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

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QUARTERLY

Guest
Editorial.

Stamp Investing The Basic Question

It has become extremely difficult to be involved in any aspect of philately without encountering information on stamp investing. Offers of investments are constantly being sent through the mail and being advertised in philatelic publications, also have regular columns on investing. At one time or another nearly all stamp collectors consider putting some of their money into this area. Before making a decision as to what to buy, however, interested persons ought to decide whether or not invest at all, since philatelic investing is definitely not for everyone.

There are attractions, of course, and one does not have to look very hard to find them. As the back cover of Scott's 1981 pocket catalogue points out, stamps are "the commodity that, next to gold, has performed best on the market over the last decade." Furthermore, it does not require a great sum of money to become a stamp investor. One can (though with questionable results) enter the market with as little as ten dollars. This is not the case with other investment alternatives, such as precious metals, stocks, money-market certificates, etc. And of course, stamps are portable, it being much more possible to carry a half-million dollars in stamps in one's coat pocket than the equivalent value in silver. One quite imaginative piece of direct mail advertising for stamp investments even relates a tale of high-ranking Nazi officers slipping across Germany's collapsed borders carrying nothing but a small fortune of rare stamps pasted onto innocent-seeming envelopes.

While all of the above may be true enough, it is not the whole story. There are real pitfalls to avoid in stamp investing and, compared with other possible investments, real disadvantages. For instance, when one buys gold or shares of stock, one has a fairly good idea of how much it should cost. Daily closing prices

are carried in most newspaper for these items. This is not the case (and indeed, could not be the case) for rare stamps. Catalogues such as Scott's and Stanley Gibbons are generally issued annually, and their indication as to the particular value of a particular stamp is, at best, rough. Nor is it any secret that two absolutely identical stamps can be sold at different places on the same day for very different prices.

Then there is the problem of condition to contend with. A share of stock is a share of stock is a share of stock. Bend it, fold it, wrinkle it, staple it, get it wet-it will still be worth exactly what any other share of that stock is worth. This is hardly the case with stamps, which means one must be extremely careful in protecting the items he owns and in making purchases. A perfect used specimen of New South Wales #26 (scott) may be worth \$750.00, but what if the one offered to you is creased, or has a thin or hinge remnant? Figuring out the correct price is no easy task.

This brings us back to our basic question-should you invest in stamps? To determine the answer to this, ask yourself these three questions.

- 1) Can you afford to lose your entire investment? This is not a probability, but it is a possibility.
- 2) Can you differentiate between stamps collecting and stamp investing? (Clue: The former is a hobby pursued for enjoyment. The latter is work)
- 3) Do you have the time and the patience to thoroughly investigate all investment opportunities before making any decisions? "Investigate, then invest" may be a cliché, but it is a darn good one.

If your honest answer is an unqualified "yes" to each of the above questions, then you will probably do very well in stamp investing. If not, take more time to think about it, and do not worry about being left out of the action. It is one of life's truisms that, when you are ready to part with your money, there will always be people to help you to do so.

- David McAdam

STAMP NEWS

INDIA - FRANCE: 50 YEARS OF SPACE COOPERATION

10.04.15 2500,500 0-90 mill

India and France heralded a new era of bilateral cooperation with the establishment of Formal diplomatic relations in 1947.

Space cooperation between India and France has now turned 50, making it India's oldest and most important collaboration with a European nation. Exchanges at the start of the 1960s between what would later become the Indian Space Research Organization (ISRO) and the fledgling French National Space Agency (CNES) laid the foundations of a low-key but sustained relationship between the two space agencies.



The first French-Indian Space cooperation agreement signed in May 1964 covered licenses to build Belier and Centaure sounding rockets in India. Under the patronage of the United Nations 50 French rockets were built locally and launched from 1965 onwards at the Thumba equatorial launch site in the state of Kerala. ISRO is CNES's number two partner after NASA in terms of volume of activity.

Since the 1990s, CNES and ISRO have been collaborating together and the collective efforts have resulted in the launch of space missions-Megha-Tropiques in 2011 and SARAL in 2013.

Megha - Tropiques is an Indo - French Joint Satellite mission launched on October 12,2011 for studying the water cycle and energy exchanges in the tropics.

The satellite with ARGOS and ALTIKA (SARAL) is a joint Indo- French satellite mission launched on 25th February, 2013 for oceanographic studies. SARAL is designed to perform altimetric measurements designed to study ocean circulation and sea surface elevation and has three payloads-two developed by CNES and one by ISRO. The satellite and launch vehicle PSLV are manufactured and owned by ISRO.
Theme: Joint - Issue, Space Technology, Satellites.

PATNA HIGH COURT

18.04.15 500 0.60 mill

The territories of Bihar and Orissa which were formerly subject to and included within the limits of the

presidency of Fort William in Bengal, were promoted to the status of a separate province, through the proclamation made by the Governor-General of India on the 22nd



march,1912.By Letters Patent, dated the 9th February,1916 the Patna High Court was ushered into existence with circuit sittings at Cuttack, and from the 26th February,1916,the date on which the aforesaid Letters patent was published in the Gazette of India, the High court of judicature at Fort William In Bengal ceased to exercise jurisdiction, civil, criminal, enrolment, etc. In all matters in which jurisdiction was given to the Highcourt of judicature at Patna. Thus ,the ancient city of Pataliputra had a high court of its own in 1916 with Sir Edward Maynard Barrister-at-Law as its first chief justice.

The foundation-stone of the High Court Building was laid on 1st December, 1913 on its completion was formally opened by the viceroy in durbar held for the purpose on 1st March, 1916 William in Bengal to this Court.

The Patna High Court started its work in 1916 with the chief Justice and six puisne Judges. In the year 1947, the sanctioned strength of the court was nine permanent and three additional Judges. At present there are altogether 31 Judgeship in the state of Bihar with the creation of Jammu and Kashmir Judgeship in the years 2005 and 2012 respectively.

Theme: Judiciary, Buildings, Patna

INTERNATIONAL DAY OF YOGA

21.06.15 500 0.60 mill

While addressing the 69th session of United Nations General Assembly (UNGA) on September 27,2014,the Prime Minister of India Shri Narendra Modi urged the world community to adopt an International Day of Yoga.

"Yoga is an invaluable gift of ancient Indian tradition. It embodies unity of mind and body thought and action; restraint and fulfillment; harmony between man and nature and a holistic approach to health and well-being. Yoga is not about exercise but to discover the sense of oneness with ourselves, the world and nature. By changing our lifestyle and creating consciousness, it can help us to deal with climate change. Let us work towards adopting an international Yoga Day," Shri Modi said.



On December 11,2014,the 193 member U.N. General Assembly (UNGA) approved the proposal by

consensus with 177 co-sponsoring countries, a resolution to establish 21st June as 'International Day of Yoga'.

Yoga is essentially a spiritual discipline based on an extremely subtle science which focuses on bringing harmony between mind and body. It is an art and science for healthy living. The word "Yoga" is derived from the Sanskrit root unmeaning "to join", "to yoke" or "to unite".

"Yoga" also refers to an inner science comprising of a variety of methods through which human beings can achieve union between the body and mind to attain self-realisation.

The science of Yoga has its origin thousands of years ago. According to Yogic lore, Shiva is seen as the first yogi or a adiyogi and the first guru or adi guru.

The great sage Maharishi Patanjali is believed to have systematized and codified the then existing Yogic practices, and the related knowledge through his Yoga sutras.

The stamp depicts the logo of the International Day of Yoga where folding of both hands symbolizes Yoga, the union, which reflects the union of individual consciousness with that of universal consciousness, a perfect harmony between mind & body, man & nature.

Theme : International days, Care of the body, Yoga, Health

OLD SEMINARY, KOTTAYAM

21.04.15

500

0.60 mill

The foundation of Orthodox Theological Seminary (OTS), known as Old Seminary or Cottayam Syrian College, was laid in February, 1813. The Seminary is run by the Malankara Orthodox Syrian Church, the St. Thomas Christians, commonly known as 'Malankaa Nazranis'. This is a heritage monument recognized by the Government for its importance as a two hundred year old quadrangular edifice where English education was started for the first time in the state of Kerala.



Besides the serene Chapel of the Seminary, the structure holds the Nalukettu (four sided courtyard made of wood) Depicting the rich architectural beauty of the 18th and 19th centuries. The Nalukettu structure today houses a heritage museum which acts as a repository of 2001 years of Christianity in the country.

A modern phase of the history of the Seminary began in 1965 when it assumed the status of a theological college affiliated to the University system of the senate of Serampore (West Bengal). The present day campus houses:

- Federated Faculty for Research in Religion and Culture.
- Sruti School of Music
- Mar Gregorios foundation (M.G.F.)
- Pratyasa Counselling Programme
- Divyabodhanam Centre
- Saroopa School of Art
- Smriti which is a campus which houses an auditorium, a media - room, an ecumenical hall and modernized library cum archives.

Theme : Religion, Christianity, Buildings, Heritage

THE UNIVERSAL POSTAL UNION AND IT'S HUMAN MISSION

F.A. HOFMAN

Vice - Director, International Bureau of the
Universal Postal Union

The words "UNIVERSAL POSTAL UNION" suggest to those who utter them the idea of human relations, of contact between persons. This is the object towards which humanity is directing its efforts, especially today when so many controversial points divide nations and men. It is with good reasons that the world has faith in our Union, as it is an organization which promotes by means of mails human connections.

Let us examine what are the circumstances in which the UPU has been created, what has been its evolution and how it has succeeded in setting up these connections.

In order to create, it is necessary to have an ideal, "the postal ideal", which has for aim to set up, maintain and develop contacts by letters between nations and persons. This postal ideal has always existed in the whole world.

During the nineteenth century these international postal contacts became more and more numerous, but a postal organization was lacking. An example was then given by Rowland Hill, forerunner of the international service, although his measures did not extend in the first place beyond the United Kingdom. In 1840 Hill regarded his country as a single postal territory - a conception which was to be adopted later by the UPU (first article of the Convention). He fixed a uniform rate (penny post) within this territory and introduced the postage stamp to prepay the charges for transporting a letter. These creative ideas were soon adopted universally.

In the course of years, the ideas of Rowland Hill became concrete: postal relations developed between countries as well as within the countries themselves; but so far there was no international postal organization.

The second half of the nineteenth century saw a complete change in the international situation. It is the age of great political, social and economic events which opened fresh horizons and had their repercussion over the whole postal sphere. The changes which occurred were so fundamental that historians, rightly, speak of the beginning of a new epoch in general history. A few facts illustrate the situation between the middle and the end of the nineteenth century. The War of Secession in America and the Franco-German War had come to an end. England had introduced in 1867 "Dominion status"; Italy had become in 1861 a United State and set up in 1863 a national postal service in Europe the Latin monetary union was created in 1865. The Suez Channel was opened in 1869 which diminished to a considerable extent the distance between Europe and the Orient. It is of great interest to examine the postal situation at that time. As we have already stated, exchanges of mail took place, but in difficult and complicated conditions. In order to allow mail to travel, in most cases, special arrangements were necessary. Each country levied different charges and there was no question of equal steps of the weight scale. This situation could be borne while the mail traffic remained small, but at the time when a new page of history began, about 1870, this situation was very unsatisfactory. It was realized that trade and industry tended to develop more and more and emigration created the necessity for exchanges of letters. For the emigrants who had settled in overseas countries - in that time more especially in America whose means were generally very moderate, the charges levied at that time were a great obstacle to an exchange of correspondence with their families.

After Rowland Hill another voice made itself heard, one which came this time from the new world, that of Montgomery Blair, Postmaster - General of the United States of America. The ideas of Rowland Hill, which had been propagated in the first place in one country alone, were subsequently adopted by other States. Montgomery Blair, on the contrary, contemplated directly the international situation of the whole postal world. He realized that the postal service was unsatisfactory. The situation was so complicated that the collaboration of other countries was indispensable in order to cure it. Montgomery Blair took the initiative with a happy proposal to call together the most important countries of the time in order to study the international postal situation and to form an opinion of the measures to be taken in order to facilitate postal exchanges. He understood that a new age was beginning and he foresaw that the political, social and economic changes would have a direct repercussion on the state of the post. It can be noted that in the nineteenth century the postal development followed on general lines universal progress.

We know now the profitable results of the meeting proposed by Montgomery Blair which took place in Paris in 1863. Last May the centenary of this fortunate effort was commemorated in the town where in 1863 fifteen countries met for the first time.

The Paris meeting proved a complete success. Solid foundations were laid of which later an international postal organization was erected. The questions discussed

in Paris concerned in the first place uniformity of weight and uniformity and simplification of the charges (which was complementary to an improvement of the system of transit rate).

It has been noted rightly that the Paris Conference had made a clear and authoritative diagnosis of the evils from which the international post was suffering; and it gave rise in the postal staff the noble ambition of finding a cure.

Another explanation of what the post represents for humanity is to be found engraved on a hollow stone which is used a letter-box. This inscription, which dates from the year 1861, that is to say the period when the post entered on a great development, runs thus:

"Diviti et inopi Ultro citroque Meandum"

Which can be translated freely into English "This is to go hither and thither both rich and poor." This stone had been affixed to the wall of a post office of the Pontifical State.

This epigram, which holds good even in our days, takes into account both a great Christian principle and our postal ideal. The post must serve both rich and poor; it must, therefore, fix and maintain charges which are within reach of everybody. Further, the passage says that letters must be sent both near and far, that is to say everywhere, and it contains already in an embryonic state the notion of a single territory formed by all the countries for the sake of exchanging the mail. The remainder of this article will show that the post has understood these recommendations and has known how to put them into practice.

The idea of the universality of the post, therefore was already in existence. Rowland Hill had suggested the method and Montgomery Blair developed it. Von Stephan, Director-General of German posts, adopted the idea which gave to the postal world what it needed at this turning point of its history. In 1868 he set out his ideas in a document entitled "Denkschrift betreffend den Allgemeinen Post-Congress" (Memorandum concerning the General Postal Congress) which was published in the official journal of North Germany. Von Stephan explained in it the indispensable principles for an international postal organization and recommended above all the introduction of practical measures within the international postal sphere. Finally, in 1874, Switzerland accepted the task of calling together a Postal congress in Berne - a wish which had been expressed by von Stmphan in his memorandum.

The name of von Stephan, therefore is to be added to those of his two predecessors which have been already mentioned, personalities which have earned the gratitude of the UPU.

The year 1874 is important, in postal history, as the meeting in Berne - the memorandum of von Stephan had formed the basis of its discussions - ended in the creation of the General Union of Posts. The name "Union" gives an idea of intimacy and solidity. In a Union its participants meet together, appreciate each other and are able to build up in order to raise an ideal ever to a higher level and feel inspired by the dictum "Union is strength". The Convention

concluded in Berne with a expression of the idea vaguely expressed on the old stone of the Pontifical State; it stipulates that the participating countries form a single postal territory for the purpose of exchanging their mails; and from this issued freedom of transit, and, indirectly, the secrecy of the correspondence. Lastly, the first Convention introduced a general and uniform charge as well as uniform steps in the weight scale. It provided for the use of postage stamps for the payment of the charges. Thus the idea of Rowland Hill was adopted internationally. These fundamental provisions favoured the interest of the users and thus allowed the realization of the postal ideal. As a consequence of the fixing of the charge for a single rate letter at 25 c., traffic was able to develop, industry and trade profited and at the same time the post became accessible to users who in the past had not been able, or only with great difficulty, to pay the high charges. The poor were also able to make use of the letter exchange.

After the creation of the General Union of Posts, the provisions became more clearly defined; several new services were subsequently set up: postal parcels, money orders, etc. Countries which were not yet sovereign were admitted as members in order to join together in the Union all the territories of the world. In view of the extension of the Union the Congress of Paris 1878 substituted for the expression "General Union of Posts" the expression "Universal Postal Union". The postal ideal was at last a reality; reasonable general charges were introduced and the time taken in transportation was considerably shortened thanks to the utilization of the railway and steamship.

The First World War did not affect our Union as it has not a political character. Nevertheless, several countries suffered from the consequence of that war owing to the devaluation of their money, which led to the option of increasing or lowering the charges according to the case (Congress of Madrid, 1920). The result has been that since 1920 the equivalence of charges has been abandoned. On the other hand, the charges laid down by each country can be applied to all destinations.

The Second World War led to fundamental changes in the postal sphere. A very prominent event was in 1945 the creation of the United Nations Organization. Its charter provides that Specialized Agencies with extended international powers, for instance within the sphere of telecommunications and the post, shall be connected with UNO.

The UPU had to examine the question whether it could join the family of the United Nations. Different opinions were advanced. Some countries opposed the idea, stating that the UPU, which was more ancient than UNO and technical in character, must not be bound up with an organization of a political nature: and the opposite views were merely the expression of noble intentions by countries which were only interested in promoting the well-being of our organization. On the other hand, other countries stated that the United Nations were our only hope and the only platform on which all nations could meet.

The question of the entry of the UPU in the United Nations family was discussed at length at the Paris

Congress in 1947, which in the end accepted that the Union should become a Specialized Agency of the United Nations. An agreement to that effect was signed between UNO and UPU. UPU undertook to take all measures in conformity with its constituent Act in order to attain the objects which it had set before itself. This agreement proved entirely satisfactory for the UPU, which profited to a considerable extent from its relations with other Specialized Agencies, such as ICAO, UNESCO, etc. Thanks to this important event a new page was turned in the history of the international post.

By becoming a Specialized Agency of UNO, the Postal Union was faced with new problems, among others that of establishing connections between the organs of the UPU and those of UNO. For this reason the Paris Congress created the Executive and Liaison Committee, which represents the UPU between Congresses. It is composed of twenty members elected in accordance with a principle of equitable geographical distribution. The work of the ELC developed gradually. The first ELC traced the road to be followed. As the work increased the ELC was obliged to set up Sub-Committees which had to study special problems and report the results. This system of working has proved entirely satisfactory. ELC even had to have recourse on occasion to specialists of non-member countries. The progress of modern technique also had its effect on the postal service.

To meet present-day needs the ELC examined in 1955 a proposal of the Netherlands to set up a new organism which should deal more especially with questions concerning postal mechanization. After an intensive examination of the problem the Secretary General presented a report in which he proposed the creation of a special organ connected with, ELC. This new organ called "Consultative Committee on Postal Studies" (CCPS) was entrusted with the task of studying technical, economic and financial questions, under the Presidency of the United States of America and the Vice-Presidency of the USSR, of France, and the Netherlands. This Committee has accomplished some remarkable work which consists, in the first place, in helping Administrations to develop from the technical point of view. In addition, the documentation provided by the CCPS allows progressive administrations to be up to date as regards what happens in other administrations, and this avoids all duplication of work. One must underline specially the work carried out by the CCPS in the sphere of technical co-operation, which deals more especially with countries which are developing. The enquiries which have been terminated or are still proceeding bear witness to the work which has been done or which is still to be done.

A new task has fallen on the CCPS in consequence of a proposal by the USSR to study the prospective development of the post. It is by no means easy to foresee what is going to happen. An author has said, "In the past lies the present, in the present the future".

After the CCPS meeting in Tokyo in 1961 this proposal was mooted by the USSR and other Administrations. It is possible to say that from this moment on this enquiry assumed a fundamental importance. No

doubt it will induce administrations to undertake similar enquiries for their internal services.

This short account shows how useful the CCPS is for postal administrations. In the last resort it is the users of postal services which will profit from the work of the CCPS, for the results of the enquiries will be such as to improve the number of the services rendered to the public and their quality. As the post is a living organism, and has to undergo the fluctuations of progress its services will evolve, and it is certain that the work of the CCPS will never come to an end.

The postal organization deals with a vast number of activities. Transport of the mail at a reasonable cost to all destinations is the principal element on to which is grafted that of the speed of transmission. In 1874, when our Union was created we were able to follow the march of progress by substituting for slow and complicated means of transport the railway and the steamship. Later the appearance of the aeroplane revolutionized transport. The first steps for transporting mail by air were taken at the general conference of The Hague in 1927. The beginnings were difficult; in order to defray the heavy charges for transport by air, administrations were obliged to charge, in addition to the ordinary rate, a heavy air surtax. The sums paid by the post to the air companies often had the character of subsidies. In this way the post has helped air companies to overcome the difficulties of the initial period, for at that time the revenues earned by the transport of passengers and freight were insufficient.

At the present day, thirty-six years after the aeropostal conference of The Hague, transport of mails by air has developed by giant strides. The costs of air transport have diminished considerably, and this has allowed postal administrations to reduce their air surtaxes. The speed of former days has been largely increased in consequence also of the use of jet planes and, soon, of supersonic planes which will carry out the Atlantic service in two or three hours only. All these factors have led to an improvement of the quality of the service rendered to users, an improvement which was inconceivable at the time of the creation of the UPU.

Nowadays, the aeroplane is being used more and more. It should be stated here that, in spite of a considerable reduction of the charges of transport by air, they are still higher than those for transport by surface. In spite of this situation, several administrations have tried, by granting large subsidies, to make the aeroplane, the normal means of transport for their users by introducing the carriage of letters by air without any air surcharge. In Europe, for example, the transport of letters is carried out by air without any surcharge each time that time is gained in transmission of the mail.

Further, in order to diminish the cost of transport, the post is proposing that its users should use an extremely thin paper for their letters to be carried by air in "all" directions with a very small surcharge or without any surcharge at all. In this way the aerogram arose, the creation of which has met with the same success as that of the post card in its time. Several administrations nowadays

use the aerogram without surtax for all destinations. In the Netherlands, for instance, this scheme was received with enthusiasm (for a population of about 12 million inhabitants 8 million aerograms are "sent" each year). By means of this innovation the letter has become a very swift means of transport, costing little, for human thoughts and feelings.

The results obtained hitherto are not the end, for still many problems have to be solved, for example the avoidance of the delay which occurs sometimes in sending the mail from the aerodrome to the addressee.

The problem of transit rates has been for a long time a stumbling-block to our Union. The elimination of these charges has not been found possible, either at the time of the creation of our Union or in the years which have elapsed since. These charges have been long discussed in Postal Congresses. Some administrations find the payments too low and others find them too high. In 1956 Dr. Furrer, sometime Director of the International Bureau, published a study where, for the first time, the problem of the transit freights was analysed in a clear and precise manner. This study contained the key to the solution. The Congress of Buenos Aires (1939) set up a committee charged with the enquiry into transit charges, but the Second World War proved an unsurmountable obstacle to this task. The Congress of Paris (1947) found a solution for this problem which was adopted by that of Brussels (1952) and confirmed by the Congress of Ottawa (1957).

Since the beginning the Convention of Berne (1874) provided for the creation of Restricted Unions in order to effect some improvements in the postal sphere. This possibility still exists today. The inexperienced reader may misunderstand the expression "Restricted Unions". This title is justified if the Restricted Union is compared to the Universal Postal Union, the mother organization which comprises all countries. But if one considers the object of the Restricted Union, the use of the word "restricted" is not justified. A regional union cannot restrict postal services, on the contrary, it wants to increase them. This idea is expressed in the text of the Convention ("...on condition nevertheless of not introducing any provisions less favourable for the public than those provided in the Acts ..." Article 8, Convention of Ottawa).

Among the regional groups one must mention in the first place the PUAS which consists of all the countries of the American continent and Spain. It is the oldest Union and can boast of having taken two important measures for its territory: the elimination of transit charges between its participating countries and the use of the internal charges of each country for mails destined for other member - countries. The attitude taken by postal administrations since the congress has shown that the majority of them is not inclined to give up transit charges. Nevertheless, one may well wonder if this problem should not be studied intensively by other regional groups. If, like the PUAS, the other regional organization could decide to reduce or abolish as regards their territories the transit charges, the final solution of the problem would perhaps be facilitated.

The adoption of internal postal rates is also a problem which the PUAS has solved. We find that the same has been done between other countries and other regional unions, for instance by the CEPT, and also in the Arab group.

Following the Vth Conference of Ministers of socialist countries (Budapest, June 1963) - members of the organization of collaboration in the postal and telecommunications sphere - it was decided to apply the charges of the internal service for letters up to 20 grs. and post cards in the traffic between those countries.

The list of the countries and groups of countries is not complete.

For the UPU the way to follow is becoming apparent; it will have to encourage the use of internal charges.

As regards postal legislation, we still live under the regime of the First Postal Convention concluded at the Congress of Berne in 1874; the subsequent Congresses have designated as "amendments" the Conventions which followed. Often have our Acts been adapted to the requirements of the time. After the Congress of Madrid (1920) several Congresses were able to examine proposals aiming at altering the structure of the Acts, proposals which nevertheless have been rejected so far. The Congress of Vienna will have to examine the question again under the form of a general revision of the Convention. If "Vienna" could adopt this idea, this problem would finally disappear from the agenda of congresses.

In order to multiply personal connections the United States of America have proposed the creation of the international letter week. This suggestion was everywhere warmly received, which proves that value of international letter exchanges. Postal administrations are more and more aiming in making this idea a success.

In order to lighten the misfortunes of the blind - a special category of users the post carries mail for them either free of charge or with very low charges.

The post also looks after the interests of those who are sick in granting reduced charges to mails exchanged between laboratories and officially recognized institution for the transport of tubes of serum and vaccines as well as medicines urgently needed which are difficult to obtain. The post has also created the possibility of unchanging between specially recognized qualified laboratories letters containing perishable biological matter and the next postal congress will examine proposals aimed at the transport of radio - active matter by the international postal service.

Well aware of the exceptional value of communications by letter in wartime, the post places its services at the disposal of prisoners of war and interned civilians, and matters from or to them are sent free of charge.

Lastly, the post encourages the exchange of letters between scholars in granting them reduced charges, on condition that these letters are sent through the directors of the schools concerned. In this way it favours direct contact between the young who live often at a great distance from each other.

The bond which can be knitted by means of the post is not limited to the written word; on the contrary, the post is the vehicle par excellence for transmitting thought in the shape of printed matter.

Without its intermediary these international exchanges would be practically not possible, which stresses again the mean and the high value for humanity of the Universal Postal Union.

In order to stimulate these exchanges, printed papers - in view of their special interest for general instruction, trade and industry - are charged with rates very much less than those for letters, although these reduced rates are considerably below the cost price to postal administrations.

Even further concessions have been made for a category of printed papers which has a special character, namely newspapers, periodicals and books, which are sent at a reduction of 50 per cent of the general tariff for printed papers generally, which is very, very low.

In spite of its long existence the UPU is not sufficiently known to the public; and the ELC has thought it useful to produce a documentary film on the activities of the Union. This documentary, shown throughout the world, will inform users of all countries concerning the activities and the accomplishments of the great postal family.

In conclusion, we can say that the postal ideal, of which the founders of our Union laid the foundation, has been upheld and raised to a higher level. Messages in ever - increasing numbers reach the addressees more regularly, at an ever - increasing speed and at a cost which all classes can meet easily.

(Courtesy : Gibbons stamp monthly, 1964)

FPO POSTMARKS IN INDIAN PHILATELY

Brig. D. S. Virk, AVSM

1. I am no philatelist and what little I have learnt about this fascinating hobby has been fenced on me first as an army postal administrator and lately as a minor historian of the Indian Army Postal Service.
2. I got involved in Indian philately by getting Indian postage stamps overprinted in 1950 for my field offices in Korea for the wrong reasons that the

overprint would limit the use of stamps to their postal function and would discourage their despatch to India as unauthorized remittances. It was only when world-wide demand for these stamps poured in that I learnt some facts of philatelic life particularly those relating to overprints, the scarcity factor, first day covers and cancellations. The subsequent overprints for our FPOs in INDO-CHINA, GAZA, and the CONGO have all been made within the compass of true philately and have served their purpose of popularising Indian stamps and publicizing the peace missions of military significance, the last on the 1972 Navy Day. I understand that this activity is likely to become a regular feature of the army postal activities.

3. On urgent demands from devotees of postal history of the Indian forces, I compiled a rough and ready list of our army post offices of the Second World War. Its few copies were snapped up in no time and received numerous inquiries from avid collectors of FPO cancellations for more information and more copies of book. I now realize that the book is more the requirement of philatelists who collect FPO covers and postmarks than a need of the military historians.
4. As collection of FPO covers and cancellations is now beginning to catch up in India, I give below what may indulgently be taken as an introduction to the study of Indian FPO postmarks.
5. Though Indian FPOs, in one shape or another accompanied the expeditionary forces which were sent out from India between 1856 and 1914, I have seen only a few of their cancellations and postmarks and these from the books of that philatelic stalwart late Jal Cooper of Bombay. An interesting feature of the early cancellations is that the stamps were well and truly covered with bars, dots, letters or numbers to make sure that they were never used again.

The name of the FPO and the date were shown by a separate postmark. As FPO covers of this remote period are scarce and expensive, there is no need for you to acquire the expertise of tracing and deciphering their cancellations and postmarks. However, it may be worthwhile to know the following particulars -of the campaigns in which they were used:

- | | | |
|-----|--|---------------|
| (a) | The Persian Expeditionary Force | 1856-1858 |
| (b) | The Abyssinian Field Forces | 1867-1868 |
| (c) | The Malta (Cyprus) Expeditionary Force | 1878 |
| (d) | The Second Afghan War | 1878-1881 |
| (e) | The Egyptian Expeditionary Force | 1882 |
| (f) | The Sankin Field Force | 1885 |
| (g) | The Third Burmese War | 1885-1889 |
| (h) | The Second Sankin Expedition | 1896 |
| (i) | The China Expeditionary Force | 1900-1904 |
| (j) | The Somaliland Field Force | 1902-1904 |
| (k) | The Tibet Expeditionary Force | 1903-1904 |
| (l) | Indian Frontier Campaigns | 1871 onwards. |

6. Hundreds of Indian FPOs were employed in the First World War. The locations of these FPOs are fairly well documented in the histories of that period. During the inter-war years FPOs were employed in N.W.F.P. during the Third Afghan War and other frontier campaigns, the last of them in 1937.
7. Though many important records of FPO activities during World War II were destroyed or thrown away on the disbandment of the GHQ Postal Directorate in 1947, long and patient research has enabled us to reconstruct a list of FPOs and their locations. A reasonably complete story of FPO cancellation can now be given for the Second World War.
8. As a part of the mobilization plan, complete sets of FPO equipment including the prescribed seals and stamps were stored at important military stations where FPOs and their military formations were planned to be raised. Some additional sets were held at the Postal Stock Depot Moghulpura under the control of the Postmaster General at Lahore. When the Second World War began and the Japanese joined in the fray, the reserve stocks of FPO equipment and their sets of seals and stamps were soon exhausted. Demands for new raisings were passed by Army HQ to the Director General, Posts and Telegraphs who directed Postmaster General, Lahore to collect and despatch the necessary equipment to the mobilization station by the fixed date. The Postmaster General in his turn asked the Controller of P and T stamps at Aligarh to fabricate and despatch the required seals and stamps to the 'Stock Depot which packed them along with other equipment in special boxes called yaddans.
9. At Aligarh, the Postal Workshop fanned the business of fabricating new stamps to contractors who were given general directions about the dimensions, inscriptions and layout of the stamps. The work of actual manufacture and engraving was done with hand tools by skilled artisans. Though the general pattern was followed faithfully enough, individual craftsmen sometimes embellished their handworks with some distinctive marks of their own.
10. At the outset of the Second World War, the FPO set of seals and stamps consisted of the following items:
 - a) Combined date stamp
 - b) Date seal
 - c) Name stamp
 - d) Money Order oblong Stamp
 - e) Audit Stamp without FPO identifications
 - f) Month stamp without FPO identifications
 - g) Postage Due Stamp

However, additional stamps were supplied to busy

FPOs on the recommendations of their Postal Officers. Some FPOs therefore, had more than one combined date stamp and separate stamps for, Delivery, Registration and Money Order departments. Many replacements had also to be made when stamps were lost in enemy action or otherwise or disintegrated due to normal wear and tear. This accounts for the differences in the postmarks of the same FPO at the same or different times.

11. The Base Post Offices were organised like the head post offices of the P and T Department and were, therefore, supplied with the whole range of stamps and seals used by such high grade offices. Similar sets were also given to Section Base Post Offices and some important static FPOs.
12. Originally the Indian Army Postal Service used only two names for their post offices, FPO and BPO. When the British Army Postal Service officers took over the command of postal operations in the South East Asia Command, they brought in their own usage under which the FPOs serving an Army Group, Army Corps, Division, Brigade and Line of Communications were distinguished by index letters AG, A, C, D, B and S respectively. In so far as Indian FPOs were concerned, these index letters were not reflected in their stamps and seals except in the case of a couple of FPOs and BPOs serving on the Lines of Communications in Assam, Bengal, Burma, Malaya, and Indonesia, which sported the index letter 'S' before their name.
13. As the war progressed many demands were received from subordinate Commands in India and overseas for FPO equipment which could be used to open temporary or ad-hoc FPOs or to replace the equipment lost by regular FPOs. The seals and stamps of these FPOs were either borrowed from the Indian or Burmese Postal administrations which held spares for their temporary or experimental civil post offices that bore a numbered inscription preceded by some distinguishing letter to indicate their Postal. Circle, such as 'L5 for Lahore', 'MS' for 'Madras' and 'B' for Rangoon. While hundreds of such stamps were used by the civil post offices, the number lent to the FPOs was no more than half a dozen and their particulars have been listed in my book. Some sets were also borrowed by the Indian FPOs in MEF from the British Postal Service. These bore a numbered inscription preceded by the letter 'E' which, apparently stood for 'Egypt. Such sets used by Indian FPOs in Egypt, Sudan and Eritrea have also been listed in my book. These borrowings were only stop-gap arrangements till the Indian Army Postal Service replenished its own reserve stocks. These stamps followed the normal FPO pattern and bore the index letter 'R' (for 'reserve) before their number. Their numbers ran from R-1 to R-52, R-257 to R-259 and again from R-621 to R-625. In Malaya and Ceylon reserve stamps were got engraved locally adding 'A', 'B', 'C' or 'D' after the numbers of the

existing regular FPOs, such as 7-A, 8-B, 30-D, 36-C and so on or using such simple designations as 'A', 'B', 'C', or 'D'. In India itself in one or two cases, such as that of 68 FPO and 145 FPO, additional or substitute stamps were issued bearing the same number with letter 'A' or 'B' affixed to it.

14. Early in 1943 when India had become the main base for the war against Japan and its military installations were being expanded rapidly issued 'special numbered stamps' to all important civil post and telegraph offices used by the troops. Military correspondence (including telegrams) 'was cancelled by these stamps and the correspondence was picked up at the sorting centres and sent to the nearest military censor. These stamps bore a numbered designation and a moveable date type. Many philatelists and collectors have wrongly treated all such cancellations as FPO cancellations as a few FPOs also used stamps of the same design and pattern. The special numbered stamps of the P and T Offices can be distinguished from the stamps of the same design used by FPOs by the fact that the former were issued only as combined elite stamps while the latter were used in full FPO sets.
15. As far as I know the only slogan stamp used by the Indian FPOs during the World War II was the one issued to commemorate the victory parade held at Delhi in March 1946. A number of FPOs had been collected at Delhi (Nos. 146, 166, 174, 203, 204,) to serve the troops assembled in the various camps. I do not know whether any of these FPOs used the slogan stamp but the Base Office (New Delhi GHQAO) certainly did.

(Courtesy : Philatelic Journal of India, 1973)

THE "PHANTOM"

HANDSTRUCK POSTAGE STAMPS OF
"FORT ST. GEORGE" (1788-1816)

D. HAMMOND GILES, M.B.E.

The East India Company acquired a strip of land to the north of the old Portuguese settlement of San Thome in 1639, where they at once built a fort and named it after England's patron saint, Fort St. George - thus the foundations of Madras were laid.

The Company's factory and administration was, carried on in Fort St. George, and official communications were issued from that named place, and not from Madras Or Madraspatam which was that area surrounding and occupied by a native-township that gathered nearby for commercial reasons. This explains why the Post Office stamps of the earliest date included the name "Fort St. George" and not "Madras",

Where the postage was prepaid, letters were, from 1788 to 1816, stamped with the "Post Paid/Fort St. George" despatch stamp now illustrated.

In Robson Lowe's "Encyclopaedia" Vol. III, and as repeated in the author's

"Handstruck Postage Stamps of India", the years of use of this stamp are given as 1788 to 1826, The author, although he has seen quite a number of covers with this mark, has never seen one later than 1816, and it is questionable whether the later date of 1826 has not been recorded in error, probably through, the manuscript date of 1816 being written on the cover hurriedly, so that it could be read as 1820. Support for this theory is provided by the existence of the "Madras/Post Paid/date" stamp, which made its first appearance in 1816 as a black impression, to be changed in colour, to red in 1821. It seems improbable that the "Fort St. George" stamp should continue to be used after 1816 when an entirely new stamp had been introduced in that year, having not only a new design, but even a new post office name in its make-up.

The writer therefore favours the view that the Fort St. George stamp did not survive 1816, though authoritative correction to the contrary would be welcome, if any collector has a cover, to prove that it continued in use after that date.

Before leaving this particular stamp, mention should be made that on all covers bearing it, two separate but additional hand struck stamps were invariably applied, one for the day and one for the month of despatch; for example, a letter despatched on the last day of the year would be stamped with "31" and with "DEC". These items were impressed anywhere on the cover, and rarely together in fact, usually rather untidily and haphazardly.

The "Post Paid/Fort St. George" hand struck stamp was illustrated as No. 35 in Robson Lowe's Encyclopaedia, and under his catalogue number Asia HS111, he described another item as being "(35) as illustrated, but "POST NOT PAID", and gave the dates of use as 1797-1819. Mr. Lowe, kindly allowed the writer to quote this item and others too in his "The Hand-struck Postage Stamps of India", and although he had never seen a specimen of the stamp, it did not seem difficult to produce an illustration from the description, which he did.

If this was the hand struck stamp to be applied to all letters where the postage was not prepaid, it would only have been one more logical step to have reproduced a similar design of the stamp that must have been used for letters sent "On the Service" with free postage.

And this would have proved just how easy it is to go wrong when one has not actually seen the stamp, the existence of which is built up on theory only.

Very recently, the writer acquired a small batch of correspondence, all addressed to the same person at Fort St. George, and redirected to Bombay. Four of the letters had the "Post Paid/Fort St. George" stamp on them, and two others were sent "bearing", but they did not have the

"Post Not Paid/Fort St. George" stamp at all, but each had a stamp reading "Post Not Paid" on its own, with traces of a black oval frame above and below these words. The reproduction below is very much more perfect and complete than either of the two specimens seen, but it appears to follow Robson Lowe's Catalogue No, Asia HS261's description of "Post Not Paid in oval frame", used in 1797.

The two covers now unearthed are both dated 1810, and therefore the life span of this stamp is established from 1797 to 1810 at least, but it is considered that it can be further extended back as far as 1791, as Dr. F. J. Parsons, when he was President of the Postal History Society of Great Britain, showed the writer a cover of that date, on which the stamp "Post Not Paid" appeared, identical to the illustration above, but it did not have the surrounding segments of the oval.

That it was the same stamp used in 1791, 1797 and again in 1810, there is little doubt, but what is not clear is whether it was intended to have an oval frame or not. If it was, then probably in Dr. Parsons' copy, the frame has not come out, due to being imperfectly impressed on the cover. On the other hand, if it should not have had an oval frame; then on the other copies seen, what appears to be a segmented oval frame, is probably the outline of the base of a worn stamp, upon which the "Post Not Paid" words had been mounted, and which was not intended to be reproduced in use. The writer favours the former theory, that there should have been an oval frame, as after all, there is one in the "Post Paid/ Fort St. George" stamp, but here readers, who have other specimens, can be of assistance by providing details of dates of use of this stamp, and frame if any.

Whatever is the outcome of this, how-ever, one thing stands out very pointedly, namely, that if the oval "Post Not Paid" stamp was in use from 1791 to 1810 or later, it is most unlikely that there would have been another stamp "Post Not Paid/ Fort St. George" in use at the same time, and therefore the author is now convinced that his illustration that he produced for "The Handstruck Postage Stamps of India" is a "phantom", but again, he would be happy to be disproved if any collector has a cover with such a stamp.

That there should be a "Post Free/ Fort St. George" stamp is a natural assumption, and is strengthened by the fact that at Seringapatam there was a "Post Paid" stamp identical to the one at Fort St. George at this time; and there was also a "Post Free/Seringapatam" stamp, of which the author has several examples. Why should there not therefore be a "Post Free/Fort St George" stamp. There' is no logical reason why there should-not have been" one, but this too seems to be a "phantom", as covers "On the Service" stamped at Fort. St. George from 1802 to 1814 all bear quite a different "Post Free," stamp of rough design:-

In the Public Consultations on 10th March 1786, reference is made to a scheme that was drawn up for the establishment of a Post Office throughout the Presidency of Fort St. George and its Dependencies, and it is the

writer's opinion that the "Post Paid/Fort St. George", stamp and its counterparts the "Post Not Paid" and "Post Free" stamps were all born out of this scheme referred to in the Consultations; further, their life was from 1788 to 1816, although so far covers seed" with the , "Post Not Paid" mark only span 1791-1810 and those with "Post Free" 1802-1814, unless any reader can-add to this period by evidence from his own collection.

With the alteration of the Post Office name to "Madras", the earlier stamps were replaced by the following designs, probably all from 1816, but the known dates, of use so far recorded are set below each illustration.

Though many designs of "Madras" stamps succeeded one another, never there-after were "Fort St. George" stamps used again, and their scarcity today makes them nearly as hard to come by as-if they, had all been "phantoms."

(Courtesy : Philatelic Journal of India, 1973).

INTERNATIONAL FEDERATION OF PHILATELY (F. I. P.)

LUCIEN BERITHELOT,
President of the F. I. P. 1973

Numerous are the collectors who have seen the three letters "F. I. P." so often mentioned in the stamp-collector's publications. It stands there mostly in prominent places above announcements of exhibits communiqués and various reports. Most of these collectors have never heard of the functions of the F, I. P. or even more often do not completely comprehend its usefulness.

The International Federation of Philately (known by its French call letters "F. f. P.") was founded in 1926 on the occasion of a meeting of the heads of several National Federations of Philately. Its creation corresponds to the answers to a certain number of needs:

1. To facilitate the international relationship between the different philatelic organisations,
2. To co-ordinate the international events and to avoid conflicts in the choice of places.
3. To facilitate the study and the development of stamp-collecting through an international collaboration; to guarantee its integrity in tracking down the forgeries.
4. To establish standards for the organisation of international exhibits, in the interest of both the exhibit and the exhibitor.
5. To develop the philatelic information on a world-wide basis.
6. To strengthen the action of national organisations in

their official administrations.

For this reason the F. I. P. can only accept as members qualified organisations, that is the most representative ones of each country - as are the National Federations - or, where such an organisation does not exist, some group which best represents the philatelic organisations of the country.

At this time the F. I. P. counts as its members 28 countries, 22 of them in Europe, one in Africa, one in Asia and four on the American Continent. The increase in philatelic activities makes it very probable that several other countries will join the Federation in the not too distant future.

Guided by the principles mentioned above, the F. I. P. has developed a program of action on the following points:

1. To keep down to a minimum the putting into circulation of new stamps, and especially those whose surtax is sensibly too high for the postal value of the stamp.
2. To create an international committee of experts who will arbitrate in case of dispute and strengthen the fight against the forgers.
3. To study the best means of preservation of the collections (the longevity of some stamps posing serious problems), to remove the difficulties inherent in certain climatic conditions, and to combat the destructive action of certain chemical substances or bacteria upon the postage-stamp.
4. To develop the philatelic education among the younger generation.
5. To inform and to instruct.
6. To obtain from the authorities the greatest possible facilities for the exchange of stamps among the collectors throughout the world.
7. To create an information service which assembles all the documents concerning their collection etc.

As outlined in this program, it is the aim of the F.I. P. to bring about an international cooperation. The Federation is concerned with the co-ordination rather than with the giving out of directives since it has to take into account the particular status, and situation of every country, every group and every collector.

In order to accomplish this task, the F. I. P. follows the decisions taken at the annual assembly at which the delegates of each of the national associations affiliated with the Federation participate.

The F. I. P. is administrated by a Council who studies the proposals submitted to the Assembly and reports to it, concerning their advantages or inconveniences.

Additional meetings of the F. I. P. are organised on the occasion of International Exhibitions. At these meetings the different commissions are also present, in order to facilitate the international contacts and organize work-sessions.

The decisions taken at the General Assembly are implemented by an Executive Council whose role is exclusively administrative. The F. I. P. has its home-office in Geneva, Switzerland.

The F.I.P. attempts to take into consideration all the forms of philately, to follow its evolution and to warrant any assistance to its members. The adherents of the F. I. P. represent a great international family of 28 member countries with several thousand stamp collector's associations and some 600,000 collectors.

The F. I. P. also serves the cause of culture, of world-wide friendship and of international peace.

(Courtesy : Philatelic Journal of India, 1973)

THE MOUNTED POST

G. S. FARID

INDIA is the land of varied mail transportation. One of the interesting method of letter carrying was by horse carrier.

The history of letter carrying by horse is lost in antiquity because messages were always carried by Runners and Sawars at all ages for the Rajas, Badshahs and their officials, During the reign of Mohammed Bin Tughlaq, a regular and well established mounted and foot post existed. The horse couriers were drawn from the Sultan's cavalry and were stationed at a distance of every four miles. In 1541 Sher Shah also employed a regular 'Horse-Dak' system on the specially constructed 2000 mile road from Sonargaon in Bengal to Sind on the bank of Indus. He established 1700 serais along the entire route and in each serai maintained two horses ready for speedy despatch of letters. For the conveyance of official letters and messages, Akbar maintained a regular courier system of two horses at a distance of every ten miles and about a hundred mile was covered daily.

In 1822, during East India Company, horsemen were substituted for mail runners and at this stage the 'Mail Coach' was introduced but they proved uneconomical. The provision of horses and tongas and the maintenance of the 'Staging' bungalows were the responsibility of the Post Office.

The private mail carrying agencies were both costly and uncertain but in 1854 North Western Dak Company Was established by a private firm with his Head Office. in Calcutta advertised the service in half the

government rate. in the issue of Bengal Harkaru dated 5th October 1854 as under:-

North Western Dak Company
Head office, 14 Writer's Buildings, Calcutta.

This company conveys passengers by Horse Carriage and Bearer Dak, and Parcels by Mail Cart, to and from the Upper Provinces of India.

The Proprietors trust that the complete and efficient arrangements they have effected, aided by the services of able and respectable agents throughout the Grand Trunk Road, will ensure them public support.

The Carriages are built by Messrs. Stuarts and Company of Calcutta with every regard to the comfort and convenience of Passengers, and under arrangements made with the firm, it is intended to maintain Dak Carriages in most efficient condition to secure those objects.

Bearer Daks arranged at one day's notice and no demurrage charged. Parcels are conveyed in light Mail Carts at half rates charged by the Government for the conveyance of the Banghy Parcels.

From this date the terminus of the Company will be at Pundooah, where a capacious Bungalow has been erected for the accommodation of Passengers, but in order to prevent disappointment and delay to travellers by this Company, it is necessary that they should make arrangements previous to the departure from Calcutta, at the Head Office, for the continuance of their journey beyond the Terminus of the Railway at Pundooah. The agents of the Company are at. Pundooah, Burdwan, Monglepur, Dinapore, Benaras, Allahabad, Cawn pore, Futtehghur, Agra, Delhie, and Meerut, from where all informations may be obtained.

J. H. ALLEN,

14 Writer's Buildings Manager.
Calcutta.
September 1, 1854.

In all probability the system waned out after the introduction of cheap postal rate and the railways during Lord Dalhousie's period.

In 1877, we find yet another evidence of a regular 'Horse-Dak' system between Rawalpindi and Muree, a distance of 40 miles. (Stamp Collector's Handbook by E. L. Pemberton published in 1878). Here every letter was stamped with a special large round postmark which reads in Persian as follows:

First line - Mohr Dafter-e-Dak
Second line - Apan Nnirkh - e - Sawari
Third line - Rawalpindi-o - Koh - e - Muree

Fourth line - Sann-1877 (Translation: Seal of the Pony Post Office-Conveyance charge-Rawalpindi to Muree - year 1877.)

Each letter was charged 8 annas in advance. The different methods of mail transportation were well depicted in an attractive series of stamps issued in 1937. The 3 annas stamp shows two horses drawing a Dak-tonga. The system was employed in the Gaya-Patna route and on the local routes of Agra. It was abandoned on economical grounds at the beginning of the Second World War.

(Courtesy : Philatelic Journal of India 1968).

ESSAYS

L.N. and M. WILLIAMS

The status of essays and their right to a place in a stamp collection have been bones of contention from the very earliest days of philately. In the first number of the Stamp Collector's Magazine, which appeared in February 1867, an article entitled 'Rise and Progress of Postage Stamps' contained the following words : 'Essays, or trial stamps, are much sought after, though not strictly admissible in a postal catalogue, not having been adopted by the respective governments for which they were designed.'

Despite the statement that essays were much sought after there were many collectors who disregarded them entirely, no doubt because it was difficult, if not impossible, in those days for the average collector to distinguish between authentic essays and the numerous imitations or completely spurious 'Stamps' which were offered to the unsuspecting tyro. Nevertheless, essays and proofs were listed in the early catalogues, and, for example, Mount Brown in his first edition recorded the two envelope essays of John Dickinson which were entered for the Treasury Competition in 1839, and in later editions recorded also several of Charles Whiting's essays. In Dr Gray's first edition there is a somewhat similar listing, but the terms essay is not employed, the items being headed 'Stamps and Envelopes suggested, but not used.'

In those early days there was much confusion as to the real meaning of the term 'essay', and it was used indiscriminately to signify not only actual essay as we know them to-day but also proofs and colour trials. In the second volume of the Stamp collectors' Magazine there was a good deal of correspondence about the desirability of collecting essays and proofs. One correspondent wrote: 'Essays, or at least most of them, are complete swindles, got up by unscrupulous persons for the sake of "filthy lucre". They ought not to be recognized.' Another correspondent expressed himself in these terms:

'The general feeling of collectors is I believe on the whole adverse to the gathering of essays. They possess none of the significance attached to a postage stamp - they have never franked communications between the

inhabitants of different parts of the earth, nor do they carry with them any historical importance. They are no more than engraver's exercises and deserve no more consideration.'

It was not until the November 1864 issue of the same magazine, where a letter from Edward L. Pemberton was published, that an attempt was made to provide a real definition of the term 'essay'. Pemberton wrote :

"What is the meaning of the word ESSAY? The first sense in which the word was used by Brown (I do not mention his name as any authority), was as comprehending 'those stamps having either an accidental difference from those used, or that were printed for use but never circulated'. In the fourth edition of his catalogue it is used to mean 'stamps designed for issue but never circulated and stamps printed in different colour from those which have been, or are, in circulation'. Those stamps printed in a different colour from the issues are now always known as proofs, leaving the word essay for the use of 'a stamp or device suggested but never officially issued'. This interpretation of the word leaves us entirely at the mercy of any speculative individual who may choose to engrave a design, send it to the post-office authorities with the certainty of refusal, and on such rejection the design becomes of value and is to be received as worth collecting. 'A stamp or device suggested'; this meaning is far too comprehensive. According to this, any one may suggest an alteration, without the slightest cause or use for such alteration and the rejected (because totally uncalled for) design is forthwith an essay, of more or less value according to the number of specimens put in circulation by the speculator from whom they emanate. I do not hesitate to say that more than one - the class I mention, the impudent attempts of some speculative engraver. The term 'essay' in one of the meanings first applied to it, would be well if entirely restricted to that meaning, namely, 'stamps printed for use but never circulated'. This signification of the word would include many of the oldest and most valuable essays now catalogued; for instance, the twelve penny Canada, Connell essay (which, by the by, I believe was used in one or two cases), three half-penny English adhesive and envelopes, three-penny English plain ground, etc. I fear this rendering of the word essay would not please very many collectors, but still I am of opinion that it is the only sense in which it should be understood.

Pemberton was quite right in thinking that his definition would not please many collectors and, in fact, the

term 'essay now signifies, as the Glossary of Philatelic Terms states, 'A design proposed but not adopted, or not without some alteration'. This is just the definition to which Pemberton objected, but it has now passed into general philatelic use. Of the examples he mentioned none is now considered a true essay : 12d Canada was an issued stamp and the other three are now said to have been prepared for use but not issued.

The first stamp essays undoubtedly were the designs entered for the Treasury Competition. Reference has already been made to them, and they took a wide variety of forms, ranging from complete envelopes to suggestions for single stamps. Details and illustrations of them can be found in Penny Postage Centenary, edited by Samuel Graveson, pages 75-127.

Since those early days there have been numerous essays for stamps of Great Britain, and philatelists eagerly seek such items. There were essays of the Penny Black, showing the effect of different types of background and inscriptions, essays of the 1847 embossed 1s, showing the Queen's head without the pendent curl, essays of later Queen Victoria stamps, as well as for all the later issues. Most of the essays were produced by well-known printing firms, either in the hope of securing the contract for a new issue. or as examples of designs for a new series to be printed by the firm already under contract. Some essays had private origin, such as the so-called 'Hooper' essays of 1879-80. At about the same time Perkins, Bacon & Co. made some essays printed by typography, in the hope of being given an extension of the contract which the firm had been awarded in 1840 for the printing of low value stamps by the recess method.

More recent essays include numerous designs for frames of the 1 y 12 issue, "by G. W. Eve, and the trial of the Wembley Exhibition issue by Herold Nelson and other, all of which have been illustrated and described in the philatelic press at various times.¹ Then, in 1934, when a change in the printing method was made from typography to photogravure, there was the essay of the 1d design in the type of the same value in the 1912-23 series but produced by the new method, and showing a larger head and straight inscriptions at the top of the stamp.

Different from the usual class of essays is the Prince Consort Essay, produced in 1860 to demonstrate the efficacy of typography in stamp printing. The head of Albert, the Prince Consort, was used in the design of the 1d black (or red) so as to obviate any possibility of the essays

being used for postage. The essays were known in shades of brown and in black with the complete design shown, but late in the nineteen-forties a block was found showing the upper and lower tables blank, and printed in deep blue. Another essay featuring the Prince Consort is that of the £ 1 of 1878 in approximately the same design as the issued stamp but bearing a portrait of Prince Albert facing to the right.

The Prince Consort Essay was made to demonstrate a printing method; another essay produced for a similar purpose is the so-called Oversea Dominions Essay. It shows a portrait of Britannia and is inscribed 'Oversea Dominions - £ 20-Postage', but was never intended for use as a postage stamp. It was printed by De La Rue & Co about 1910, from plates made by Messrs Miller & Motley, with the object of testing the Printex (or Lithotex) process.

Harrison & Sons have produced labels which were used both for advertising the firm and as test stamps. One design shows the portrait of the founder of the firm and at the foot is the wording, 'Harrison & Sons, Printers, London, W.C.' This label, was used as an essay to test stamp roles and also booklets, and exists in red, maroon and bistre, and possibly other colors. The maroon and bistre labels were employed in specimen booklets about 1911, and can be found on water-marked or plain paper. The same firm has produced also a series of labels in a floral design, showing the effect of multi-coloured photogravure.

Although only British essays have been mentioned, they exist, of course, for every stamp-issuing country. A pair of essays which intrigued collectors in the early days of philately were 4 and 8 rbs bank-skilling of Denmark. They were designed in 1852 by M. Ferslew, engraver and printer of the first Danish stamps, and portrayed, respectively, a head of Mercury and King Frederick VII. Both essays were printed in deep brown and had background design of diagonal blue lines across the stamp. Ferslew died in 1852, and after his death his widow submitted the designs to the Danish postal authorities, but the essays were not used. According to J. Schmidt-Andersen, in Postage Stamps of Denmark 1851-1951. only three sheets of twenty-four of the essays were printed, the right half of each sheet containing the 4 rbs. and he left half the 8 rbs. Reprints of both values were made in 1860 and 1862, and the essays have also been forged.

¹The reason for the essays' rejection apparently was that the portrait of the King was poor, and in addition stamps

of 8 rbs. had not been authorized by the postal law under which Denmark's first stamps were issued. A more romantic explanation was provided by the late Fred J. Melville, who stated that the King had a warm affection for the Countess Danner and that it is her portrait which appears beneath the winged helmet of Mercury on the 4 rbs.

(From their book "The Postage Stamp- its History and Recognition")

TATA SONS FIRST FLIGHT -1932

(Pioneering Airlines)
N. Kishore Agrawal, Patna.

(Continued from April - June 2015 Issue)

The different stages were as under:

1. Karachi - Ahmedabad: Covers cancelled at Karachi Airport on 14th October, 1932. The special cachet applied separately in black colour. Ahmedabad Delivery on 15th October, 1932 at 11.30 A. M.
2. Karachi - Bombay: The covers cancelled at Karachi Airport on 14th October, 1932. The cachet applied separately in black. On back Bombay G. P. O. Dep: 15th October, 1932 at 4.30 P.M. was used. In some cases Bombay Foreign: 15 Oct. 32 cancellation was also put on back : or both. Airmail label was also cancelled by black ink.
3. Karachi - Bellary : Covers were cancelled at Karachi Airport on 14th October, 1932 with special separate cachet cancellation in black : Bellary dely 16th October, 32 : 12 15 P.M. on back.
4. Karachi - Madras : The covers have Karachi Air cancellation of 14th October 1932 with special cachet separately : Madras delivery on 16th October, 1932 at 12 P. M. was used on back.
5. Ahmedabad - Bombay : Ahmedabad postmark of 15th October, 1932 at 9 A. M. : A special cachet was also used as cancellation. Air mail label was also cancelled in black in some of the covers. On back two different post-marks, were put as BOMBAY FOREIGN 15th Oct. 32 & BOMBAY G. P. O. Dep 15 Oct. 32 : At 4.30 P. M.

6. Ahmedabad - Bellary : Ahmedabad post-mark and cachet as above : Bellary Dely. 16 Oct. 32 : 12-15 P. M. on back.
7. Ahmedabad - Madras : Ahmedabad post-mark and cachet were used as above. On back Madras Dely. 16 Oct. 32 : 12 P.M.
8. Bombay-Bellary : BOMBAY FOREIGN Postmark of 14th October 1932 was used on covers. Time mentioned 7 P.M. with special cachet on back; Bellary Dely. on 16th October, 1932 at 12.15 P. M.
9. Bombay - Madras : Bombay Foreign post mark as above with special cachet on back. Madras Delivery 16th oct. 32 : 12 P. M.
10. Bellary-Madras: The special cachet of 16th October, 32 was used as cancellar in black. Bellary postmark separately reading Bellary 16 oct.32:5.30 A.M.; Madras Dely same day at 12 p.m

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

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