



# SIPA

## Bulletin

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web : sipa.org.in  
E-mail :  
mail@sipa.org.in

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QUARTERLY

STEAM TRAINS  
AND MAIL 51

AUSTRALIA  
POSTAGE DUE 59

GUEST Editorial.

### A FRIEND FOR LIFE

Many young collectors when they marry find that their stamps come between them and their bride.

*He spends more time with his stamps than he does with me.*

When the novelty of marriage has become the routine of every day existence, the situation is no better.

*I can never use the dining table. No-one else's home is in such a mess!*

The solace derived in times of stress, immersed in intricacies of printing and reentry, transported in mind through time and place, is shattered quite brutally.

*He never speaks to me, he's always playing with his stamps.*

Party-going and entertaining wear thin; how can theatres or club-trotting compare with the satisfaction of solving some postal history problem or philatelic puzzle.

*It's unsociable and anti-social and he's devoted his life to it.*

One old school friend has been a golf addict all his life, another has become over fond of the bottle, another having his final fling has become hooked by a blousy, bosomy blonde.

*I suppose his stamps have kept him at home.*

And at home and at home.

*Aren't you coming to bed tonight? I found stamp hinges between the sheets again this morning.*

Tragedy strikes, as so often it sadly does, and money is needed in large sums to meet the costs of specialist treatment and convalescent expense. A life time's work, the love of his life; which limb shall he sever?

*I suppose it was a kind of insurance really; anyway it's lucky we had them.*

(Notice the use of the word lucky and ownership has now become first person plural).

To each his own; the sportsman, the bon viveur, the traveller, the theatre-goer and the socialite will each have happy memories at the close of the day but the philatelist will also have something of substance and will leave a lasting memorial to the select but wide ranging circle of friends with whom he and his life partner have had common ground.

Comments recorded in these notes are entirely fictitious; any resemblance between them and remarks passed by any person living or dead is purely coincidental.

(Courtesy : Peter Collins, The philatelist October 1997).

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#### Monthly Second Sunday Meetings

With President  
Mr. G. Balakrishna Das on the Chair,  
21- members attended the meeting on  
12.09.2014.

Mr.D.H.Rao, spoke on "Maxim Cards".  
Continuing his series on stamps of  
the world Mr. Rolands Nelson, gave a  
brief compilation on 'Ascension  
Island'.

## THE GAIETY THEATRE COMPLEX, SHIMLA

20.08.2015

500

0.41mill

The Gaiety Theatre of Shimla, capital of Himachal Pradesh, is a remarkable piece of Victorian - theatre Architecture.

In the second quarter of the nineteenth century, the town of Shimla (earlier, Simla) had just been settled. Some years were still to pass before this unusual little town, high in the hills, found its place in



भारत INDIA  
गैयती थियेटर परिसर, शिमला GAIETY THEATRE COMPLEX, SHIMLA

the sun as the 'summer capital' of British India. From a rugged outpost, Shimla rapidly transformed itself into one of the most elegant towns. Gaiety Theatre, which opened in 1887, was an important part of the Town Hall. It was a marvel of architecture with perfect acoustics and theatre facilities. A hub of the performing arts, Gaiety Theatre saw legendary artists perform on its historical stage. The first play, a comedy - farce to be staged at the Gaiety was somehow appropriately named, 'Time Will Tell'.

The Gaiety has been compared to other exceptional halls. It has been called a miniature version of London's Royal Albert Hall, it has been likened to halls in Vienna. Its diverse elements have been compared with some of the best period halls in the world. For all that, the Gaiety Theatre is unique. Inspiration may have come from elsewhere, but today, this has the distinction of being what may be the only authentic Victorian hall and stage in Asia.

Gaiety Theatre continues to showcase the various facets of Indian arts, culture and theatre. Gaiety Theatre is one legacy of the British Empire that India has acknowledged and wholeheartedly appreciated.

The Gaiety Theatre - or the Gaiety theatre Complex as it is now called - has been painstakingly restored and sensitively rebuilt. The restoration of this complex was started in the year 2003.

Gaiety Theatre is not just a hall. It is an institution in the true sense of the word.

Theme : Buildings, Architecture, Entertainment.

## INDIAN MUSICIANS

03.09.2014 500 x 6, 2500 x 2 0.50 mill (6)  
0.80 mill (2)

Music has always been an important aspect of Indian life. Classical Music, which is based on ragas, has

been the mainstay of the life of the people in the country. Its various forms have been used in movies, music albums, folk songs, etc.

Indian classical Music is of two types - Hindustani and Carnatic music. Hindustani music is mainly found in North India. Khayal and Dhrupad are its two main forms. Carnatic music, found mainly in South India, tends to be rhythmically intensive and structured when compared with Hindustani Music.



There have been many maestros who have nurtured Indian classical music and have made its presence felt in the national and international arena.

Ali Akbar Khan, also known as Khansahib or Ustad, was a Hindustani classical musician of Maihar gharana, known for his virtuosity in playing the sarod was born on 14<sup>th</sup> April, 1922 in Comilla, Bangladesh. He set up a music school in Calcutta in 1956, and the Ali Akbar College of Music in 1967 in California, USA, with a branch in Basel, Switzerland. Ali Akbar Khan received the Padma Vibhushan in 1989. He passed away on 18<sup>th</sup> June, 2009 in California, USA.

Bhimsen Joshi, a renowned vocalist of Hindustani Music, was born on 4<sup>th</sup> February, 1922 in Gadag, Karnataka. Starting with his first live performance at the young age of 19 in 1941, Bhimsen Joshi went on to be acclaimed for Khayal form of singing. He sang for several films and received the National Film Award for Best Playback Singer. A classicist by training and temperament, Bhimsen Joshi was renowned for having evolved an approach and went on to have what is perhaps the largest commercially recorded repertoire in Hindustani vocal music. He was awarded the Sangeet Natak Akademi Fellowship in 1998 and the Bharat Ratna in 2008. He died on 24<sup>th</sup> January, 2011.

Damal Krishnaswamy Pattammal or D.K. Pattammal, a legendary singer of Carnatic Music, was born on 28<sup>th</sup> March, 1919 in Damal, a village near Kanchipuram, Tamil Nadu. At the young age of four, Pattammal began rigorous training in music and gained recognition for her singing ability in her teens. The greatest turning point in her career was when she ventured into singing the Ragam - Tanam - Pallavi, which was then considered the exclusive domain of male singers, and earned her the title Pallavi Pattammal. She received the Sangeet Natak Akademi Fellowship, Padma Bhushan and Padma Vibhushan. She died on 16<sup>th</sup> July, 2009.

BARBARA LAST

Gangubai Hangal, was born on 5<sup>th</sup> March, 1913 at Dharwad, Karnataka. She was initiated into music by her mother, Ambabai, at the age of 11, Gangubai Hangal sang the welcome song in the congress session at Belgaum in 1924. Since her first public concert in Mumbai in 1931, Hangal went on to record discs with HMV. She was conferred the Tansen Award in 1984, Padma Bhushan in 1971 and Padma Vibhushan in 2002. She died on 21<sup>st</sup> July, 2009.

Kumar Gandharva, or Shivaputra Siddharamayya Komkalimath, a noted Hindustani Classical singer, well known for his unique vocal style, was born on 8<sup>th</sup> April, 1924 in Belgaum, Karnataka. Kumar Gandharva experimented with other forms of singing, remembered for his great legacy of innovation, in touch with the roots of Indian culture, especially the folk music of Madhya Pradesh. The noted singer was awarded Padma Vibhushan in 1990. He died on 12<sup>th</sup> January, 1992.

Mallikarjuna Mansur, a Hindustani classical singer of the khyal style in the Jaipur - Altrauli gharana, was born on 31<sup>st</sup> December, 1910 at Dharwad, Karnataka. He started his music training with Carnatic music and later learnt Hindustani music in which he excelled. Mansur was well known for his command over a large number of rare ragas such as Shuddh Nat, Asa Jogiya, Hem Nat, etc. as well as his constant, mercurial improvisations in both melody and metre without ever losing the emotional content of the song. He wrote an autobiographical book titled Nanna Rasayatre in Kannada. He received the Padma Vibhushan in 1992. He died on 12<sup>th</sup> September, 1991.

Ravi Shankar, the sitar maestro, was born in Varanasi on 7<sup>th</sup> April, 1920. He spent his youth touring India and Europe with the dance group of his brother, Uday Shankar. He gave up dancing in 1938 to learn sitar. After completion of his studies in 1944, he worked as a composer for the Apu Trilogy by Satyajit Ray and was music director of All India Radio, New Delhi from 1949 to 1956. In 1956, he began his tour of Europe and America and popularized Indian classical Music through teaching, performances and by associating with the violinist, Yehudi Menuhin, and Beatles guitarist, George Harrison. Ravi Shankar served as a nominated Member of Rajya Sabha From 1986 - 1992. He was awarded the Bharat Ratna in 1999. This exponent of sitar continued to perform till his death on 11<sup>th</sup> December, 2012.

Vilayat Khan, was born on 28<sup>th</sup> August, 1928 in Gauripur, British India to Enayat Khan, a sitar maestro. He was one of the great pioneers of Indian classical music who introduced the music to the West along with Ravi Shankar, Ali Akbar Khan and others. He recorded his first 78 - RPM disc at the age of 8, and gave his last concert in 2004 at the age of 75. Though he was awarded the Padma Shri, Padma Bhushan and Padma Vibhushan, he refused to accept it. He died on 13<sup>th</sup> March, 2004.

Theme : Music, Musicians, Award winners,  
(Courtesy : Information sheets, India Post).

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In England, tramways in mines were devised as early as the mid-sixteenth century, for it was discovered that horses could haul heavier loads over rough ground ' if the iron and coal were loaded on to wheeled trucks on rails. The wooden tracks then extended out<sup>t</sup> of the tunnel entrances and loaded trucks descended by gravity and horsepower to wharves on waterways or harbours for their freight to be loaded on to ships. Once steam engines were invented stationary ones were used to pump water out of mines and to haul trucks uphill on ropes in lieu of horses.

Several of the most important early steam locomotives- that evolved from the earlier fixed models are still preserved today. Wylam Dilly of 1813 and Puffing Billy of 1814 (San Marino SG756) were built by Hedley for the Wylam Colliery near Newcastle, but because of their huge weight were almost immediately rebuilt with eight wheels driven by gears. They worked for almost 50 years, and the Wylam Dilly even had its wheels replaced by paddles, and for a short time was mounted on a small boat and worked as a tug hauling coal barges. The attractive Wylam handstamp of 1969 however puzzles me, and I would be pleased if anyone could explain what it commemorates.

George Stephenson had already built about ten locomotives for colliery work, but this historic Locomotion No. 1 (GB SG984), now preserved at Darlington, was the first engine in the world to haul a passenger train on a public railway. Some of the Tyneside railways ran through village streets, and people feared "the terrible devil" noisily belching thick black smoke, and showers of red-hot cinders from the tall smoke-stack started fires along the way. Most of the work on the Stockton & Darlington Railway-(which became part of the North Eastern Railway 1863) was done by horses, but early on 27th September 1825 ten loaded trucks came down from the colliery and were hooked up to the engine.

Locomotion, driven by Stephenson himself, hauled a 34-waggon train, of coal and passengers from Darlington to Stockton. 300 shareholders had been issued with tickets, but probably double that number, packed- into 21 open waggons and one passenger coach. A mounted man rode 'ahead-with a red flag, and riders, carriages and carts raced' beside the train where the railway ran alongside the turnpike road. A 21-gun salute and 40,000 people greeted Locomotion's arrival at Stockton Quay.

Even after the inauguration of the Stockton & Darlington line there were many difficulties to overcome. The weight of the early engines was a great problem. Broken tracks and wheels were a continuous expense, and boiler explosions frequent. Long legal battles versus landowners, and canal and stagecoach proprietors had to be won in Parliament before the world's first modern railway line was permitted, and the problems of the actual construction of the Liverpool & Manchester line were daunting. Some of Stephenson's allies wanted to build the line as far as possible on the level, and, like a canal,

centralise all the differences in height into a series of steep flights which could be, worked by stationary engines and cables. Eventually in 1829 the Railway Board decided to hold the Rainhill Trials on 11/2 miles of level track which had already been laid. They offered a prize of £500 for a 4- or 6-wheeled locomotive which could show an improvement over the performance of the current engines in respect of speed, power and fuel economy, and pull a load of up to 20 tones at 10mph.

On the last of stipulated journeys at 14mph Robert Stephenson's Rocket reached a speed of 29mph with a full load, and was the only engine to fulfil all the terms of the competition. Rocket then proceeded unofficially to haul coachloads of passengers at 20mph up the Sutton Incline, a section that had been marked down for cable haulage. The 150th anniversary of the famous Rainhill Trials was commemorated last October by a Liverpool handstamp (illustrated Stamp Collecting p.465), and by the Rocket's smoke-stack from St. Helena.

The Liverpool & Manchester Railway was the first to haul all traffic entirely by steam. It was inaugurated on 15th September 1830 with great excitement and ceremonial, only marred by the death of the keen railway supporter, William Huskisson MP, who was run over by Rocket. The tragedy was slightly mitigated by the incredible speed of 36mph. by which the victim was whisked away to a doctor. David Gentleman's delightful stamps for the 150th anniversary this year show a selection of different rolling stock in use at the time.

The First Class passengers travelled comfortably in carriages designed to look like stagecoaches, each individually named as was the stagecoach custom. Open Third Class passenger trucks were often hitched onto any suitable goods train. The Rocket was already obsolete, and was soon replaced by the more powerful Planet class' engine. Togo issued a later example of Stephenson's Patentee model of 1838, with an inside cylinder, that had a strong influence on engine design for over 20 years (Togo 85f). After six years Rocket was sold to a colliery near Carlisle where it remained in service until 1862. It is now in the London Science Musuem.



Mail was carried for the first time by rail on 11th November 1830 on the Liverpool & Manchester line "where an average rate of 15 miles is kept with the greatest ease, and on an extraordinary occasion, nearly double that rate." There were many hazards. The country was in a ferment with gangs of unemployed smashing the machines that had brought starvation to their families, and in Manchester railway passengers were mobbed and the troops called out. The thirty miles of railtrack was vulnerable, and there were "men at very short intervals standing with an extended arm to point to the Engineer that he might go forward."



The mailcoaches averaged 10mph, and the superior speed and frequency of the trains forced the Post Office to consider the new mode of transport, in spite of the extra cost and the fear of accidents. As soon as the Grand Junction Railway had extended the short Liverpool-Manchester section of line to Birmingham, the Post Office seized the opportunity to send experimental mail regularly by rail. So on 3rd July 1837 the Night Mail was carried over a new route accompanied by the Superintendent of Mail Coaches. The coach left the GPO London at 8pm as usual and ran on the normal road as far as Birmingham railway station. Here it was loaded on to a flat truck similar to the one conveying a private carriage on the new GB stamp strip! The driver and mail guard took their usual seats rather precariously on the outside of the coach, and the mailtrain with the mail coach on board, ran into Liverpool after a road/rail journey from London totalling 16 1/2 hours.

This was a considerable saving of time. The railway company was then asked to provide "the whole, or as much as the PMG shall deem necessary, of the inside of a 2nd class railway carriage for the mails and mail guard." A mailcoach guard was paid 10s 6d (52 1/2P) per week, plus gratuities from passengers, but a mailguard on a train was forbidden to accept tips and was paid £70-£130 p.a. depending on his length of service. His duty included helping with the tying and sealing of bags, and he was in charge of the exchange of mailbags at stations on the way.

On the first travelling Post Offices the train only slowed sufficiently at non-stopping stations for the guard to throw out bags to be delivered, and to receive bags held out to him on a pole, a highly dangerous practice that caused many injuries. Later when apparatus was fitted on

to mail-trains the guard was responsible for the exchange of mailbags on trains at speed. Increasingly mailbags were placed in locked vans in ordinary passenger trains under the care of the railway guards, and eventually the post of mail guard ceased.



It had previously been necessary for mailcoaches to stop at intervals at inns for the refreshment of passengers, and between stages mail had been sorted for delivery on the road. Now that trains travelled so fast, the stops at stations were not long enough to sort mails, and the accumulation of mailbags on the train threatened to become embarrassing as the railroads grew longer. It was suggested that the mail could be actually sorted en route, and "that two intelligent" and well disposed persons should be selected to perform the experimental duty between Birmingham-Liverpool and how far it may be right to adopt it permanently when the Railway from London comes into operation."

The successful experiment in January 1838 with a converted horsebox led to the construction by the Grand

Junction Railway of the world's first permanent Travelling Post Office, as seen on the last stamp of the GB set. The basic passenger carriage was fitted up for postal duties, and the door was inscribed "Grand Northern Railway Post Office."

Hill had foreseen the need for an express railway service and some sort of apparatus that would drop off and pick up bags of mail at speed. Ramsay's design, after testing between Berkhamsted and Leighton Buzzard, was fixed on the TPOs of the London-Liverpool line. Frequently mail-bags hanging on the line-side standards waiting to be picked up were knocked off by the tarpaulins of the waggons in front of the Post Office carriage, and many bags delivered down the chute bounced back under the wheels of the train.

The apparatus was simplified, and a net fixed on the trackside caught the descending bags. Hill wrote, "It will be necessary at the smaller stations to use the apparatus for exchanging bags, and probably in some cases where the bags are too heavy to be exchanged, to convey them by cart or otherwise to the nearest stopping station." Apparatus for exchanging mailbags from a moving train remained essentially unchanged, and was in use until 4th October 1971 when the last remaining equipment ended its working life at Penrith, Cumberland.

The government had no hand in planning the railway network, apart from insisting until 1836 that all lines must be 4'8 1/2" gauge. Railroads were built by private enterprise, and the first of the main trunk lines was built between 1834/8 by Robert Stephenson. The London & Birmingham Railway line opened in September 1838. Amalgamating with the Grand Junction and the Manchester Railways these lines formed a direct and continuous road to the north, later known as the London & North Western Railway and it was on this line that the permanent Sorting Carriage for the London Mail ran. The TPOs allowed the Post Office "to duplicate time, by travelling and working at the same instant," for there was an enormous increase in the quantity of mail.



In the 1860s Sorting Carriages were the first railway stock to be fitted with gangways. These ran along the side of the vehicle, although after 1959 all the BR Sorting'. Carriages had central gangways. Similarly the change from oil to gas lighting was first made in postal carriage's when the S.C. of the Down Special was converted in 18 81. One of the earliest S.C. for a3-man team of postal clerks was divided into 3. sleeping compartment with two hammocks, .and an office fitted with pigeon holes and drawers' for sorting duties. France issued an excellent illustration of the interior of a S.C. for Stamp Day 1951 (SG1107). Working conditions on the early British TPOs were appalling, with no seating nor sanitation, and long hours of standing duty.

The lack of ventilation combined with fumes from the oil lamps and from sealing wax used, on the mailbags were health hazards that produced nausea and paralysis, and affected the brain. Many men worked up to 40 consecutive nights and could not take "rests" nor annual leave for fear of losing their trip allowances of a couple of shillings a day. However the experiment was so successful, and the quantity of mail so abundant, that the Night Mail from Scotland to London had to limit the numbers of 'passengers and freight carried' (Limited Mails), and eventually in 1885 became the Special Mails, running mainly at night, and used exclusively for postal work. Today the four main TPO trains are up the Up and Down Specials running between Euston-, Aberdeen, and the Great Western Up. And Down between. Paddington-Penzance. From these two great arterial routes branch out a 'complicated and carefully timed connecting network of other TPOs and Sorting' Carriages that serve the whole country.



Colin Williams  
75 Powis Road

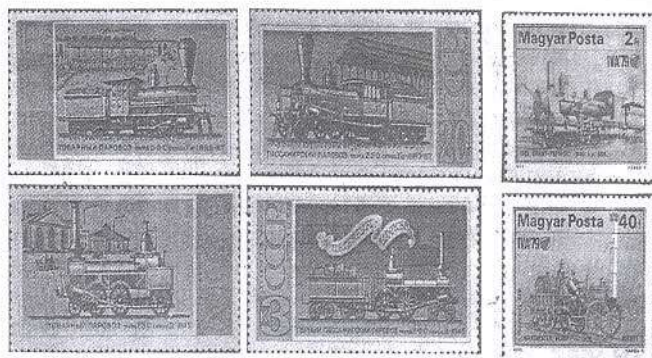


From about 1860 letters too late to catch the last collection could be handed over to sorters on TPOs on payment of a Late Fee charge of 2d paid in extra stamps. This was later reduced to ½d, which remained unchanged until 1969 when 1d was charged in readiness for decimalisation. Any letter posted without the extra fee was surcharged double like any other mail liable for postage due charges, and stamped "Posted without Late Fee." Mail can still be posted at railway stations served by TPOs, although the Late Fee was abolished in 1976.

Another curiosity of TPOs is that their date-stamps show the time of the train's departure, and are unchanged at midnight. Thus new issues of stamps could be bought at midnight, and First Day Covers rushed to TPOs running into London were cancelled with the previous day's date. Since 1953 TPOs which can be reached in this manner have been issued with special handstamps, and it can be seen that the Derby FDC was cancelled on the Up Special on the morning of the correct day of issue.

Another type of steam railway tried out from 1863 by the Post Office was the privately operated pneumatic railway which provided a link, 9ft below ground, between Euston Station and Eversholt Street. The wrought-iron trucks weighted nearly 8cwt. They were shaped like stubby torpedoes and ran on wheels on a rail and had rubber flanges which fitted tightly to the tunnel sides. Steam-driven' extractor fans at the tunnel entrances created a vacuum which sucked the car along, and mail bags and parcels were regularly despatched by this method in an attempt to speed the mails to railway termini without adding to the traffic congestion of London streets. During the trials of this venture one courageous female "shot the whole length of the tube, crinoline and all, without injury to person or petticoat."

A tube later ran between Euston and the GPO St. Martins-le-Grand, and Hill even visualised speeding the French, Scottish and Irish Mails by tube extensions to Dover and Crewe which "could without inconvenience keep the line of ordinary roads, pass through the heart of towns, and even be carried... through the very post offices along the route!" But costs for a 15-inch tube which would convey mails at 120-150 mph were prohibitive. Although the existing tube was reliable, the running expenses were too high, and the pneumatic railway was abandoned in 1874 after eleven years. Some of the cars were found and excavated in 1930, and one can be seen in the London Museum.





The Ravensglass & Eskdale 1'3" gauge Railway is one such line. Originally opened in 1875, it is now operated by the Ravensglass & Eskdale Railway Preservation Society, who issue their own 'locals', and it celebrated its centenary with an appropriate handstamp.

Steam engines are not yet entirely a thing of the past. Mails have been travelling by rail for 150 years, and Gentleman's designs have captured the 'charm of the pioneer mailtrains, and given us a peep into another world.

(Courtesy : Stamp collecting, 1980).

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## INDIA USED ABROAD - A GENERAL SURVEY

JAL COOPER

No collection of Indian stamps can be called complete without a comprehensive section of Indian Stamps "used abroad". Since the day stamps were first introduced in India, these little bits of paper have seen active service with several of the British and the Indian Expeditionary Forces in faraway places like Abyssinia, Burma, China, Nepal, Persia, the Straits Settlements, Tibet, etc. Even the general collector of British Empire stamps unwittingly collects these by mounting in his album, Indian stamps overprinted C.E.F. (China Expeditionary Force) and I.E.F. (Indian Expeditionary Force) sets. The collectors of post-independence Indian stamps too have to collect stamps overprinted for the use of Indian Custodian Forces in Korea, Congo and Gaza or for the members of the International Commission in Indo-China, and they provide a large number of F.P.O.s to be collected, if one is interested in them, particularly because ordinary Indian stamps without the special overprints too have been used from the above mentioned places and their use can only be ascertained with the identification of the Field Post Office postmark and its number. Though India "used abroad" stamps do not hold an established place in the Stanley Gibbons' or any other standard stamp catalogue, yet it cannot be denied that they always form a most attractive section of a specialised Indian collection.

The Indian Post Office has an established fame of being a historical centre from which have radiated organised postal communications throughout the Middle East comprising Arabia, Persia and Turkey, and in the Far East to the Straits Settlements, Sarawak and Borneo. India has been the pioneer of modern postal progress throughout Asia, for the Indian Post Offices in Turkish Arabia and the Persian Gulf, date back to over 100 years. The first Indian post offices established in these distant foreign countries were at 'Bushire' and 'Muscat' and they were opened as regular post offices on 1st May, 1864. They owed their establishment to a scheme sanctioned by the Secretary of State for India in 1862, by which eight trips a year from 'Karachi' to 'Busrah' were to be made by ships touching at the ports of Bandar-Abbas, Muscat and a port on the Mekran Coast with a view to policing the pirate-infested Persian Gulf. When these steamers began to run, there were no proper arrangements for mails and by a

Most of the pioneer locomotives were British-built and exported all over the world, playing their part in the carriage of mails overseas. For example, in Europe Stephenson's 6-wheeler Adler (Germany SG577) arrived in 1835, complete with driver, for use on the Nuremberg-Furth line. From the 1850s there was a rush to open up new lands; and India's SG343 and Australia's SG278 are very similar in concept, both showing modern engines against the pioneer British engines of 1853/4 based on the locomotives of that time. Last autumn Australia issued a pre-stamped envelope to mark the 125th anniversary of her first railway line. The printed stamp shows the locomotives that inaugurated the service on the 2-mile track from Flinders Street, Melbourne to Sandridge (now Port. Melbourne), Victoria.

The Isle of Man and Jersey each brought out sets to celebrate their railway centenaries in 1973. The IOM Railway runs on a 3-ft gauge from Douglas to Ramsey, Port Erin and Peel. All the engines still exist although many have not worked for years, and the only non-standard one is the Caledonia (S.G36) of 1885 which is now used as a snow plough. Calvados and Caesarea (Jersey SG94 8c 96) opened the Jersey Eastern Railway on 6th August 1873, serving six-stations from St. Helier to Grouville, the only section of line laid at the time. The single track later extended to Gorey pier and trains ran to connect with a boat to Normandy, with the intention of providing a rail/sea link to Northern France. A daily mailtrain delivered and picked up mail en route, - and the guard's van was fitted with outside post-boxes.

There are several surviving steam railways in Britain that are run privately by preservation societies. They usually originated as lines serving mines and quarries, and to help finance them 'stamps' are issued for the tourist trade. These local carriage labels are valid only for mail transported on the relevant Company's line, and Post Office stamps at the current inland rate must be added to letters for delivery to other parts of the kingdom.

convention the Captain handed over all the mails to the Agent of the Steamship Company, who endeavoured to deliver the letters as best as he could!

These post offices were under the supervision of the political agents, though for postal routine reposes they were under the postal administration of Bombay, except during the period of 1869-79, when they were transferred to the Sind Circle. The stamps used at these post offices were the contemporary stamps of India.

It is recorded that the Indian postage stamps were supplied to the Legation at Teheran and to the British Agencies at Ispahan and Shiraz between 1870 and 1877, but examples of Indian stamps used in these places have not yet been seen by the author. In the beginning, there was a considerable hesitancy on the part of the British Government to open these offices, lest they should offend the susceptibilities of the Persian and the Turkish Governments. But in 1864, the first step was taken, in view of these two Governments having no organised postal service in their kingdoms. By the beginning of the World War I in 1914, there were about 14 post offices established by the Indian Postal Administration in the Persian Gulf and on the coast of Persian and Turkish Arabia. These post offices continued to function in spite of the Persian and the Ottoman Governments joining the Universal Postal Union in 1875, though great efforts were made by the Turks to get these offices closed down within their Empire. In fact, during the Great World War, many new offices were set up in the Gulf and in Mesopotamia, which afterwards became known as I.E.F. Base Offices. Thus, it will be observed that the Indian stamps "used abroad" are not in the nature of freaks, but are a result of the official postal establishments in al. the foreign countries, where they were made available for official postal use in payment of postage fees.

It was truly said by the late Mr. Renouf in his book, *Indian Stamps Used Abroad* that, "Used abroads and overprinted stamps may perhaps be justly compared to satellites. India, in these respects, and perhaps challenge any country except Great Britain, which is of course in a class by itself. India can point to a wide range of overprints in the Straits Settlements, Zanzibar, East Africa, Somaliland, C.E.F. and I.E.F. issues, while in used abroads, without overprint, the field is of equal interest."

Indian stamps were also overprinted for use in Bahrain, British East Africa, British Somaliland, Burma, Kuwait, the Straits Settlements, Tanganyika, Zanzibar, etc., but they form in themselves a separate group; and as they were officially overprinted for use in these countries, like Great Britain stamps overprinted for use in Bechuanaland, British Levant, Cyprus, Morocco, Niger Coast, Zululand, etc., they cannot be called India "used abroad". So, to give an idea of the scope that is provided for the formation of an "used abroad" collection of Indian stamps without an overprint, I enumerate the following groups:-

1. India used in Africa.
2. India used in Mekran Coast, Arabia, Iraq and Persia.
3. India used in Burma.
4. India used in Danish, French and Portuguese Settlements in India.

5. India used in Nepal and Tibet.
6. India used in Batavia, Labuan, Sarawak and the Straits Settlements.
7. India used with various Expeditionary Forces.
8. India used with Indian Custodian Forces and by members of the International Commission appointed by the United Nations.

1. India used in Africa: This group consists of Indian stamps used in Abyssinia; British Somaliland with cancellations of 'Berbera', 'Obbia' and 'Zaila'; in British East Africa at 'Lamu' and 'Mombasa'; in Sudan with 'Sawakin' postmarks; and in Zanzibar which provides a large variety of cancellations, starting with a rhomboid of ten diagonal lines, followed by nearly a dozen other different types of postmarks.

2. Indian stamps used in Mekran Coast, Arabia, Iraq and Persia: This extremely interesting and rather formidable group consists of a large number of places as under:

- (a) Mekran Coast: Guadur, Ormara and Pasni.
- (b) Arabia: Aden with its sub-post offices of D'Thala, Kamaran Is., Khormaksar, Maalla, Perim Is. and Sheikh Othman; Bahrain, Dubai, Kuwait and Muscat.
- (c) Iraq: Amara, Bagdad, Busrah and Magil.
- (d) Persia: Abadan, Ahwaz, Bandar-Abbas, Bushire, Chhabar, Henjam, Jask, Linga, Maidan-i-Naphtun, Mahommeria and Mirjawa.

3. Indian stamps used in Burma: Though Burma had not issued its own stamps till its separations from India on 1st April, 1937, this group comprises items as early as 1824-26 starting with the Burmese War. A most interesting collection of various types and post offices in Burma can be formed from the period 1824 to 1937, and a separate work, *India Used in Burma*, written by the author was issued in 1950 to treat this large group.

4. Indian stamps used in Danish, French and Portuguese Settlements in India: There were only two Danish Settlements in India, viz., Serampore and Tranquebar, and examples of these are found only on early pre-stamp covers, as both the Settlements were claimed by the British in 1845.

The French Settlements comprised (1) Chandernagore, (2) Karikal, (3) Mahe, (4) Pondicherry and (5) Yanam. In addition, Chandernagore, Karikal and Pondicherry had several sub-post offices, their numbers being 3, 9 and 8, respectively. There are various types of postmarks in all cases.

The Portuguese Settlements in India were three, viz., Damaun (now spelt Daman), Diu and Goa, At the last two places there were no British post offices and therefore only combination covers bearing British India and Portuguese stamps are found from these two places.

5. Indian stamps used in Nepal and Tibet: Though Nepal (formerly spelt Nepaul) and Tibet are both independent States, British Indian stamps have



been used in both these States, There are several types of cancellations found on Indian stamps used in Nepal. In Tibet there were six post offices, viz., Gartok, Gyantse, Khamba Jong, Lhasa, Pharijong and Yatung. The various cancellations make a very fascinating study, and I shall content myself with recording only the more common types. Mr. Lowe also announces in his book, *Indian Stamps Used Abroad* (Published in 1940) that Lhasa cancellations were entirely used in connection with the Tibet Expeditionary Force, and therefore, I think they should be included in the group of Indian Field Post Offices.

6. Indian stamps used in Batavia, Labuan, Sarawak and the Straits Settlements: This is the most expensive group of the India 'used abroad' collection, as superb examples of India 1854 and East India stamps used in Batavia, Labuan, Malacca, Penang, Sarawak and Singapore always command a high price amongst the collectors. Besides, the East India 'bisected' stamps are also found used in these Solaces, thus giving an additional impetus to an Indian specialist to search for them. East India stamps used in Labuan and Sarawak, add a further zest to this group.

7. Indian stamps used with various Expeditionary Forces: This group is formed by getting together (a no mean task) all the Field Post Office cancellations used by various Indian Expeditionary Forces, like First Burmese War (1824-26); First Afghan War (1839-42); Second Burmese War (1852-53); the Persian Expeditionary Force (1856-58); Abyssinian Field Force (1867-68); Malta Expeditionary Force (1878); Second Afghan War (1878-81); Egyptian Expeditionary Force (1882); Suakim Field Force (1885); Third Burmese War (1885-89); Second Suakim Expedition (1896); Chinese Expeditionary Force (1900-1904); Somaliland Field Force (1902-1904) and Tibet Expeditionary Force (1903-1904). Besides this Mr. Robson Lowe in his above mentioned book chronicles a large number of 'Internal Campaigns', but stamps used in these "internal" campaigns do not come in the category of "used abroad", and therefore, I am not listing or describing these campaigns.

8. India used with Indian Custodian Forces etc.: This group is formed by Indian post-independence stamps overprinted for the use of Indian Custodian Forces stationed in Korea (1953); Indian United Nations Force in Congo (1958-60) and Gaza, Palestine (1965) and for the use of Indian members of the International Commission in Indo-China States of Cambodia, Laos and Vietnam (1954).

However, I cannot consider these groups as complete without taking into consideration the "Paquebot" and "Sea Post Offices" postmarks. Further, stamps used in 'Port Blair' (Andaman Islands, occupied by the Japanese

in the last war) should also come under the head of India "used abroad", and in fact, I have included them in my book, *India Used in Burma*. Stray examples of Indian stamps with postmarks of 'Alexandria', 'Colombo', 'Hong Kong', 'Mauritius' and 'Seychelles' have been found, but it is not yet conclusively proved that these were really used in these distant places with official accord. The marks may be the arrival cancellations on stamps which missed the despatch marks applied in India.

The Second World War had been responsible for introducing further hundreds of postmarks of 'Field Post Offices' which used Indian stamps, as the Indian Army Units were stationed in practically all theatres of War, thus enabling them to be in the forefront of the battle for the freedom of human race. For a detailed information of these Field Post Offices one can refer to *Indian Army Post Offices, Locations and Movements, 1939-1947* prepared by Brigadier D.'S. Virk, AVSM.

(Courtesy : India Used Abroad)

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## TATA SONS FIRST FLIGHT KARACHI - MADRAS 1932

DR. D. J. BANERJEA

In July 1929, the newly formed Tata Sons Ltd., owned by two enterprising young pilots, J.R.D. Tata and Neville Vincent, submitted a plan for Karachi - Bombay air service to the Government of India. But the permission was not granted. Undaunted the owners re-submitted another plan, this time from Karachi to Madras, a Government contract for carriage of mail and passengers. This was granted and the service was scheduled to start on 15th October 1932. At the beginning they had only one aircraft, a de Havilland Puss Moth, VT-ADN. The route of the service was to be Karachi - Ahmedabad - Bombay - Bellary (night stop) - Madras. This service was to connect with the imperial Airways regular weekly Mail service at Karachi. The airline had good philatelic advice, so they ordered special souvenir covers and special postmarks for the occasion. Mr. Stephen H. Smith, the eminent aero philatelist sent a design, which was approved and these covers were available for sale to philatelists on 15th July. The design incorporated an Union Jack on the cover. Mr. Tata was genuinely dismayed, as this was an Indian enterprise, as a nationalist he stopped the sale of these blank covers, 2,000 of these were already sold, mostly to foreign collectors. Another similar design was made, without the Union Jack, and covers were being sold from 17th August. So on this first service, two types of covers were flown in each stage of the route, the first type mainly used by foreign collectors and the latter by Indians. (D. Field attributes that only 750 covers with Union Jack were sold).

This first service was milestone in aero-philately, as it carried airmail from a number of countries for the first time. The first mail from Karachi received a rectangular boxed cachet reading KARACHI-MADRAS, 15th October 1932, FIRST AIR MAIL and monoplane.

It was a fine autumn morning, 15th October 1932, young J.R.D. Tata was waiting in his Puss Moth at Karachi. Mr. K. N. Iyer, Chief Officer of Karachi Municipality and the Post Master of Karachi, Mr. V. N. Iyer handed over the mail bags to him. He carried 116 lbs. of mail from Karachi, 55 Lb. for Bombay, 8 Lb. for Ahmedabad, 47 Lb. for Madras and 6 Lb. for Bellary. The mail posted in England on 8th October arrived in time but the German mail bag missed the connection. The Delhi mail Plane (probably P.D. Sharma in a Delhi Flying Club machine) took off first, circled over the airfield and dipped in to salute the plane of the new service. (The Statesman, Calcutta, Oct. 16, 1932).

After a brief stop at Ahmedabad, Tata reached Bombay at about 1-30 P.M. Here Neville Vintcent took over for the rest of the journey. From Bombay he picked up three packets of mail, one each for Bellary, Madras and Ceylon. The service carried the first direct air mailbag for Ceylon from England. After stopping for the night at Bellary, Vincent reached Madras on 16th morning.

For use at Madras, only a special circular postmark was prepared reading MADRAS-KARACHI AIR MAIL 17th OCTOBER 1932 was used in addition to the usual cachet with destinations reversed.

Vincent left Madras, Meenambakkam airfield at 2 P.M. and reached Bellary the same day at 4-45 P.M. (The Statesman, Calcutta, 18th Oct. 1932). On 18th he left Bellary and reached Bombay and relinquished the flight to Tata to complete the historic first flight via Ahmedabad to Karachi.

With the two types of official covers, 40 covers complete the Indian stages, and according to G.R. Anstee, India Post Vol 3 No. 6, only one complete collection exists in the Air India archives.

**The following is a list of first airmails created by this service:**

1. U.K & Europe to Ceylon. A cutting from a Ceylonish newspaper reads, First batch of Airmail letters were received in Colombo by the new airmail service which now travels directly to Madras, and from there on to Colombo by train.

Of the 253 letters in the first flight, 233 were for Colombo and 20 to outstations. All of them received the special cachet at Karachi. (The cutting is in my collections, it is undated and the name cut out).

Mail from Colombo was carried from Madras northwards. They received the special cachet at Madras.

2. BRUSSELS - MADRAS A small number of mail was carried by Imperial Airways upto Karachi and then by Tata on the first flight, special cachet applied at Karachi.
3. ATHENS - INDIA Greece sent airmail to all the four new points on the Tata service, on 11th October

1932, forming air mail bags for Bombay and Madras. The mail for Ahmedabad and Bellary were made up in bundles and placed in the Athens - Karachi air bag and sent on by air to the destination concerned. Following is the break up:

|  |                 |
|--|-----------------|
| Athens - Ahmedabad (15-10-32; Sp. cachet |                 |
|  | - 20 carried.   |
| Athens - Bombay                          | " - 90 carried. |
| Athens - Bellary (16-10-32)              | - 20 carried.   |
| Athens - Madras                          | " - 80 carried. |

All mail except for Bellary, received a cachet in English, which was applied by the post office, reading 'I. FLIGHT ATHENS - BOMBAY - MADRAS,, England-India Line, IMPERIAL AIRWAYS, in red for Madras generally, and mostly violet for Bombay. The contents for Athens-Karachi bag was 72 pieces. Details of mail from other parts of Europe were not available.

**Return Flight**

1. CEYLON - ITALY A small number of letters were carried by train to Madras to connect with Tata service, all for Brindisi. arrival 23-10-32.
2. INDIA - ATHENS The Karachi - Athens air mail bag of 19-10-32, with 384 pieces of mail arrived in Athens on 22-10-32, containing the new Tata air service mail from the four new points, about 200 pieces. Athens applied same day air arrival postmark and to some the air arrival cachet, showing a biplane in red. Covers were roughly, 80 from Madras, 30 from Bellary, 60 from Bombay and 30 from Ahmedabad.
3. MADRAS - WADI HALFA (SUDAN) A small number was despatched via Cairo. They bear both the circular and rectangular cachets. Cairo postmark of 21.10.32 and Wadi Haifa air arrival of 22.10.32.
4. INDIA - CAPE TOWN A small number of mail was dispatched by this service for Cape Town, via Cairo, and was back-stamped thereon 30th Oct. - 13 days to complete an unbroken air mail route of 9,700 miles.
5. INDIA-SOUTHERN & NORTHERN RHODESIA - Again a small number of mail were despatched to Broken Hill (N.R.) and Bullawayo (S.R.), mainly from Bombay in the inaugural service. Broken Hill arrival of 28.10.32. No back stamp on the Bullawayo cover. Some varieties of the covers are known, some were printed in experimental colours and flown and in some of the flown covers, instead of blue an indigo colour was used.

(Courtesy : India's Stamp Journal, October 1977).

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# AUSTRALIA'S RECESS POSTAGE DUE STAMPS, 1938 to 1963

RICHARD BRECKON

For many years, Australian postage due stamps were accorded a kind of plebeian status by nearly all collectors and dealers; which was probably not too unusual around the world. During the last 25 years that they were used in Australia the period them 1938 to 1963-30 basic postage due stamps were issued, with a cumulative face value amounting to £1. 0s. 6¼d. The SG Commonwealth Catalogue prices these 30 postage due stamps at £312 (mint) and £183 (used).

Given the popularity enjoyed by new issue collecting during this era, the extent to which postage due stamps were ignored by the general collector is surprising. A 300-fold difference between face value and today's value can hardly be applied to any other Australian stamps of the early post-war period. 'Plebeian' postage due stamps have risen to aristocratic status!



A strong scarcity factor applies to nearly all postage due stamps, especially mint examples. The heightened interest in postage due stamps is a reflection of specialisation among collectors, which has been greatly

assisted by the publication in 1999 of the Australian Commonwealth Specialists' Catalogue: Postage Dues, edited by Geoff Kellow RDP.

## Initial Printings

Until 1938, Australia's bicoloured postage due stamps were printed by typography, in common with the Kangaroo and George V definitive stamps. During the mid-1930s high speed, rotary recess printing presses were acquired by the Note Printing Branch, Melbourne, making it practicable to dispense with typography for stamp production. The changeover from typography to recess for definitive stamps took place with the issue of the George VI series of 1937-38. Postage due stamps were also affected by the change.

The decision was made to print the green frame design in recess but to retain typography for the red value tablet. It was not practicable to print both the frame and value tablet in recess, because the process involved a considerable amount of pressure being applied to the stamp paper, and once the frame had been printed, recess printing the value tablet could distort the paper, making accurate perforation difficult.

A steel die was engraved for the frame design (the identity of the engraver is not known), which followed the general pattern of the frame printed by typography, although slight differences are present. The Die was used to produce a 240-on recess frame plate, comprising upper and lower sheets of 120, each divided into left and right panes of 60 (ten horizontal rows of six). Post offices were issued with sheets of 120 stamps. Also, with the introduction of the recess frame plate the John Ash imprint was transferred from the value plates to the frame plate. Subsequent frame plates featured the 'By Authority' imprint.

The existing value tablet plates were used in combination with the recess frame plate to print the seven postage due denominations then current: ½d., 1d., 2d., 3d., 4d. 6d. and 1s. The combination recess-typographed postage due stamps were issued progressively between July and September 1938 (SG D 12/18). A 1½d. postage due stamp was current at the time, but usage of this value was so infrequent that a printing on the recess frame plate was never warranted.

After many years of use the value tablet plates had become worn. In 1945 action was taken to prepare new typographed dies and plates for the denominations. In the process, various small changes of detail came about, which are described in the SG Commonwealth Catalogue as Types C and E; Types A, B and D being the original value tablet designs. The redrawn series was issued over a period of several years between 1946 and 1956, as it became necessary to make printings of particular postage due denominations (D 19/28).

In December 1948, a new 5d. denomination was added to the postage due series. This represented double the 2½d, basic letter postage. The 'double rate' postage due stamp invariably featured in the range of

denominations, because it was required to pay the tax on a completely unstamped letter. Even so, the 5d. postage due stamp made a comparatively late appearance, as the 2½d. letter rate had been in existence since December 1941.

### Higher value postage dues

In late 1951, the Australian Post Office briefly considered abandoning postage due stamps - a course of action that was not adopted until 12 years later. The suggestion in 1951 to substitute ordinary stamps for the use of postage due types was rejected, because of fears that using ordinary stamps for collecting payments on taxed mail might lead to fraudulent practices, such as the use of previously postmarked stamps. (The suggestion had been prompted by New Zealand's replacement of postage dues with ordinary stamps on 1 September 1951.)

Having decided to retain postage due stamps, the Post Office turned its attention towards the range of denominations; the highest value postage due stamp then being 1s. This had not changed for nearly 30 years, which led the Amalgamated Postal Workers Union in October 1951 to urge the introduction of higher value postage due stamps. The six state administrations expressed opinions about whether higher value postage dues were justified; the general consensus being they were needed, especially a 5s. stamp. Although little requirement would exist for its use on ordinary taxed mail, a 5s. postage due stamp would be useful for Business Reply mail, and for taxed airmail articles. (Business Reply allowed businesses to pay for the postage on replies received from customers, who mailed pre-printed envelopes and cards supplied to them.) A survey conducted during November-December 1951 revealed 3640 Business Reply payments exceeding 2s. had been collected, suggesting about 22,000 such payments for a full year.



In April 1953, it was decided to introduce 2s. and 5s. postage due stamps, as well as a new 7d. value required for unstamped letters, as 3½d. basic letter postage had applied since July 1951. The Note Printing Branch was instructed to discontinue production of the little-used 1½d. postage due stamp, although existing stocks of the stamp were to be maintained, and future requisitions from the state Distributors of Stamps would continue to be fulfilled. The remaining stocks were destroyed in late 1959.

Although the new 7d. value was produced in accordance with the general design, the Note Printing Branch was instructed to design the 2s. and 5s. postage due stamps so that, the denominations are expressed in

such a way that there is no likelihood of their being mistaken for 2d. or 5d. postage due stamps.' The 2s. and 5s. designs were prepared on a plain background with tinted lettering. The Post Office approved the new designs, specifying that the two stamps be in the same colours, sheet arrangement and watermarked paper as the other postage due values.

On 10 July 1953, the State Distributors of Stamps were advised the new postage due stamps would be available on requisition from the Note Printing Branch by the end of the month. (Unlike ordinary new issues, new postage due stamps were not automatically despatched from the printers, and each Distributor of Stamps had to order their own requirements). The Distributors were also asked to ensure the 7d., 2s. and 5s. postage due stamps were released for sale at general post offices on 26 August 1953, where facilities existed to sell postage due stamps to collectors. (Following the appointment of a Philatelic Officer at Central Office in November 1951, there was more awareness of philatelic implications. Previously, postage dues were released when supplies became available, but in 1953 it became policy to fix a uniform date of issue.) It was also specified that if the new postage due stamps were sent to postmasters prior to 26 August, their use was not to commence before this date (D130/31).

The question arose of altering the 1s. postage due design to accord with the 2s. and 5s. stamps. The Note Printing Branch was asked to prepare a new 1s. design, which was approved by the Post Office on 17 September 1953. The artwork was in the form of a stamp-size, black and white 'photographic proof of the value tablet only, which became the usual means of submitting designs of new postage due stamps. Die proofs of the new stamps were not prepared, probably because by this stage the typographed value tablets did not exist as master dies; the plate production involving etching of a photographic image. The Note Printing Branch was instructed to withhold distribution of the new 1s. postage due stamp until the stock of old 1s. stamps had run down, which delayed the issue of the new 1s. stamp until 17 February 1954 (D129).

### Non-watermarked paper

Following the introduction of new postal charges in October 1956, the range of postage due stamps came under review. With 4d. basic letter postage, an 8d. postage due stamp for unstamped letters was needed, and the 2d., 3d. and 6d. postage due stamps were to be discontinued. Consequently, the new postage due range would comprise ½d., 1d., 4d., 5d., 7d., 8d., 1s., 2s. and 5s. stamps. On 29 January 1957, the Note Printing Branch was asked to produce the 8d. value and to cease production of the discontinued values, although existing stocks would be maintained to fulfil requisitions. It was confirmed that the recent decision to introduce non-watermarked paper for definitive stamp denominations under 5s. would also apply to postage due stamps. Future printings of postage due stamps (excluding the 5s.) would be without watermark.

On 6 February 1957, a photographic proof of the 8d. value tablet was submitted and duly approved.

Notwithstanding the new policy, it was decided the 8d. postage due stamp would be printed on watermarked paper. This was influenced by a need to use up 21,000 (watermarked) sheets of printed frame plates on hand. The remainder of the frame plate sheets were used up for other values, before the use of non-watermarked paper commenced. The uniform issue/usage date of the 8d. stamp was fixed as 24 April 1957 (D127).

Early in 1958, postage due stamp printings on non-watermarked paper were carried out. The first stamps distributed were the ½d., 1d., 4d., 5d. and 8d. As plentiful stocks were on hand of the 7d., 1s. and 2s. postage due stamps on watermarked paper, the switch to non-watermarked paper occurred later: May 1958 (1s.) and March 1960 (2s.). No non-watermarked printing of the 7d. postage due stamp occurred. The change had implications for the sheet layout. To avoid paper wastage and make optimum use of the non-watermarked sheet size, the Note Printing Branch altered the format of 60-on stamp panes from 6x10 stamps to 5x12 stamps (D132/41).

Ahead of a postal rate increase in October 1959, the range of postage due denominations was re-examined. The increase to 5d. basic letter postage meant a 10d. postage due stamp was required for unstamped letters, and it was decided the 4d., 5d., 7d. and 8d. postage due stamps would no longer be required. Also, it was planned to re-introduce the 3d. and 6d. postage due stamps, making the new series ½d., 1d., 3d., 6d., 10d., 1s., 2s. and 5s. values, in August 1959, the Stamp Advisory Committee discussed a proposal for an entirely new postage due stamp design, but it was agreed to retain the existing design and that the 10d. value would accord with this. The 10d. postage due design was approved on 13 October and the stamp issued on 9 December 1959 (D139).



The Note Printing Branch discontinued production of the 4d., 5d., 7d. and 8d. postage due stamps, although the stocks held of these values continued to be distributed. The re-introduced 3d. and 6d. postage due stamps involved new value tablet plates, due to the altered sheet format. The 3d. and 6d. postage due stamps were issued on 25 May 1960 (D134 and D137).

Around this time, the Post Office received an enquiry from the publisher of a stamp catalogue asking which postage due stamps had been affected by the altered sheet format. The Note Printing Branch reported that the first altered format postage due stamps had been issued as follows: ½d., 1d., 4d., 5d., 8d., 1s. and 5s. in June-July 1959 and the 2s. with the first non-watermarked supply distributed in March 1960. It was confirmed that the existing master die of the recess frame was used to

produce a new master plate and new printing plates. For the value tablets, new copper originals and typographed printing plates were made.

### The beginning of the end

The next decision made concerning postage due denominations involved the ½d. value. A report of 29 May 1961 noted that no demand had existed for the ½d. postage due stamp for some time, except for small quantities of philatelic sales. Although by this stage it had been resolved to discontinue postage due stamps (the date had yet to be determined), it was decided to drop the ½d. value from the range. Stocks at the Note Printing Branch comprised about 3000 sheets of ½d. postage due stamps, which would be destroyed. The stocks held at the Distributors and in post offices would be used up as far as possible through make-ups. A withdrawal date of 31 October 1961 was fixed for philatelic purposes, after which remaining stocks of ½d. postage due stamps were destroyed.

As a result of a staff suggestion submitted in June 1960, the question of using ordinary stamps instead of postage due stamps was looked at again. Although the 1951 suggestion to abolish postage dues had been rejected due to concern about possible fraudulent practices involving ordinary stamps, it was now thought that the additional costs involved in the printing and handling postage due stamps probably outweighed any losses that might occur through their replacement. Consulting the New Zealand Post Office about their experiences since dropping postage due stamps nine years earlier, the Australian Post Office was advised that New Zealand had not experienced any difficulties in using ordinary stamps for collecting tax surcharges.

The chief advantage of dispensing with postage due stamps involved the production costs. At 4s.3d. per thousand, printing of postage due stamps was two-and-a-half times the cost of ordinary definitive stamps (1s.8½d. per thousand). In 1959/60 a total of 4,168,000 postage due stamps were produced. This would mean a potential cost saving of about £500 a year, if ordinary stamps replaced postage due stamps. Further savings would be involved if fewer stamp types had to be accounted for.

The Director-General of the Post Office approved the plan to discontinue postage due stamps on 13 February 1961. At this point, no date had been fixed for the withdrawal of postage due stamps, because the existing stocks would need to be significantly reduced. The Note Printing Branch was advised of the decision and, in the meantime, no new printings (i.e. involving frame plates) were to be carried out. The current postage due stamp stocks, including those in the course of manufacture, were expected to last up to two years. At this point, it was decided to check on the stock position in a year's time before determining a withdrawal date.

On 3 April 1962, the Note Printing Branch reported that fairly high quantities of postage due stamps were still held. In addition, substantial stocks were held by the Distributors. It was expected that it would take

considerable time before these stocks were significantly reduced, as some values were slow moving. Three options were considered:

- Wait for total stocks to decrease by using up all 10d. values and then using 7d. and 3d. values in combination; and use up incomplete frame plate sheets when particular values run out.
- Transfer supplies to Sydney, which being the largest user would speed up the running down of stock levels.
- Continue using postage due stamps until exhaustion, even though this would mean combination usage of postage due and ordinary stamps, which may not be desirable.

In the event, the first option was adopted and if postage due stamp stocks were closely supervised, they could be reduced to a level representing £300 in printing costs, at which point postage due stamps could end. Based on recent stock movements, it was estimated that the £300 level would be reached by the end of January 1963. If postage due stamps were used beyond this point, it would probably be necessary to reprint the faster-moving values, which would contradict the instruction to cease production involving frame plates. Accordingly, it was decided that the appropriate withdrawal date would be 31 January 1963. If any postage due values were exhausted before this date, it would be necessary to use make-up values instead.

On 16 August 1962, the Note Printing Branch was instructed that no further printings of any postage due stamps were to be undertaken and requisitions received should be met from existing stocks only. The Distributors were told they may not be able to requisition certain values, in which case the present stocks had to be utilised, 'to the fullest possible extent', so that by 1 February 1963 the stocks would be at the lowest possible level. All postage due stamps held at post offices after this date were returned to Distributors and no further supplies were forwarded. Philatelic sale of postage due stamps continued up to 30 June 1963, after which all the remaining stocks were destroyed. A public announcement about the end of postage due stamps was released to the media on 8 November 1962 and appeared in the December 1962 Philatelic Bulletin.

The various Stamp Destruction Boards were responsible for the disposal of postage due stamp stocks still held in their state after 1 July 1963. Following the destruction of these stocks, the total values involved were advised to Central Office. (Note that accounting procedures for stamp destruction required only stamp denominations to be recorded; no distinction being made to any design differences.) The six states carried out the stock destruction between July and November 1963. A summary was prepared of the total value of postage due stamp denominations destroyed. The Note Printing Branch also held postage due stocks (1d., 7d., 8d., 2s. and

5s.), which were destroyed in July 1963, together with the printing plates (the original intaglio steel die of the frame was retained). The quantities of postage due stamps issued and destroyed are presented below. The net figure represents actual numbers sold of the last remaining postage due stamps.

Table showing postage due stamps issued and destroyed figures for 1963

| Postage due value | Issued    | Destroyed | Sold      |
|-------------------|-----------|-----------|-----------|
| ½d.               | 728,640   | 16,189    | 712,451   |
| 1d.               | 2,691,120 | 363,266   | 3,327,854 |
| 2d.               | 5,408,520 | 2,072     | 5,406,448 |
| 3d.               | 958,920   | 148,623   | 810,797   |
| 4d.               | 697,800   | 5,330     | 692,470   |
| 5d.               | 332,680   | 500       | 332,180   |
| 6d.               | 1,194,000 | 30,408    | 1,161,592 |
| 7d.               | 960,480   | 90,174    | 870,306   |
| 8d.               | 341,280   | 94,905    | 246,375   |
| 10d.              | 1,090,800 | 95,173    | 995,627   |
| 1s.               | 1,719,000 | 111,803   | 1,607,197 |
| 2s.               | 670,320   | 135,963   | 534,357   |
| 5s.               | 742,800   | 75,482    | 667,318   |

## Postscript

An interesting annotation to the postage due story concerns an enquiry received from the Irish Post Office in November 1968 about Australia's experience of dispensing with postage due stamps. Ireland was considering discontinuing its postage due stamps at the time, although the proposal was not adopted. The Australian Post Office's reply provides an overview of the end of postage due stamps.

'The (postage due) stamps cost about twice as much to produce as ordinary postage stamps because of the relatively small volume of sales, but the extra costs were offset by philatelic sales without any significant profit margin. The final decision was influenced more by the advantages seen in reducing the Postage due stamps cost about twice as much to produce number and variety of stamps in use.

Imposts on unpaid mail are now brought to account by affixing ordinary postage stamps to the items concerned at the time of collection of the amounts due, when the stamps are cancelled and delivery effected. We require the stamps to be placed adjacent to the impost notation on the article. Initially, we had provided for cancellation only by having the delivery officer write his initials and the date across the stamps. However, when delivery is made at the counter, cancellation by post marker is now permitted and this has not caused any problems.

Underpaid mail is taxed double the amount of deficient postage, the amount payable being endorsed on the address side of each article, prefixed with the letter 'T'. Special hand stamps are provided for the purpose and the impressions are quite distinctive and readily discernible. Payment is normally made in cash but postage stamps will be accepted when tendered by the addressee at the time of delivery. In either case, the same action is required with respect to the affixing of the stamps and their cancellation.

I hope that this information will be of some help to you. The revised system is working well in this country and there has been no adverse staff or public reaction.

(Courtesy : Gibbons Stamp Monthly, March 2012)

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## ERROR CASE SETTLED IN COURT

The discovery of a major error is the dream of every philatelist. When the dream is finally realized with a new find, the owner of the error is likely to take every measure to secure the value of the item—even if it means taking a postal administration to court.

And that is exactly what Henry Ellis Harris did

On Oct 12, 1962, the Canal Zone issued a 4-cent stamp to commemorate the opening of the Thatcher Ferry Bridge spanning the Panama Canal.

This issue was printed by the Bureau of Engraving and Printing in Washington, D C It featured a gray and black map of the Americas spanned by the new Thatcher Ferry Bridge.

A sheet of 200 stamps slipped through with an error. It received the black and gray imprint but was not sent through the press for the bridge imprint.

This sheet was later divided into panes of 50 stamps each.

When the error was discovered, Canal Zone postal officials confiscated three panes, but Harris, owner of the Boston-based stamp company bearing his name, had already purchased the fourth pane.

Harris was not about to return this error pane to the postal officials.

The error was an embarrassment to the Canal Zone Postal Administration, and officials decided the best solution would be to reprint the error and offer this intentional reprinting of 100,000 stamps without the bridge to the public at face value.

Harris refused to stand still while the value of his "missing bridge" pane was diminished to face value.

He filed suit against the Canal Zone Postal Administration, seeking a preliminary and permanent injunction against the reprinting of the error.

After a two-year battle in court, Harris won his case. The postal administration was ordered not to release the intentional misprint.

The fate of the three sheets confiscated by the Canal Zone officials was decided by John W. Douglas, assistant attorney general for the United States Department of Justice Civil Division.

In a letter to Harris, Douglas explained what was to be done with the sheets:

"One sheet of 50 Thatcher Ferry Bridge stamp variants will be laminated and donated to the Smithsonian Institution, Washington, D.C.; a second sheet of 50 .. will be laminated and donated to the Canal Zone Government; and the remaining sheet of 50...will be destroyed."

Harris' sheet was subsequently divided and sold. Singles and blocks command high realizations whenever they are sold.

A plate block of 10 brought \$130,000 in an April 5, 1980 auction conducted by Robert A. Siegel Auction Galleries.

The 1983 Scott Specialized catalogue of United States Stamps lists the Canal Zone error at \$13,000 in unused condition.

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## PARSI AMARCHAND

Sundar Nivas, No.160, Baracah Road,  
Secretariat Colony, Kellys, Chennai - 600 010.

Phone [0] 044-25388905, 25381370

[R] 044 - 26481077; 26613575

Mobile : 98401 56410

Email : [parsiamarchand@yahoo.com](mailto:parsiamarchand@yahoo.com)

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