the Secretary of the Treasury (the Department responsible for stamp printing) was informed that the Postmaster-General had approved of all envelopes for sale by the Postal Department to the public to be issued by the Commonwealth Stamp Printer. The Treasury was also informed that the P.M.G. had approved the Stamp Printer's suggestion that with a view of using up the stocks of unstamped envelopes in New South Wales and Queensland, the Deputy P.M.G.'s concerned be requested to forward such stocks to the Commonwealth Stamp Printer to be embossed with the uniform stamp and again returned to their offices in time to be issued with the Commonwealth stamp thereon, and that instructions were being issued accordingly. This last instruction was forwarded to the Deputy P.M.G.'s at Sydney and Brisbane on 4 November 1912.

Stieg postulated that "the date of usage raises the strong possibility that this issue was locally prepared to fill the gap until the Commonwealth issue was available." Records since available would indicate that the issue was made by Cooke in Melbourne. No information has yet been discovered about the transfer/origin of the stamping die used by Cooke. This issue is similar to Cooke's issues for Western Australia, Victoria and South Australia as well as the first Commonwealth issue.

By circular memorandum No. 875 dated 22 December 1913 the Secretary of the P.M.G.'s Department advised all Deputy P.M.G.'s to withdraw old issues of registration envelopes which were to be destroyed.

On 23 February 1914 the Commonwealth Auditor-General informed the Secretary to the Treasury that Queensland registration envelopes to the value of £39/2/11 had been destroyed.

Richard Peck's *Australian Stamp Archives* notes that in December 1912 the Commonwealth Stamp Printer issued 3,900 envelopes to Queensland. As Queensland registration envelopes were sold at their face value of 3d, £39/2/11 equals about 3,132 envelopes. Assuming that the stock destroyed was the third issue, this means about 768 were sold. Given the initial Commonwealth issue of registration envelopes to Queensland was 900, this would appear within expected parameters. This is, of course, only supposition, but does explain the rarity of examples of this last Queensland issue.

NORTHERN TERRITORY HANDBOOK: CORRECTIONS AND UPDATE

By E.A. WILLIAMS, F.R.P.S.,L.

Since the publication of *The Postal History of the Northern Territory 1824-1988* in April 1992, the author has had the opportunity to examine several new packets of post-World War II Territory covers. As a result, a number of new postal markings and extended dates have come to light. In this connection, I wish to acknowledge especially Glenferrie Stamps and Coins, Premier Postmark Auctions, and Rodney Perry, all of Melbourne. Five collectors have sent in extended lists of markings and dates from their collections - M.T. Bulley (Melbourne), Martin Walker and Lance Holden (Adelaide), Mike Puccetti (Queensland), and Bob Taylor (Sydney). Two other collectors have examined the handbook thoroughly and have submitted considerable lists of suggestions for improvement of the text. The notes submitted by Hugh Campbell (Melbourne) and Bill Chadwick (Toronto) have been most helpful, and their concerns are highly appreciated. The compilation of findings from these sources, and possibly from others unwittingly overlooked, are submitted herewith.

- Page iii Chapter X. Alter to read "FEDERATION 1901-1910 52"
- Page iv Amend the following Chapter numbers to read:
Chapter XXIX SPECIAL MACHINE SLOGAN
Chapter XXX PAID HANDSTAMPS
Under Part 3. Advance each Chapter number by one.
- Page viii 2nd para, line 7: "nineteenth century material will encounter thirteen" Change "thirteen" to "five".
- Page ix Beginning of line 6: Change "on" to "of".
- Page x First line below list: Change "adaption" to "adaptation".
2nd para, line 2: Capitalise "S" of "Alice Springs".
- Page xi "Cover and datestamp illustrations": Change last word to read "Australia".
Illustration credits: Add Grieg Hutton (Canada) for assistance with datestamp illustrations.
After "1869. . . . ": Delete the entire entry and add new entry: "Photograph of obsolete N.T. datestampers illustration on the dust jacket by Martin Walker, courtesy of Australia Post."

CHAPTER III

- Page 15 3rd para, at end in the parentheses: Delete "estimated 804km" and add after "Tennant Creek" inside the parentheses "The distance in each section was approximately 800km."
- Page 16 Add after quotation below photograph: "At the corner of the Esplanade and Knuckey St. in Darwin is Lyons Cottage, the present NT HQ of the National Trust. This cottage was originally the BATS manager's cottage. Outside the residence is a plaque marking the spot where the first O.T. pole was set. The cable from Java terminated where NT Parliament House is now located. The spot is appropriately marked inside the building."
- Page 23 4th para, beginning line 7: Correct to read "entrepreneurs".

CHAPTER IV

- Page 26 Cover caption should read "Marlborough".

CHAPTER IX

- Page 51 The recently published *Forgotten Cattle King*, is a more scholarly biography of Kidman.
Final para, lines 3 and 4: Change "McCartney" to "Macartney".
- Page 57 The antiquated passenger train (or mixed train?) was often referred to as "Leaping Lena". During world War II troops were conveyed north from Larrimah in cattle cars. The troops dubbed their train "The Spirit of Protest." These troop trains are illustrated in Alan Smith's *Convoys Up the Track*.
- Page 59. There are other stories concerning the origin of the name of the Ghan. One of the most commonly encountered: except for camel mail trains to Alice Springs with Caucasian drivers, Afghans commonly led camel pack trains radiating from the Oodnadatta railhead. Hence the derivation of the modern Ghan train name.

CHAPTER XII

- Page 66 Photo caption: Change "Ervine" to "Irvine". (Also on page 68, last line, and page 77 (photo caption)).

CHAPTER XIV

- Page 77 End of 1st para: Should be "D.M.F.", not "D.O.M.F."
- Page 79 D.O.M.F. The general picture of this organisation and its function as presented in the handbook is only roughly correct. For a far more detailed, handsomely illustrated presentation, Alan Smith's *Convoys Up the Track* (1991) is a treasure. The story in the handbook that the D.O.M.F. lasted throughout World War II is incorrect. Actually,

the D.O.M.F. operated only from September 1940 to October 1941, when it was reorganised and the Central Austral Motor Transport Column took over. A listing of D.O.M.F. markings seen is:

- Alice Springs (a) circular, 1940. Illustration, p.89.
 (b) oval, 1941. Illustration, p.79.
 (c) Circular. Inscribed "H.C.A.L. of C/ ALICE SPRINGS" with asterisks at sides, in violet, 1941.
- Tennant Creek (a) rough, handmade large D.O.M.F., 65 x 17mm, 1940 in violet.
 (b) double-lined boxed handstamp inscribed "ARMY POSTAL/CONCESSION RATE/ D.O.M.F. _____ 1941."



Alice Springs (c)



Tennant Creek (a)



Tennant Creek (b)

CHAPTER XV

Page 82 First line: Change "cash and values" to "valuables".

Page 87 8th M.D.: Correct fourth word to read "Papua".

CHAPTER XX

Page 117 Type 10A. The Tea Tree Well illustration was inserted here by mistake. There was no such datestamp. The dateline should be sdl, and there should be a dash between NT-AUST. (see p.222).



- Page 118 Type 14. The Sanderson illustration should be deleted. Indistinguishable from Type 13.
- Page 120 There should probably have been a Type 21 cancellation, a double-lined oval. There are at least 15 post offices using these ovals for a variety of purposes. Mostly struck in purple, a few in black.
- Page 123 Last para: Change "Chapter 29" to "Chapter XXX".

CHAPTER XXII

- Page 131 Illustration credit should read "Hugh Campbell".
- Page 136 3rd para, last sentence: Alter to read "datestamp (used on the Leichhardt covers in 1945) used in the late 1940's period".
- Page 137 Some of the Round Australia covers are backstamped with other Darwin datestamps. More than one clerk must have worked the mail sacks to service covers as expeditiously as possible.
(t) extend use to March 1980.
- Page 138 Insert at beginning of Money Orders markings list - "MONEY ORDER OFFICE/DARWIN, N.T." cds, approx. 22mm. 31 MR 52."
Add to "Other Postal Markings" "EXPRESS COURIER SECTION DARWIN N.T." cds 31mm in magenta. Inside the circle "POSTAGE/16 JUN 1987/PAID".
Add new entry "(7) double-lined oval "AIR MAIL SECTION/DARWIN N.T. ___ MAR 1946".
- Page 139 GPO DARWIN
(a) Type 12: 3. remove stops after "NT".
7. now seen "NT-5790, w/out time. 1983-1986".
(b) Type 17. The smallest of the three indicated is not 35mm but 38.5mm. Also change the 35mm with illustration below. Mike Puccetti has pointed out that this 38.5mm cds is the only one of the three with sidebars at either end of "POST OFFICE". There are also differences in spacing, the two larger cds having considerably more space between upper and lower wording. New early date for 35mm, 1983.
- Page 140 GPO DARWIN (c) Type 18 No. 4 1980, early date.
No. 6 1986, early date.
- Page 141 Miscellaneous. Add new entry "(7) Type 18 "FINANCIAL SECTION 1986".
After Type 17 insert: "Type 18. "ASSISTANT POSTMASTER 1984".
- Page 142 DARWIN MAIL CENTRE (d). Extend usage to 1988.
A large (approx. 50mm) 12 hour clock, "REGISTERED" in large letters above dateline, was used to backstamp registered articles passing through the post office, in black. 1984. Similar markings were also used at a number of other larger N.T. post offices, often struck

- in violet or magenta. No effort has been made to list these transit handstamps in the handbook.
- Page 143 BERRIMAH. Last sentence. Delete "5788 but". Only the new postcode appeared on a datestamp at this post office.
- Page 145 CASUARINA. Information given with (b) and (c) was improperly entered. (b) should read: Type 16: rubber. "1", "2" or "3" above dateline. 1974-1978.
(c) add to description: "1", "2" or "3" below dateline.
(g) (36mm) Early date 1983.
Also, Casuarina should be added to the list of post offices using Type 17, page 120. A clear strike of the datestamp listed, without "No. 1", 1985, in violet.
New type double-ring datestamp (possibly 40mm, but somewhat worn), "CASUARINA/N.T. 57982" in serifs, ldl, 1985.
- Page 146 FANNIE BAY (c) Add "(FANNIE BAY)".
It has not been possible to confirm the (d) FANNY BAY datestamp listed in the original edition.
Delete (f).
FANNIE BAY PLACE. Insert before "Post office closed. . ." "Handstamp issued when post office renamed, 2 September 1974."
FANNIE BAY PLACE. (a) Add (34mm).
- Page 148 NIGHTCLIFF. (a) Inscription at base should read "NORTH-AUST".
- Page 149 PARAP. (b) Should be Type 10B, not 10A. Also correct photo caption.
- Page 150 WINNELLIE. (a) Alter "1974" to "from opening 25 February 1973".

U.S.A. COMBINATION AIRMAILS FROM AUSTRALASIA

By RAY KELLY

An interesting article on this subject by Richard reckon appeared in *The Australian Philatelist*, Vol. 1, No. 1, September-October 1987, page 72. It refers to the *Australian Post Office Guide* which gives details of the regulations under which, from 1924, letters posted in Australia could bear Australian stamps for sea mail across the Pacific to the West coast of U.S.A., and allowed prepayment in U.S.A. or Australian stamps for transmission by airmail within the U.S.A.

Examples of use recorded were three covers from Australia and one from Papua, which as an Australian Territory at that time had identical postal regulations to Australia.



1927 cover from Rabaul to Pennsylvania prepaid 3d for sea mail to U.S.A. and 24c internal U.S. airmail postage from San Francisco.

Since the publication of that article, three further covers from Papua, two from New Guinea, two from Tonga and one from Nauru have been reported.

The Nauru cover is the earliest. This involves the early "three zone" airmail system within the U.S.A., these zones being San Francisco-Cheyenne, Cheyenne-Chicago, and Chicago-New York. The zones were introduced after World War I and by 1923 the fee was 8c per zone. The 8c, 16c and 24c airmail stamps were issued to provide stamps for airmail between any combination of zones. The cover, addressed to Reading, Pennsylvania, and endorsed "via Sydney", bears a strip of three 1d Nauru stamps postmarked 21 September 1926, for sea mail, and a 24c U.S.A. airmail stamp.

The New Guinea covers, from the same correspondence, dated at Rabaul 30 April 1927 and addressed to Reading, Pennsylvania (East Coast Zone), are franked with 3d in New Guinea stamps as prepayment of the 1oz. sea mail rate to U.S.A., and 24c (16c + 8c) U.S.A. stamps as prepayment through all three zones of the trans-continent airmail service. The U.S.A. stamps have been correctly cancelled upon arrival in U.S.A.

In 1926, the the U.S.A. internal airmail fees were rationalised and the zones were eliminated. The initial fee was 10c, but by 1928 this had been reduced to 5c, at which time the well-known 5c "Beacon" airmail stamp was issued. The four recorded Papua and two Tonga covers of the early 1930's all bear the 5c "Beacon" in combination with country of origin issues.

It is interesting to note that the 5c airmail fee was only for internal U.S.A. use; according to the *Australian Post Office Guide*, the combination external fee was 8c and all these covers are underpaid. However, the U.S. Post Office seems to have discontinued the 8c stamp after the zones were replaced, so to prepay the correct rate it would have been necessary to find an 8c stamp from the obsolete 1923 series. From this fact, it appears that, although the philatelic senders of these combination covers were aware of the special



1931 cover from Port Moresby to New Jersey with 3d for sea mail postage, plus U.S. 5c for air mail postage within U.S.A., and marked "INSUFFICIENTLY PREPAID/FOR AIR MAIL SERVICE".

service, they were not aware that the charge was other than 5c, the stamp readily available to them.

The Papua covers are interesting. These were created by A.C. Roessler, the well-known American dealer famous for his association with the Christmas Island local covers). All are similar, bearing the 1929 Papua 3d "AIR MAIL" overprint together with the 5c "Beacon", and in addition are handstamped with a boxed "INSUFFICIENTLY PREPAID/FOR AIR MAIL SERVICE". In fact the covers are fully prepaid for sea mail carriage to the U.S.A. The likely routing for



Tonga-U.S.A. combination cover carried by Tin Can Mail service.

these covers is Port Moresby to Brisbane by ship, then rail to Sydney to connect with the trans-Pacific service. It seems likely that the use of the insufficient prepaid marking by the Australian postal authorities was to alert the American post office that the covers were underpaid for internal American air mail. Whether the covers were or were not carried by air within the U.S.A. cannot be ascertained as there are no backstamps.

The Tonga cover has the additional interest of another philatelic service – the famous "Tin Can Mail" – and is undated, though probably from the early 1930's. It is to an address in California different to all the other covers. Tonga was not governed by Australian postal regulations. These were more likely based on those of New Zealand, so this combination service may have been available from number of other British Empire countries.

NORTH-WEST PACIFIC ISLANDS

Two letters have been received regarding Mr Plummer's article on this subject in the September 1992 issue of *Philately from Australia*. Both refer to the question of the name used for the overprints.

From Brian Pope, of Perth, W.A.:

David Plummer asks "Why was a doubtful title used to overprint the Australian stamps?" The problem lies in the question itself because it assumes the title was doubtful when in fact it was wholly appropriate for the intended purpose as documented by A.W. Jose in Chapter V of *The Royal Australian Navy, 1914-1918*, published by the Australian War Memorial in 1928.

Jose reveals that early on October 1914, the British Admiralty asked Japan to assume naval responsibility for the Pacific east of longitude 140°E and north of the equator. This was agreed and amongst other activities, the Japanese occupied the island of Yap to deny German use of its communication facilities. On 14 October the Australian Government was told by the British Colonial Office to send a garrison to Yap to take over from the Japanese. The Australian Naval Board accepted the assignment and suggested that the Pelew, Marshall, Caroline and Marianas Islands should also be occupied.

A number of problems had to be resolved before the Naval Board was able to advise Senator Pearce, the Minister for Defence, that an expedition to occupy islands in the North-West Pacific could be mounted by the end of November. The arrangements specifically included the provision of means of communication. The scheme was approved on 27 October and the required stamps must have been ordered soon after. By 12 November it was decided that a fully equipped expedition comprising the *Komet*, commissioned as an Australian warship, and the *Eastern* carrying Commander Pethebridge and 200 troops, would leave Sydney on 26 November. The aim was to occupy the islands of Angaur, Yap, Ponape, Jaluit, Nauru and Saipan in the North-west Pacific on a formal basis.

Preparations including the overprinting of stamps went ahead. The *Komet* was commissioned as HMAS *Una* on 17 November and the stamps were ready on 24 November. The very same day, Britain advised that the occupation of Angaur was no longer appropriate. Australia asked if this applied only to Angaur and was told that the expedition should not proceed to any islands north of the equator. This was confirmed on 3 December and the proposed occupation of islands in the North-west Pacific was abandoned thereby destroying the original rationale of the N.W. Pacific Islands overprint.

From Ray Kelly, of Melbourne:

I have read with great interest "North West Pacific Islands" and congratulate the author on his theories regarding the overprinted stamps. Whether he is correct in all details must wait further judgment. But I cannot let the opportunity pass without drawing attention to the Introduction, which unfortunately has not been compiled with the same accuracy and diligence as the theories regarding the method of overprinting.

Under "Historical Background" it is stated "Nauru and the part of the island then known as German New Guinea were occupied in 1915 by Australian troops . . .". However, the first landing by Australian Forces on German New Guinea ex HMAS *Sydney* was on 12 September 1914. The landing party ex HMAS *Melbourne* wrecked the radio station at Nauru on 9 September 1914. Without splitting straws on other comments, I consider the statement that "Nauru might have been claimed as north-west of Australia" is a nonsense. Nauru is in fact north-east of Australia.

The question of the accuracy of the title "North West Pacific Islands" and exactly where they were intended to be used, has puzzled collectors for nearly 80 years. It is necessary to stand back, look at a map of the Pacific Ocean, in particular that portion in which Germany had six Colonies at the beginning of World War I. The six German Colonies were (a) Caroline, Marshall and Marianas Islands; (b) Samoa; and (c) New Guinea and Nauru. The only Colony not in the western Pacific was Samoa.

Some facts of exactly what transpired in this area at this time are well documented, while many other aspects are still matters of opinion and speculation.

A cablegram received by the Governor-General of the Commonwealth from Lord Harcourt, Secretary of State for the Colonies on 6 August 1914 reads "If your Ministers desire, and feel able, to seize German Wireless Stations at New Guinea, Yap in the Marshall Islands and Nauru, we should feel this was a great and urgent Imperial service." (Unfortunately, the Colonial Secretary's geography was not a strong point. Yap is almost 2000 miles from the Marshall Islands, situated in the most western area of the Caroline Islands). Nevertheless, the main German radio contact in the Pacific was between Yap, Nauru and Rabaul, and it was necessary to destroy the three stations - the station at Yap was attended to by forces from HMS *Hampshire*. When viewing a map of the western Pacific, it will be seen that the islands of Carolines, Marshalls and Marianas, which form the area now known as Micronesia, represent a water area almost 3000 miles by 1400 miles and they are north of the equator.

Three German Colonies, although islands themselves, were merely known as Samoa, Nauru and New Guinea, but the Caroline, Marshall and Marianas groups were all known as "Islands", they were north of the equator (all the other Colonies were south), and it is generally believed that the overprinted stamps were intended for use in the Micronesian islands. There is no doubt that the desire and/or intention of the Australian Occupation Force was to comply with the request from Lord Harcourt, which would certainly have stretched their resources and supply line. It is now known that the sensible action was taken, whereby the Allies set sail for their nearest German Colony, i.e., New Zealand for Samoa, Japan to Micronesia and Australia to New Guinea and Nauru.

The question is why "North West Pacific Islands" and I believe the answer lies in the original intention. I am convinced that an instruction was given to the Stamp Printer to prepare these overprinted Australian stamps, and although Japan had occupied Micronesia, a counter instruction was either never given, or production of the overprints was too far advanced to amend.

DEATH OF MOGENS JUHL

The death occurred in April of one of Australia's leading philatelists, Mogens Juhl of Sydney.

Mogens was Danish and a career diplomat. He arrived in Sydney in the early 1970s to take up an appointment as the Danish Consul. He had previously held a similar position in Pakistan.

He formed significant collections of various aspects of Danish philately and published extensively on the subject. His work on the 20th century issues was published as a handbook and his findings were incorporated into the Facit catalogue. While in Pakistan, he was on the spot to study the multitude of provisional overprints on Indian stamps made following Partition in 1947, and he formed one of the finest collections extant of these interesting issues.

Arriving in Australia, he decided to collect a local subject and chose Western Australia. His collection of this Colony is very strong in the middle to later issues and in cancellations. Not long after taking up the subject, he began a long serial article in *Philately from Australia* entitled "A New Look at

Western Australia" which immediately established him as an authority on the subject. He continued to publish extensively on many facets of Western Australian philately, and this has led to protracted and often heated disagreements with members of the Western Australian Study Group. Following the Group's publication of its *Western Australia* handbook in 1979, Mogens undertook at his own expense to publish a three volume series on the stamps of Western Australia, 1860-1912, and the cancellations, 1829-1912, to correct the deficiencies he saw in the handbook. Subsequently, he wrote a monograph on the postal stationery (again in response to the Study Group's own work) and only last year he produced a priced handbook/catalogue of Western Australia's stamps and postmarks. His last literary contribution, on Western Australian postal stationery, appeared in the December 1992 issue of *Philately from Australia*.

THE ROYAL PHILATELIC SOCIETY OF VICTORIA INC.

19th Century Siam

John Lancaster sprung a surprise when he showed his collection of Siam at the meeting of 18 March. Each member present received a bound volume outlining the philatelic history of Siam, and showing the highlights of the collection in colour.

Pre-adhesive mail was followed by covers sent from Bangkok via Singapore franked with Indian, and later Straits Settlements, stamps. An 1868 cover from the French Consulate at Bangkok to Paris was franked with two French 40c cancelled on arrival.

The British P.O. in Bangkok was represented by Straits Settlements, British and Hong Kong stamps cancelled by the datestamp or Royal Arms cachet, then followed the "B" overprints, highlighted by the 32c on 2a mint, the 10c used on 1884 cover to London, and inverted overprints on the 2c used, and the 8c mint and used.

The first Siamese issue began with an Elephant essay, the adopted 1 salung hand-painted essay, die proofs and plate proofs, and two covers.

The 1885 tical surcharges were well represented, then a selection of the bewildering array of surcharges which followed concentrated on mint blocks, errors and covers.

Victoria

At the meeting on 15 April Russell Jones displayed his collection of Victoria, with its emphasis on the development of stamp printing in the Colony.

All printings and shades of the Half-Lengths were displayed, with special emphasis on retouches, and other transfer varieties. Highlights included the reprinted die proof, a used pair of Ham's first 1d in a very vivid orange-vermilion shade, and a fine copy of the "value omitted" retouch of the sixth printing of the 2d.

The 2d Queen-on-Throne issues were similarly treated through the various printings. The substituted transfers were represented by a strip of four of the Campbell printing, and the remarkable vertical strip of five (comprising the whole substitution) of the Campbell & Fergusson printing.

Of the Woodblocks, there was a proof without inscriptions of the Too Late stamp, an example overprinted "SPECIMEN", and a cover. The 1/- Registration stamp was also on cover.

The Emblems issues included many of the rare perforations. The Beaded Oval series included cracked electros on the 3d and 4d, and a mint 6d orange. The 6d Adapted die was represented by the artist's composite essay, and a mint block of 28.

Highlight of the Laureated series was the 5/-, of which there was a die proof, a reconstruction of the first blue on yellow printing together with a used strip of three, and the only recorded cover.

Afghanistan

This fascinating and difficult subject provided the display presented by Mr John Wilkins at the meeting of 29 April.

Mr Wilkins provided a first for the society when, through being unable to attend

in person, he introduced his display via a video. Also provided were a series of hand-outs outlining the political and philatelic history of Afghanistan, and a ready reckoner explaining the Afghan calendar.

The display was designed to provide an overview of all facets of Afghan philately, beginning in 1870 with the famous circular issues. A comprehensive range of these "primitives" included blocks covers, platings, with an explanation of the various papers, colour changes, and the relationship with the Indian Post Office.

The 1907-8 engraved issue included perforation varieties, and a tête-bêche block of eight of the 2 abasi. There was a comprehensive showing of the Parcel Post issues of 1911-19, and 1921, the Officials of 1909-19, and the postal stationery of 1915-23.

Amongst more recent issues was the 125p value of the 1949 U.P.U. commemorative series in an imperforate sheet of 16 including one 35p error of value. A 1978 cover had the 1971 airmail issue with the portrait of King Zahir Shah removed.

Philippines

Dr Geoffrey Lewis travelled from Sydney to display Philippines Postal History at the

meeting on 20 May.

The earliest entires were of 1775, to China and Rome. A 1786 entire to Rome via Acapulco bore the earliest known handstruck "FILIPINAS" in red.

The earliest datestamp was the "FILIPINAS" oval of 1842 on an entire to Madrid.

An interesting aspect of Philippines postal history was the multiplicity of routes available to carry mail to Europe. In the early period, private ships would often travel across the Pacific to Mexico. The westward route eventually became dominated by the P. & O. service from Hong Kong or Singapore. For this purpose stocks of Indian or Hong Kong stamps were maintained in Manila for payment of the ship postage, and these were cancelled on arrival in Singapore of Hong Kong respectively. A number of these covers were shown, the most spectacular being an 1867 one to Switzerland franked with Hong Kong 4c, 12c and 24c, and an 1870 cover to Amsterdam franked with Hong Kong 4c and routed via Trieste.

The earliest covers bearing Philippines stamps were of 1854 and 1856. There was a series of registered covers from the first decade of Philippines issues, and an 1863 printed matter item with a 10c pair.

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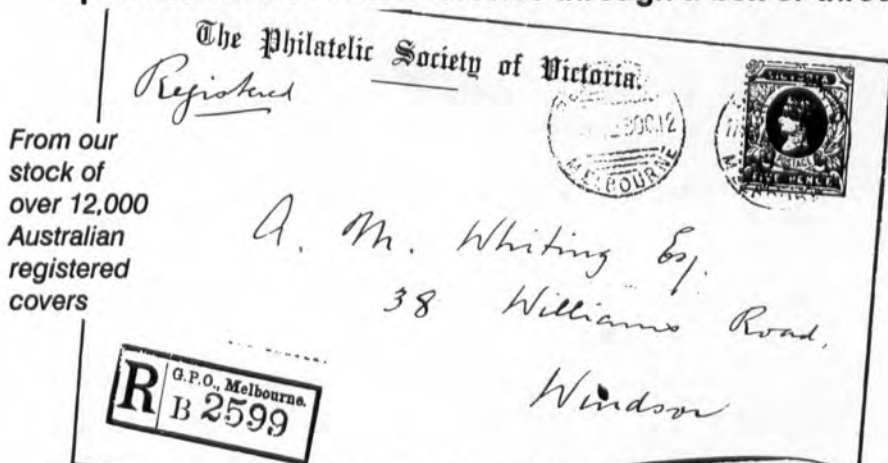
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