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SOUTH INDIA PHILATELISTS' ASSOCIATION

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(Affiliated to the Philatelic Congress of India)

THE HISTORY OF R.M.S.

In the growth of our vast postal network, the history of RMS is as fascinating as the mail itself is to the common man.

Though the mails are conveyed from end to end through planes, ships, boats, trains, buses, camels, and even mules, the wing dealing with the acceptance, conveyance and delivery of mails is called the Railway Mail Service for many decades now. This is mainly because we are predominantly dependent upon the Railways for the conveyance of bulk of our mails, including parcels and book packets.

We started using trains for mail conveyance in the 19th century itself. To be exact, on 1.5.1864, the first running section was opened between Allahabad and Kanpur and the conveyance of mails by the Railways thus started 127 years back. It is interesting to note that in the beginning the Postal Department was not paying anything to the Railway companies for the mail conveyance. The payment of a subsidy started only from 1880. In those years, there was not even an organisation called RMS and only post offices were attending to the sorting and conveyance of mails.

We may roughly indicate that the RMS originated in 1870 when the first travelling post office (called in short as 'TPO' in those days) was introduced with a 'Superintendent 'T.P.O.' in charge of it. In 1880, this designation was further changed to that of the 'Inspector-General of R.M.S. & Sorting'. The I.G. was subordinate to the Director General and was in charge of the entire RMS organisation of the country. His volume of work was too great and unmanageable and hence RMS circles were divided into four groups, direction wise, with each Circle being placed in charge of one I.G., R.M.S. In 1918, however, the number of R.M.S. Circles was reduced to 3, by the abolition of southern circles and tagging it on to the P.M.G. Madras. Later, the designation of I.G., R.M.S. was further changed to Deputy P.M.G. with Headquarters at Calcutta, Bombay and Ambala. Calcutta Circle of those days included the present Bangla Desh and ambala, the present Pakistan.

In 1929 in pursuance of the Royan Committee report, the control of the R.M.S. was vested with the P.M.G. of each circle under the overall control of

The views contained in the articles published are the author's own and not necessarily those of the Association.

Director - General, P. & T.

In view of our continued dependence upon Railways, we had to have constant bilateral discussions with them. The Railways in their Memorandum No. 1-M-922/Rs/33 dated the October 13, 1934 suggested the need for a detailed analysis of the relationship between P & T and Railways in order to resolve various differences arising on account of the mail haulage rates. This led to a detailed discussion between D.G., P & T and Railway Board on December 2, 1936 and again on March 4, 1937. Agreement was reached on revision of haulage charges effective from 1st April, 1939. Apparently, 1939 Agreement was a consequence of a detailed analysis on various aspects of mail carriage and mutual obligations it entailed between P & T and Railways. The major highlight of this agreement was the recognition of the principle of estimating Railway's cost of haulage without consideration of profit. Since capital and replacement cost of postal vans was borne by the P & T it was agreed that in working out haulage cost of such vehicles the annual fixed cost (depreciation) shall be excluded. Another aspect of this agreement was the admission of 15 percent rebate on total haulage charges based on the premises that in moving postal vans, the Railways were not incurring expenses that are attributable to a passenger coach handling and operation. The joint award of 1938 stipulated that the rates of haulage should be revised every 5 years. This agreement is also known as Ghulam Mohd. Staig Agreement of 1938.

There were repeated meetings with the Railways in 1956, 1961, 1966, 1971, 1976 and 1981. Each meeting meant further rise in our haulage charges. In March 1981, the number of vans and haulage charges were as below:

1. Broad Gauge Postal Vans	338
2. Metre Gauge Postal Vans	172
3. Narrow Gauge Postal Vans	4
4. Reserves	212
5. Haulage charges paid in 1980	Rs.12.7003 crores.

(Cont. P. 3)

All communications relating to Bulletin may please be addressed to Mr. M.T. Karunakaran, Hony Editor, SIPA Bulletin, No.3, III Cross Street, Jayanagar, Tambaram Sanatorium, Madras - 600 047.

SIPA MEETINGS

SECOND SUNDAY of every month - Regular meeting at the Philatelic Bureau, Anna Road Post Office.

THIRD SUNDAY of every month - Auction meeting at our Library Hall at 6, Nannian Steet, Madras 3. (Timing: 10-45 a.m. to 1. p.m.)

SIPA Library Meets Tuesdays & III Sunday, 6, Nannian Street, Madras - 3.

THE HISTORY OF R.M.S.

Contd. from Page 1.

In South India, until 1944, there was no separate RMS Sorting Division in Madras City as the sorting work was under the control of the Presidency Post master, Madras GPO. On 1-9-1944, the Madras Sorting Division was formed with Headquarters in Madras under the charge of one S.R.M. in charge. Earlier to the formation of this Division, there were only 2 R.M.S. Divisions in the circle to deal with mails with R.M.S. M-Division and R.M.S. T-Division. M-Division extended to Karnataka and Andhra Circles, major part of which were with Madras Circle in those days. Similarly T-Division extended upto Kerala, a major part of which was also in the erstwhile Madras Circle. These Divisions came under the charge of S.S.R.M.S. when officers of I.P.S. Group 'A' cadre started holding charge of R.M.S. Divisions from the late fifties.

The All-up scheme was introduced from January 1949 and at that time sorting offices were opened near major airports. All first class mails were given free air transmission from 1.4.1949. Air-port Sorting Offices acquired a new dimension in free India with more and more foreign mail flowing in and out of the country.

With the increase in the volume of mails more and more trains had to be utilised for conveying and sorting of mails. By 1980, we were performing sorting work in as many as 286 mail, express and passenger trains.

Many may not perhaps be aware that we were doing sorting work in ships as well. This was done in the ships running between Bombay, Aden, Port Said and Karachi. Sorting work in ships was done away with in 1934 due to administrative and economic reasons.

Most of the R.M.S. Sections were opened in a big way in the early part of the present century when trains were perhaps the only fast and reliable mode of transport between two cities. This position no longer exists. Air services connect 62 important airports of India today. We have also a network of fast and reliable express bus services connected to important towns. The need for sorting sections which existed in the thirties and forties of this century was no longer relevant in the eighties.

There were a few other interrelated matters which made sorting in trains difficult. The trains had very poor lighting conditions compared to stationery offices. In the early part of the century, many towns did not have electricity and lighting conditions in stationery offices were equally poor as in the trains. Today, the position has changed and all the mail offices have ample illumination by fluorescent lamps which make sorting much easier. Accommodation in running trains available to us for our work was rather cramped. Work such as opening and closing of bags as well as making sorting selections were problems. Additional accommodation was very difficult to get since the railways gave first priority to passenger traffic.

Trains in the pre-independence days were comparatively slower and it was possible for a sorter to do his job without much of a strain. In the 1980s sorting became a physical feat because of speed, vibration, and noise in the trains. The increase in the number of delivery offices in cities, the multiplying volume of second class mails and the high rates of haulage charges as well as the cost of rest houses had made the Department reconsider the policy of sorting in trains. The Department started phasing out sorting in trains, to use the accommodation for conveying closed bags only.

By March 1984, 149 sorting sections had already been converted into transit sections. Initially, the conversion was done on trunk routes to ease the congestion in the movement of closed bags.

Today, there is not a single sorting section in India as sorting work from moving trains has been completely withdrawn.

This revolutionary change in the handling of mail made many spread rumors that RMS wing would itself be wound up. There was no basis for this at

all. With hundreds of mail offices in Railway platforms, with lakhs of mail bags in circulation and with increasing volume of newspapers, magazines and greetings, a separate agency is definitely required to deal with our mails. That wing can only be R.M.S.

Recently in 1981, the Postal Directorate has formed a Mail Planning Organisation. There are four Directors to preside over each of the zones with Deputy Director General to preside over this at the apex body. The main job of this is to attend to inter-Circle mail arrangements, mail monitoring and co-ordination among mail carrying agencies such as airways, railways and roadways.

Though the mail arrangement work is the most important work in the R.M.S, not much significance is attached to this item at the level of Divisional Heads. Normally, an I.R.M. or A.S.R.M. was entrusted with the job of reviewing the mail arrangements. Since the formation of Mail Planning Organisation, mail arrangements receive the importance that is due to the subject. The position today is that even S.S.R.Ms. and S.S.Ps. are personally involved in evolving the best mail routing pattern. Thus the formation of this organisation has had a tremendous impact on the quality of disposal of mails.

Earlier once in 1961, the scheme of Regional Directorate of R.M.S. was introduced on 15-4-1961 to give special emphasis to the technical aspects of the mail arrangements. Four regional directors were formed in the four directions. The Regional Director of R.M.S. was placed under the P.M.G. of Metro City. He was held responsible for mail arrangements of neighboring Circles as well.

This scheme did not work well as there were frequent clashes between the Regional Directors of R.M.S. and the Postmasters General. Many Postmasters General felt that the regional director's scheme was functioning as a fifth wheel and deserved to be wound up. The scheme was reconsidered by the P. & T. directorate and it was withdrawn on the 1-10-1967.

The present Mail Planning Organisation is different in that it is working directly under the Postal Directorate and has not been given any staffing or establishment responsibility. It has been asked to look purely into the technical aspects of mail handling. It also conducts periodical Sample Surveys with a view to pin-point the sources of delay in mail movement. It is asked to ensure that post office sorting is done properly so that preliminary sorting in RMS offices can be avoided. It is continuing its work for the fifth year in succession. The very formation of this organisation and its continued retention in the Department is yet another indication to show that the RMS wing is bound to stay.

Today, after a checkered history spread over a span of more than a century, the RMS is still a vast organisation functioning as a link between the post office and the customer. It is not very much in the public eye, but its pulsating artery could be felt through every letter reaching the hands of the public through the post.

Courtesy: Daktar

The Seventh State Level Philatelic Exhibition 1991 called as "APEX -91" will be held at B.M. Birla Scientific Centre Auditorium, Adarsh Nagar, Hyderabad - 500 463 from 13.9.91 to 15.9.91. The Exhibition will provide an occasion for the eminent philatelist as well as young philatelists and schools of Andhra Pradesh an opportunity to exhibit their collections. Exhibits for competition will be accepted from the collectors from any part of Andhra Pradesh. Entry forms must be sent to the Secretary, Appex-91, C/o. The Chief Post Master General, A.P. Circle, Hyderabad 500 001 so as to reach before 1.8.1991. All communications concerning exhibition may be addressed to the Secretary, Appex 91, C/o. The Chief Post Master General, A.P. Circle, Hyderabad 500 001.

FASCINATION OF INDIAN STATES STAMPS

Mr. F.M. MEDORA, BOMBAY

Some years back Mr. L.E. Dawson, a prominent philatelist who specialised in the stamps of India and Indian States, in one of his articles stated, "Some of the older stamps of the smaller states are rare or very rare genuinely postally used and very many are practically unobtainable on covers. This makes their searching - out exciting". The stamps issued by most of the states were for genuine postal purpose and in this connection Mr. Dawson stated, "It should be remembered that with the exception of a few deplorable lapses, all the Feudatory stamps were issued to supply real postal needs".

There were nearly seven hundred Indian States, and happily, not all the 70 states issued postage stamps. Had it been so, it would have been an impossible task for any collector to reach completion in the real sense of the word. In fact, thirty-six states issued their own stamps and yet nobody can boast of having made a complete collection of them all. It is said that even the great Ferrari was clean stumped when he decided to collect stamps of the Native Indian States. Ultimately he had to drop the idea because he found the task too stiff in spite of the wealth at his disposal. Most of the British and other foreign collectors who were stationed then in India tried their level best to bring to light the finer points of the collection of these stamps.

I am sure that the stamps of Indian States were and are neglected because they form a very vast group difficult to complete as many of the stamps are simply unobtainable and not because they are ugly looking stamps. If we talk in terms of beauty or more attractiveness, most of the attention would be given to modern, multicoloured stamps in three dimensions and what not, as issued by some countries simply to fill their coffers.

Not all the stamps are beautiful or very artistic, still they fetch fabulous top prices as with the ugly 1856 British Guiana 1 cent. It is a clear case of rarity as well as fame. The only sad thing about some very rare stamps of Indian States is that they have so far not achieved fame on account of lack of publicity. as there is only one example known of Br. Guiana 1 cent, similarly there are hardly two or hardly two or half a dozen examples known of some of the Indian States stamps, but they do not command high prices. As with most commodities, publicity on a wide scale plays an important part.

The Reason Why?

The Imperial Indian Post Offices were prevalent in most of the cities and towns and Indian stamps were used throughout India with the exception of few states. Many former rulers managed their own postal systems and the issue of their own stamps was a matter of pride and prestige. In some states, the postal charges were half those of the Imperial Post Office. The postal administrations of some of the former Indian States were responsible for not keeping a careful record of the stamps issued by them from time to time. To add insult to injury, Indian stamp collectors and dealers hardly took any interest in the stamps of Indian States probably for some of the following reasons:-

1. The printing being done in a local printing press, the stamps were of poor quality and drab in appearance with few exceptions.
2. The inscription of some of the stamps was in the local language or in Hindi or in Urdu, so it was difficult for many collectors to make out as to what was inscribed on the stamps.

3. Proper information as to when and why the stamps were issued is sadly lacking.

4. The stamps were issued in singles or in sets without any previous notice. Advance publicity was not the order of the day.

5. The stamps were either perforated, rouletted or imperforate and were printed in irregular sheets.

6. Supply was very irregular, the post-masters in charge of the State's post office at times were indifferent to maintaining stocks.

But in spite of the above drawbacks and difficulties, some keen stamps collectors found a fascination in the stamps. The above and many other factors served as a damper to many catalogue publishers who were not in a position to give an up-to-date list. The field is so extensive that many stamps remained unlisted and unknown for a number of years and, I dare say, there is still ample scope for adding as they come to light. In fact, within the last ten years we find so many new stamps listed in Gibbons Catalogue.

In stamp collecting the real pleasure lies so often in the hunt and the Indian States' stamps offer a real big scope for such hunting and for research into the early postal history of these States.

Scope of Study

The full scope of study cannot be treated in detail here. A good starting point is old issues of Gibbon's Stamp Monthly, the Philatelic Record, The Philatelist, The Philatelic Journal of India, India Post and India's Stamp Journal where in the old stalwarts explained the printing process and all the other intricacies pertaining to Indian States stamps. Keen old philatelists like Sir David Masson, Lt. Col. Napier, Maj. E.B. Evans, L.E. Dawson and R.f. Stoney just to mention a few, left behind most knowledgeable articles on the stamps of Jammu and Kashmir, Poonch, Sirmoor, Jind, Hyderabad and Soruth which even today, are extremely helpful.

Even to a beginner, this group will hold some fascination as the stamps were hand-stamped in ink, in water colour or oil colour, there is a wide range of printing methods including recess printed, lithographed to typography. The stamps were printed in various shapes and sizes. Some of the States stamps were printed in small sheets of four, eight or gunwale as well as big sheets of two hundred and forty stamps. There is a wide range in paper variety as the stamps were printed on thin, thick or medium type of paper either with or without watermark.

The paper used was either transparent or opaque, surfaced or unsurfaced, batonne or pelure paper, ordinary white paper and coloured papers such as green, yellow, mauve, purple, blue or lavender. Stamps otherwise identical occur on thin or thick wove or laid paper, the laid lanes being either horizontal or vertical. Further there are a number of errors and varieties worth studying in States like Bamra, Bundi, Hyderabad, Jaipur, Sirmoor, Soruth and Travancore.

There are a number of different settings and printings, types and tablets. all in all, who would not like to study such an interesting and absorbing group which offers the philatelic student practically everything?

FORGERIES & FAKES

Mr. Dhirubhai Mehta has sent us the following information on recent Forgeries/Fakes:

1. FORGED AEROGRAMMES AND I.R. COUPONS

A newspaper report in Bombay edition of the Times of India dateline 14th April under the heading "Postal staff nabbed for fraud" reported on the sale of faked aerogrammes and International Reply coupons at the Postal Counters in Dadar Post Office (Bombay). The report goes on to say that three postal employees and two others were arrested by the crime branch of the city police, allegedly selling fake aerogrammes and International Reply coupons (IRC) worth Rs.2.5. lakhs over the counters of the Dadar Post Office from 1989 to October, 1990.

Script Krishnaji Chirputkar and Vishnu Tukaram Koltekar the assistant treasurer and Ranindra Tukaram Sawant a 'D' class employee were arrested alongwith Manohar Ramchandra Ambal, an artist and Jaywant Lomaji Sawant who allegedly supplied fake stationery to postal staff at Dadar.

Following complaints by the postal authorities of huge losses in post office, police inspector Rao and sub inspector S.H. Jadhav, supervised by assistant Commissioner, Mr. I.K. Jajjuru, kept a watch on the office and arrested the artist and his associate who were responsible for preparing block and getting aerogrammes and IRCs printed locally. The postal employees then sold this stationery at the Dadar post office. This resulted in a loss to the Postal department. The matter is being investigated further.

A case of recycling of the used stamps after removing of the cancellations on the high value stamps was detected at Jamnagar Post Office (in Gujarat) a little while ago and is under investigation.

2. FAKE REVENUE STAMPS

A report datelined Bombay 20th April, 1991 published in Madhyantar, an evening newspaper from Bombay, referred to the sale of forged revenue stamps. According to the report, the police have arrested a gang from Dongri, Bombay, involved in the printing of the faked revenue stamps. The report adds that the police have recovered 2,50,000 rupees worth of faked revenue stamps and other official stamps. The police have arrested three persons and seized the equipment used in the production of the faked stamps; one of the three arrested is working in a printing roller manufacturing company while the others are working in a screen printing press. The stamps are believed to be printed at the prints in Dharavi. According to the report the revenue stamps in the denomination of 5, 10 and 50 rupees were printed. The report added that the gang was in the process of printing currency notes also.

PHILORAMA

Bihar Ratna Award:

We are very happy to report that the well known collector and professional philatelist Pradip Jain of Patna was honoured with the award of "Bihar Ratna" on the concluding day of the foundation day celebrations of the Bihar Divas Samaroh samiti which were organised in Patna from 22nd to 28th March 1991. The awards including commemorative replicas of the celebrated Deedarganj Yakshini was presented by the well known freedom fighter, Col. Mahboob.

Our hearty congratulations to Mr. Pradip Jain on the distinction conferred on him. He is a Life Member of our Association.

Our thanks are due to Jamshedpur Philatelic Society for allowing us to print "India in Space" on Jan - Feb Issue of SIPA.

NATIONAL PHILATELIC MUSEUM NEW DELHI

India joined the ranks of those countries having a Philatelic Museum on July 6, 1968 when it opened a National Philatelic Museum in New Delhi. Located in the office of Director- General of Posts & Telegraphs in Dak Tar Bhavan, Parliament Street, New Delhi, the Museum has all Indian stamps issued so far, in addition to a large collection of foreign stamps.

Invaluable treasures such as the 'Scinde Dawk', the early Indian essays, colour trials and proofs, complete sheets of the first Indian issues of 1854, an interesting collection of covers and stamps of this group, all showing retouches these and the East India imperforates are among the most valuable stamps on display. Among the imperforates the rarest are the Electric Telegraph stamps issued in 1861.

Other notable stamps on display include Indian stamps used abroad as well as stamps of the former Indian States. The early collections and postal stationery right from the first issues have also been arranged chronologically.

The post Independence issues have received thorough attention. Every issue is on view along with its various designs, colour proofs and the issued stamps. In this group, complete sheets of all the four values of "Gandhi Service" stamps are a unique collection.

In the foreign section, the earliest stamps ever issued the penny black of 1840 is available. A very valuable selection of Afghanistan's first issues is another item of interest. Various other rare foreign stamps add variety to this section.

These philatelic materials have been arranged in six specially designed steel cabinets in an air-conditioned hall. Each steel cabinet has fifty panes, both sides of each pane being available for display. The arrangement in the Museum is broadly as follows:

1. All first day covers issued are on view in specially made display windows.
2. Cabinets 'A' and 'B' contain old Indian Classics, essays, proofs and stamps; Indian stamps used abroad; early Indian postmarks; and post - Independence designs, colour proofs and issued stamps.
3. Cabinet 'C' is devoted to Indian service stamps, princely states stamps and Indian postal stationery.
4. A large collection of foreign stamps from 136 countries have been displayed in Cabinets D and E.
5. Cabinet F contains thematic displays and foreign miniature sheets.

Colour trails of selections from post-Independence issues add colour to the Museum. Another note-worthy theme displayed is Indians honored abroad and conversely foreign personalities honored in this country. Albums containing other foreign stamps are on view in show cases. The process of printing postage stamps and stationery has been shown in a

series of photographs. The adhesive and un gummed watermark paper used for printing of Indian postage stamps has also been displayed.

A unique wealth of items is thus available for view in the Museum. A visit to the Museum by a beginner is bound to stimulate a keen interest in the hobby. Equally, the experienced philatelist will find enough material to fascinate him.

Shri S.P. Ghulati, member (O), stated that a beginning had already been made by adding one more wing to the existing museum at New Delhi which displayed the post Independence stamps. The department also has its own Museums at Calcutta Bangalore, and Jaipur. Besides, state Governments have been addressed to include philatelic sections in their Museum. Encouraging response had been received and many State museums have either already got philatelic Sections or are in the process of adding them. Shri Ajoy Bagchi suggested that a National Postal and Telecommunications Museum be set up in separate premises on the pattern of the Railway Museum in new Delhi. Shri N.S. Nahar suggested that the Museum should have facilities like a projection room. Shri G.B. Pai suggested that the Museum should have a well-shocked library and the existing books in the library should be made available for research and reference. The Chairman felt that a Postal Museum may be set up on the Ground Floor of Dak Bhavan and a Telecommunications Museum in Sanchar Bhavan. The Vice Chairman pointed out the non-availability of accommodation for this purpose. The Chairman stated that he will look into the problem of providing suitable accommodation for the Museum. *

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FIRST IN THE FIELD

INDIA'S EARLIEST "SLOGAN" CANCELLATIONS

It still comes as a surprise to some collectors to be told that not Great Britain but India was first in the field with an officially sponsored Aerial Post and that not the LONDON - WINDSOR flights of September 1911 but the ALLAHABAD - NAINI flight of February 1911 marked the official debut of the carriage of mails by air.

It may surprise a much greater number to learn that India was also ahead of Great Britain in introducing cancellation - publicity.

We are reminded of this by the article "SPEEDIER SLOGANS" in the February 1968 issue of the philatelist. For therein the writer mentioned that "Britain's first - ever slogan postmark - BUY NATIONAL WAR BONDS NOW - was launched in London in December 1917"

In this field, India was ahead of Britain by several months. For though the chances are that if one comes across an example of India's earliest slogan - cancellation, hand - struck in English or in a Native Script, it will be on a cover or card posted in 1918, I have managed to find, over the years, an example of the English version on a card posted at Delhi as early as 25th May 1917 and an example of the Hindi version struck on a card at Cawnpore on 26 Nov. 17. Like the first - ever British slogan - cancellation, that of India was devised to publicise a Government - sponsored thrift campaign.

BUY A RS. 10
POST OFFICE CASH
CERTIFICATE FOR RS. 7.12'

Who will have them?

The unification of the West and East Germany has solved the problem that has been worrying the United States Customs for many years. In 1976, Dennis Sweeny of Reading, Pa., offered to sell a frame containing the post office Mauritius penny and two pence the British Guiana 2 c. cotton reel and early Hawaiian missionaries. He tried to sell them to R.L., who checked up on his return to London and found they were stolen from Reichspost museum and reported the matter to Scotland Yard. The Customs and official say the new government now faces another dilemma; with unification Germany has two postal museums, one in Frankfurt and another in Berlin and someone will have to make the decision as to where the stamps go.

PHILATELIST & PJGB January - February 1991

UNDER THE HAMMER

ROBSOM LOWE CHRISTIE'S AUCTION

LONDON 19th September 1990.

In India, the 1852 1/2 anna red Scinde Dawk realised £1,320 and the corner example of the 1854 9 1/2 arches essay for the 1/2 anna red

The English version, a three - line slogan framed in a rectangle, is known to me in two very different sizes: -32 mm across by 18mm. high, and 45 x 24 mm. The Hindi and Urdu versions each ran to six much shorter lines framed by what might be called an "artistic hexagon". For each of the six sides curved inwards. The width - (measured across the 'waist' of the design) and the height show noticeable variations as between strikes impressed by different offices, but 22 x 35 mm. is about average. Examples of the Urdu version are extremely scarce. Versions in Indian scripts other than Hindi and Urdu may have been used too, but I do not know of any examples.

We also have examples - but only in English and only on items of mail posted in July / August 1918 - of another early handstruck slogan - cancellation of India. It is a 4 line slogan framed in a king - size rectangle measuring approximately 50 mm. wide by 30 mm. high and bisected horizontally by a line that separates the 2nd and 3rd lines of the slogan:-

BUY
WAR LOAN
INQUIRE AT
POST OFFICE

As thrift is the theme of both these slogans, they may have been the two prongs of one - and - the - same publicity drive, designed to goad the small-savers and the well-to-do, respectively, to invest in fixed - interest Government securities.

But examples of this "BUY WAR LOAN" cancellation are so scarce that its use in 1917, even if it was then in use, may never be established.

brought £1045. The cover from Aden to Bombay bearing a strip of six of the 1 anna pale red went for £ 1,540. A mint corner pair of red 4 annas third printing made £5,500 and the eight cut - to - shape examples of the fourth printing used from Calcutta to Alexandria in 1855 realised £ 1,375. In the two annas the unused block of thirty two with watermark inverted and reversed sold at £ 1,760 and the block of fifteen with marginal inscription fetched £ 1,210, while the mint pair of the emerald - green used with the 1856 1/2a. on a piece, cancelled 12, went for 605.

Among covers, the best were the 1856 entire from Pondicherry to Reunion bearing two pairs of the 2 annas cancelled C111 which made 770 an entire 1854 from Batavia to Sydney bearing two cut - to shape 4 annas fourth printing cancelled B147 at Penang, off cover brought 990, and the pair of four annas fourth printing cancelled B 172 at Singapore went for 600. The 1879 cover to England from Zanzibar bearing the 1a. and 4a. cancelled with the diamond of dots went for £ 990.

The Straight Settlements 1868 cover bearing the 8c. on 2a. and 24c. on 8a. realised £ 605.

India 1948 SERVICE Set Mahatma Gandhi fetched £ 7,700

Collecting Postage Dues

By A. PERCY VOIRE

LET me say right here at the beginning of this article (which I sincerely hope I shall find the Editor bold enough to publish) that in it I intend to come out into the open in defence of the under-dogs, the lost sheep, the submerged tenth of Philately, to wit, those stamps commonly known in speech as "Dues" or "Unpaid" but practically unknown to most of my fellow-collectors, so far as real knowledge is concerned.



Austria.

At once I hear someone say: "But are they stamps?" I refuse to be drawn into that shop-worn old argument. "They are labels denoting that unpaid postage (and perhaps a fine) has to be paid by the addressee," say you. To which I reply: "They are stamps to Stanley Gibbons, and what is good enough for S.G. is good enough for me, in fact, rather better," for I am really fond of these despised Postage Dues and stand here prepared to break a cudgel in their defence.

Actually there is a great deal to be said for Postage Due stamps. The Silver Jubilee "scrum" is great fun for your really keen collector, but I prefer stamps for which one doesn't have to wait in a queue, and I find no crowds at the bargain counter when I go in for my daily dose of "unpaid." There they lie in stock book or envelope, just waiting for me to buy them. No fuss; no trouble. No one looking for those scarce uncatalogued varieties, which I know about, and probably I alone.

On the philatelic side, how clean this section is! No one ever troubles to make speculative

issues of Postage Dues. Liberia has no "unpaid" alligators and even Tannou Touva labelled her brightest pictorials "REGISTERED," the Tannou Touvas (if any) probably thinking this magic word the English equivalent of "Won't you buy my bright sweet rubbish?" There are, of course, people who say that the Nyassa triangular Dues have about as much right to be in the Catalogue as the Tannou Touvas would if they were, but the Nyassas are in, and I collect them in defiance of the pundits.

Next, the Outfit. To collect Postage Dues you need a blank loose-leaf album, or several if you have ambition. You also need some money, though not so much as you would if you were collecting stamps that are not Postage Due stamps.

Tweezers, hinges and gadgets to taste, and, of course, THE Catalogue. No good trying to find any handbooks, for who ever wrote a book about Postage Dues! Commemoratives, perhaps, but not Dues.

You can collect Postage Dues from several different points of view, but please, whatever you do, don't just "follow the Catalogue" and become a space-filler.

If you glance at your Catalogue, you will see that the designs of this group are, for the most part, intensely practical. The object of them is to indicate at a glance that a sum is due and how much that sum is, so we find that the main feature of many stamps is simply the figure of value. Consequently the story of the Postage Due design is the story of man's ingenuity in finding ever-new frames for the same old figure theme, and it is a story that is worth studying by means



Belgium.



Brazil.

Contd on page 21

ENVIPEX-91

The Second Environment & Pollution Stamps Exhibition was organised at Information Centre, Jaipur from 16th to 18th March-91 jointly by the Environment department, Government of Rajasthan and Philatelic Society of Rajasthan, Jaipur.

There were 88 entries with collections spread to 231 frames in four groups as shown below:

Group I:	Land Env.	:	26 Entries -	67 Frames.
II:	Water "	:	8 -do-	19 -do-
III:	Air "	:	11 -do-	31 -do-
IV:	Mixed (above three env.)	:	43 -do-	115 -do-

Though this was National level exhibition, there were only a few entries from outside Rajasthan State. The object of this Exhibition is create awareness regarding the importance of the

protection to the Environment and minimising the pollution and safeguard the LIFE on earth. As such, the stamps to be displayed here had to relate to the above topics. Atleast this was desired by the organisers & the Jurors.

The major drawback in this respect noticed was some exhibits which were exhibited in usual philatelic exhibitions such as on topics of Birds, Butterflies, Animals, Fish, Flowers etc were sent to this Exhibition, without atleast making changes in the title pages or some other pages giving explanation as to how these Birds or Butterflies etc contributed to the environment. But rest of the entries did relate to the object of the ENVIPEX.

The exhibition was nicely arranged and did invoke the interest of the general public. The stamp collectors too were very eager and happy in participating in this exhibition. Each of the four Groups carried 1 first prize of Rs.2000/-, 1 second of Rs.1500/- 1 third or Rs.1000/- and 5 consolation prizes each of Rs.250/-.

of a collection of "Dues" in figure designs. See how the Austrian stamp artists, probably the cleverest in the world, have treated the theme at various periods, and compare their work with what other countries have turned out in the same field. Don't do it on paper, but by arranging one stamp of each type to show the actual thing.



New Zealand.



France.



U.S.A.

Compare the first U.S. Dues with those of New South Wales and let the respective dates of issue prove who did some "cribbing."

When you are tired of "figure" types, make a collection of Postage Due pictorials. There are quite a few, among them some nice French Colonials. It is among the French Colonials, too, that we find our great "Postage Due" rarity,—not in my collection unfortunately, though I still have hopes,—the 40 c. Guadeloupe, catalogued at £600, quite a tidy sum for one of the despised, in fact a "classic" rarity.

This last stamp suggests another lot to group together in your collection,—the type-set Dues, of which there are quite a few. Don't forget the Malts, and don't get "stung" with a faked "missing 2" of the 2½d.

There is plenty of material for study in the "unpaid" field. Take the British Colonial or Portuguese key-types, for example, printed from common "duty" or "frame" plates as the case may be. Are there not varieties to be found in these, if one looks carefully? What about the trio of Colombians, 651 to 653? If ever a design had "settings" and "study" written all over it, it is this one. As for the Postage Dues of Holland and Colonies they have been studied and re-studied and even yet the last word remains to be said, yet they can be bought in England at a price which shows a profit when you re-sell in Holland, if you know what you are doing. Personally, I am purely amateur, but talking of profit, I wish I had put away a few thousand of the two British three-halfpennies while they were to be had at face!

Why not devote a page or two to a study of "unpaid" designed to indicate which, in your opinion, are the most attractive designs in the group? Another few pages might be allotted to the work of the big printers, showing, say, how the American Bank Note Co. treated the recurrent "figure" theme, in contrast to other printers.

Then see how many different stamps you need

to show the various linguistic indications of the purpose of the group,—Taxe, Takse, à Percevoir, à Payer, Te Betalen, At Betaie, Multa, Multada, Taxa Devida, Sobreporte, Tasa por Cobrar, Doplata, Doplaitit, Doplaitne, Von Empfänger Einzuziehen (to be drawn out of the recipient—like teeth), Von Empfänger Zahlbar, Porto, Portomærke, Franqueo Deficiente, Segnatasse, Hivatalos (sounds like a patent medicine),—all these, and many others, including various equivalents in Russian, Bulgarian, Greek and other scripts, will have to be included, and if you really want to know your stamps, you will have to find out what each of them means, for they don't all mean just "postage due."

Personally I segregate my overprinted and surcharged stamps in a separate group, putting those which have the same basis together, the basis being the unoverprinted stamp. There are settings and errors and varieties in the "due" surcharges just as there are in the ordinary postage stamps—plenty of fun and no crowding.

I could tell you a lot more ways of looking at these philatelic outcasts, who are really the charmingest of charming fellows when you get to know them well, but if this article is to get past the Editor I must not strain my welcome too far,



Norway.



Grenada.



Sweden.

for they tell me that he pays real money for stamp articles, and perhaps this is a stamp article within the meaning of the Act. Who knows? At any rate, if it appears, I hope it will induce some who read it to pay a little attention to Postage Dues. Believe me, they are great fun.