



SIPA Bulletin

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GUEST EDITORIAL:

EXHIBITIONS

Every Philatelic exhibition, in particular National Exhibitions, always leave bad taste in the mouths of the participants. I agree, all participants can not be satisfied by the juries and/or organizers, but one satisfaction can be given to participants, by providing compulsory critic session, in which participants can interact with juries. And this critic session is a necessity for thematic collectors. Usually, advance thematic collector is the master of his subject and it is not possible for the thematic jury to master all subjects. So, it is advisable to have a critic session so that the participants can point out the finer points of his collection. Here I will agree that the juries don't have much time but a critic session should be adjusted in a time frame, to promote philately. Or otherwise, the dissatisfied collectors may say good bye to philately.

It is very high time for the organizers and for stalwarts in philately, to think and change the rules or to force the existing rules to be compulsorily operative. For instant, Exhibition rules say that critic session should be arranged during the exhibition. But usually, we don't find such session in a National Exhibition. I suggest that such critic session should be arranged after Jury's evaluation of exhibits and before announcement of awards. So, that juries can correct their findings if necessary.

Here, I once again renew my old appeal to the Framers of Philatelic rules that an opportunity should be given to a participant, whose exhibit is being lowered and/or penalized. This opportunity will help the participant to understand the deficiency of the exhibit and the participant can work to remove such objections and/or charges. If this can be achieved, it will promote philately and will increase healthy understanding in between exhibitors and juries.

Actually, I want to stress on a point that extra care should be taken in judging the exhibits, or otherwise it will look like a "fixing of a judgement", and that will be bad for philately. Therefore, we should incorporate, new rules for judging, to make it more crystal clear.

I myself being a jury of State Level Exhibitions, I can understand the problems faced by a jury. Actually, the organizers should complete the mounting of exhibits one day in advance, so that juries can start their work before opening of the exhibition and can have ample time for Critic Session, which should be made mandatory.

- Mr. A.K. Bayanwala

ELLIPTICAL (OVER HOLE) PERFORATION

By Mahalingeswar Athani

Indian Postage Stamps entered a new Technical era, the most obvious and visible sign of which was the introduction of Elliptical Perforation as a "SECURITY MEASURE".

MAHATMA GANDHI - MAN OF THE MILLENNIUM

In a befitting tribute, the stamp issued on 2nd October 2001, commemorating the father of the Nation "MAHATMA GANDHI - MAN OF THE MILLENNIUM" received this security measure.

As per Technical data, it is in the setenant format, perforation 13.5 x 13.5 with elliptical holes in each vertical (on 39.1mm) sides. This special perforation is the first of its kind in the country.

Unfortunately, this important data was not reflected in the official brochure, released on the occasion but by a circular No. 16-134/99-Phild. Dated 21.09.2001 and subsequently on 28.09.2001, issued by the department of Post, Govt. of India.

DR. V. SHANTARAM

Dept. of post has honoured Dr. V. Shantaram a veteran actor, renowned Director, and a well established film producer of mass media by issuing a commemorative stamp, again with an elliptical perforation, but this time in Horizontal format, in 400P denomination.

This vital information was reflected in the Technical data, of the brochure issued along with the stamp on 17.11.2001.

Subsequently the following, commemorative stamps were issued in Elliptical perforation to date. All these stamps were printed by M/s Calcutta security printers Ltd.

SUN TEMPLE - KONARK

on 1.12.2001, se-tenant 1500 and 400 Horizontal format.

RAJ KAPOOR

on 14.12.2001, 400P in Horizontal

GREETINGS

on 18.12.2001 in Vertical format

a) 300 for Book Post. b) 400 for the Regular Postage

VIJAYA RAJE SCINDIA

on 20.12.2001, 400P in Vertical

Our Second Sunday Meetings were held at the CPMG's Conference Hall, Anna Road, HPO, Chennai - 600 002. (10.30 - 12.30 pm) regularly where 30 members attended with President Shri Balakrishna Das presiding. Mr. Ram Mohan Spoke on "International Exhibitions" in December 2001.

CANCER AWARENESS DAY

07.11.2001

400

3 million



Cancer Awareness Day is being observed on 7th November. The day happens to be the birthday of Madame Curie who made significant contributions to the treatment of malignant tumours by her discovery of radium. Cancer, a malignant growth of the epithelial cells, is one of the major non-communicable diseases spreading its tentacles all over the world and its growth incidence is a cause for alarm.

Cancers in all forms are causing about 12% of deaths throughout the world. In the developed countries, cancer is the second leading cause of death accounting for 21% of all mortality. Cancer ranks third as a cause of death and accounts for 95% of all deaths. Cancer has become one of the ten leading causes of death in India. It is estimated that there are nearly 15-20 lakhs of cancer cases at any given point of time. Over 7 lakhs new cases of cancer and 3 lakhs deaths occur annually due to cancer. Nearly 15 lakhs patients require facilities for diagnosis, treatment and follow up at a given time. Data from National Cancer Registry Programme indicates that the leading sites of cancer have remained unchanged over the years i.e., oral cavity, lungs, esophagus and stomach amongst men and cervix, breast and oral cavity amongst women. Cancers of oral cavity and lungs in males and cervix and breast in females account for over 50% of all cancer deaths in India.

Cancer usually occurs in the later years of life and with increase in life expectancy it is all the more important that people are made aware of the fact that the disease is invariably curable if detected in early stages.

National Cancer Control Programme was initiated by the Ministry of Health in 1975 with the objectives of spreading education and awareness, early detection by screening and self examination methods, strengthening of existing treatment facilities, skill upgradation of doctors and paramedical personnel.

Theme : Health, Medicine

MAHARAJA RANJIT SINGH

09.11.2001

400

0.4 million



Born in 1780 AD, Maharaja Ranjit Singh has been rightly called the founder and architect of secularism in India. His father, Mohan Singh, a chieftain, died when Ranjit Singh was hardly eleven years old.

He had to face a herculean task from the very beginning and to take the sword at a very young age. The country was torn by internal dissensions and jealousy. Hostile eyes were looking greedily at Punjab and it was left to Ranjit

Singh to protect it from its many enemies. By sheer dint of courage, sagacity and wisdom, he rallied a disunited people, roused them to a supreme effort and made them masters of the land. Himself illiterate, educated by the milieu in the art of practical warfare, he

carved out a great kingdom in northern India.

Maharaja Ranjit Singh raised a most powerful fighting force and, for the first time in a thousand years of Indian history, brought the traditional invaders of India to their knees. In the history of the world it would be hard to find an other ruler who never took life in blood yet built up such a large empire. His reign was free from any acts of cruelty and oppression. His success was mainly due to his ability to arouse the nascent sense of nationalism amongst his people and make them conscious that the fact of belonging to one's country was the most important. Considerations of caste or creed never weighed with him and he meted out justice impartially to all his subjects, regardless of their religious affiliations. Due recognition was given to ability and loyalty and thus he was assured of the assistance of a band of highly capable and devoted lieutenants. Maharaja Ranjit Singh never adopted the theory of the Divine Right of Kings, never gave himself any high-sounding titles and never claimed any supernatural powers. He picked out men like jewels and cherished them.

Maharaja Ranjit Singh passed away at Lahore in June, 1839. He has left an indelible mark on the pages of history. He was a great soldier and statesman-one of the greatest that India has produced in her long history.

The reign of Maharaja Ranjit Singh was the harbinger of great things to come-the birth of a modern nation transcending communal distinction.

Theme : Rulers, Kings & Queens

CHILDREN'S DAY

14.11.2001

400

3 million



Children are our treasures, the greatest source of promise and potential for the country. The Universal Children's Day which falls on 14th November every year celebrates the unique strengths and achievements of children and the way that, children's lives enrich our own. It is an occasion to renew our commitment to the cause of children and re-dedicate ourselves to fulfilling their basic needs and rights.

Children's Day coincides with the birthday of India's first Prime Minister, late Pandit Jawaharlal Nehru, fondly called 'Chacha Nehru' by the children of India. Panditji's love and affection for children were well-known and the delight of every parent and an inspiration to all.

Children's Day has a celebratory and an educational aspect. While celebrating the special nature of childhood, it also underlines the need to enhance and improve the lives and opportunities of children. As a hobby which starts in childhood, stamp collecting has a world wide fascination. It is a hobby that makes children more aware about what is happening in the world around us and helps them to grow in life.

In recent years, it has become customary to issue stamps on Children's Day depicting prize-winning entries from nation wide Stamp Design Competitions organised by the Department. These stamps, thus, also provide an insight into the minds of the younger generation, into issues which are of concern to them.

The designs of the stamp and the First Day Cover for this year's Children's Day depict the theme of 'The Role of Information Technology in Bringing the World Together'. The fresh and

imaginative minds of children interpret the technology revolution that is sweeping the world today from different perspectives. The design of the stamp based on a painting by S. Jayesh Pillai, depicts the earth cozily resting in the protective embrace of technology. The work is at once striking for its apt symbolism and skill of execution. The First Day Cover carries another prize winning entry from the Competitions, executed by Neelam Ani! Thakur, giving a child's view of today's age of Information Technology.

Theme : Children, Painting

DR. V. SHANTARAM

17.11.2001

400

0.4 million



In an illustrious career spanning over 7 decades, Dr. V. Shantaram (1901-1990) created 105 films and used the medium of cinema to advocate social messages, winning the acclaim of both connoisseurs and commoners.

Hailing from Kolhapur in Maharashtra, Shantaram's

initiation into cinema was through the Maharashtra Film Company of Babu Rao Painter, one of the great pioneers of Indian cinema. Initially a mere studio hand, he progressed through hard work to become a filmmaker. In 1929, Shantaram and some friends launched their own concern called Prabhat Film Company.

The films of Shantaram were noted for their visual beauty and powerful narrative. The subjects varied from film to film, and were drawn from contemporary life as well as mythology. The young Shantaram was not afraid to express his nationalist feelings through films even in troubled decades of 1930s and 1940s, despite the severe censorship of the British rulers.

The enterprising film-maker kept abreast of the technological developments in the industry happening elsewhere in the world. Films like Dharamatma (1935), Sant Tukaram (1936) and Aadmi (1939) were not just commercial successes, but also won critical acclaim.

In 1941, Shantaram parted ways with the Prabhat Studios. He formed his own studio under the name Rajkamal Kalamandir in Bombay. A series of hugely successful films like Shakuntala (1943), Dr. Kotnis Ki Amar Kahani (1946), Jhanak Jhanak Payal Baje (1955), Do Anken Barah Haath (1957) and Navarang (1959) were produced under this banner, making him a legend in the film industry. His masterpiece was perhaps Do Anken Barah Haath, which, apart from winning the President's Gold Medal for the best film and several other awards at the national level, was recognised abroad also.

The movement for children's films was close to V. Shantaram's heart. He made significant contributions to the Children's Film Society of India, of which he accepted the honorary Presidentship in 1978. The V. Shantaram Motion Picture Scientific Research and Cultural Foundations which he set up in 1977 continues to serve Indian cinema through technical research and cultural advancement. Many awards were conferred upon this great movie maker, the prominent among them being the Padma Vibhushan (awarded posthumously), the Dada Saheb Phalke Award and honorary Doctorate of Nagpur University.

Theme : Cinema, Personality

SHOBA SINGH

29.11.2001

400

0.4 million



Investing his painting with rare nobility and character, Sobha Singh (1901-1986) created a Sikh idiom in Indian art and brought Punjab into the mainstream of the art movement in the country. Though the young Sobha Singh joined the British Army as a draughtsman, he soon realized that the world of colours was his true calling. He sacrificed the security of a career in the Army to take up painting as a full time profession. His initial years as a professional artist saw him moving

from Amritsar to Lahore, and further to Delhi. He made a mark wherever he went, and set up an art studio in Delhi in 1942. During this period he produced some unique paintings on Indian Railways and the Posts and Telegraphs Department. He also worked as an Art Director for some films.

An unfortunate incident when about 300 of his valuable art pieces were destroyed by fire proved to be a turning point in his life. He moved to the sylvan surroundings of Andretta in the Kangara hills, where he established the now world famous "Sobha Singh Art Gallery" in 1950.

His paintings based on romantic tales such as Sohni-Mahiwal, Heer-Ranjha, Sassi-Punnu and Miza-sahiban are well known. His paintings of the poets, writers, martyrs, saints and saint-warriors of Punjab as well as Sikh Gurus are also famous.

A documentary film titled "Painter of the People" throws more light on his life and works. The British Broadcasting Corporation also made a documentary on him in 1984. Numerous awards and distinctions were conferred on him, the prominent being the title of 'State Artist' of the Punjab Government, honorary Doctorate of the Punjab University and the Padmashri of the Government of India.

Theme : Arts, Artists, Painters.

SUN TEMPLE, KONARK

1.12.2001

400

3 million



One of the most stunning symbols of ancient Indian architecture, the Sun Temple of Konark

represents the quintessence of temple architecture and art of Orissa. This temple, once widely known as the Black Pagoda, was built by the King Narasimhadeva-1 of the Ganga dynasty in the thirteenth century, perhaps as a royal proclamation of the political supremacy of his dynasty. It is said that work force of twelve hundred artisans and architects invested their creative talent, energy and artistic commitment for a period of twelve years to create this colossal monument. The temple was constructed as a monumental representation of a massive chariot drawn by seven spirited horses on twelve pairs of exquisitely carved wheels, lying on an east-west axis in which the Sun God Surya was pulled across the sky.

The grand temple complex consists of Deula (Sanctum), Jagamohana (Audience hall) and the Nata Mandir (Dancing hall). The temple faces the east to greet the first rays of the rising sun.

The Deula and Jagamohana, forming component parts of one architectural scheme, stand on a magnificent platform. The walls of the temple are richly carved and contain superb carvings of divine, semi-divine, human and animal figures amidst floral and geometric ornamentations. The vivacious 'kanyas' and danseuse are remarkable for their sensuous modelling, pulsating with human emotions in a variety of gestures and rhythmic actions. Each wheel of the chariot is a masterpiece of Indian art. The seven splendid stone horses near the eastern flight of steps to drag the chariot, the ornamental platform and the wheels impart a feeling of movement to the monument as a whole.

The architectural magnificence of Konark has drawn the attention of art lovers all over the world and found it a place in the World Heritage List. For years, this magnificent poetry in stone was in a state of utter negligence and near ruin. Steps for the scientific conservation of the temple were started in 1901. This year, this temple completes a century of its conservation.

Theme : Heritage, Temples, Architecture

INTERNATIONAL YEAR OF VOLUNTEERS

5.12.2001

400

0.8 million



Volunteer service has been a part of virtually every civilisation and society. Defined in the broadest terms as the non-profit contribution that individuals make for the well-being of their neighbour, community or society at large, voluntary service can range from traditional customs of mutual self-help to responses in times of crisis. The concept

includes local and national volunteer efforts, as well as bilateral and international programmes which operate across frontiers. Volunteers have come to play a significant part in programmes of humanitarian assistance, technical cooperation, promotion of human rights, democratisation and peace. Volunteering is also the basis of much of the activity of non-governmental organisations, professional associations, trade unions etc. Given the adverse impact of global problems, the need for increased volunteer effort is greater today than ever before.

The idea for an International Year of Volunteers (IYV) to be proclaimed as the world entered the 21st Century, arose in deliberations of several major international organisations and the United Nations General Assembly in its 52nd session declared to designate the year 2001 as International Year of Volunteers. The objectives of the International Year of Volunteers are increased recognition and facilitation of volunteers, networking through different media for wider publicity and promotion of volunteers and their activities.

The premise underlying IYV 2001 is that voluntary service is called for more than ever before to tackle areas of priority concern in the social, economic, cultural, humanitarian and peace building fields and that more people are needed to offer their service as volunteers. For this to happen, there is a need for greater recognition and facilitation of volunteer work and greater promotion of such service. Designation of an International Year of Volunteers by the UN General Assembly has provided a valuable framework and established a favourable environment for the growth and more strategic use of voluntary contributions. It is hoped that this initiative will generate enough awareness to ensure that the Year extends beyond Governments and the UN to touch all sectors of society.

Theme : Service, International years.

RAJ KAPOOR

14.12.2001

400

0.4 million



Combining in his career the diverse role of actor, director, producer and movie mogul Raj Kapoor (1924-1988) carved out a niche for himself in the history of Indian cinema.

Son of the illustrious Prithviraj Kapoor, the legendary film and theatre personality, Raj Kapoor made his debut as an

actor at the age of eleven in *Inquilaab*, directed by Debaki Basu. By the time he directed his first film, *Aag* in 1948, he had already acted in eight more films. Raj Kapoor's second film was a much bigger success at the box office and established him and Nargis as the leading romantic pair of Indian screen. In 1950, he established the RK Studios at Chembur near Bombay. The following year saw the release of *Awere*, considered by many as the masterpiece of Raj Kapoor. It was dubbed into a number of languages. *Boot polish* and *Jeege Reho* were two of his productions noted for their quality of direct realism.

Another popular film of Raj Kapoor was *Shri 420*, in which the character of the 'lovable tramp', already established with *Awere*, took on Chaplinesque undertones. *Sangam*, produced, directed and edited by Raj Kapoor in 1964, was his first in colour and turned out to be a big success at the box office. However, his most ambitious film *Mere Naam Joker* flopped. Raj Kapoor came up with *Bobby* three years later. The nineteen seventies and eighties saw sweeping changes in the film industry and whole new breed of filmmakers came and established themselves. However, Raj Kapoor still continued to hold his sway over the audience with films like *Satyam Shivem Sunderem* and *Prem Rag*.

Raj Kapoor's immense knowledge of religions and fables helped him to discover a format that appealed to all the cross section of views. In his format, he combined fact and fiction to educate and entertain masses comprising of various socio economic and religious groups. Many awards and distinctions were conferred on him, the most prominent being the Dada Saheb Phalke Award and Padma Bhushan.

Theme : Cinema, Personality

GREETINGS

18.12.2001

400,300

3 million each



Greetings are an important medium of conveying thoughts and feelings. In a subtle way, they celebrate and strengthen relationships. Celebrations have been woven into the

way of life in almost all cultures and greetings have played a significant role not only in celebrating important occasions but also in social interaction between people. Over the centuries, greetings have assumed myriad forms and shapes from letters written on leaf

and bark scrolls, to greetings on gold, silver and copper plaques and modern day greetings by post and electronic medium.

History has recorded the prevalence of greetings in ancient Egypt and Rome where the New Year was marked by the exchange of symbolic presents of scent, laurel or olive branches coated with gold leaf etc. This practice continued and further developed in the early days of Christianity. A fresh impetus was given to this form of expression with the advent of the printing press and with the coming of the penny post in 1840, greetings became a common feature and have ultimately become a part of the social matrix; gathering increasing connotation as they passed through the centuries.

In India, the practice of sending illustrated greetings through the post picked up over the years. Almost all festivals, Diwali, Holi, Pongal, Durga Puja, Baisakhi, Christmas, Id and now even Raksha Bandahan and Valentine's Day are marked by sending of greetings cards through the post. They are now used to express a gamut of emotions; love, friendship, sympathy, affection and for conveying congratulations and thanks.

In a small but significant way, these postage stamps hope to show the feelings that have gone into sending the missive at the first glance.

Theme : Butterflies.

100 YEARS OF DIGBOI REFINERY

18.12.2001

400

0.8 million



History was made more than a century back in a remote corner of Assam in the midst of dense jungles when a group of Italian Engineers, commissioned by the Assam Railways and Trading Company to build a railway line from Dibrugarh to Margherita accidentally discovered oil. It was here in Digboi that the first

commercially viable oil well in India, known locally as well No.1, was successfully drilled in September 1889 and the first modern refinery in India was built and commissioned in December 1901.

Digboi Refinery expanded in India till mid 1950s. The capacity of the refinery was over the years in order to process the increasing crude oil production from the Digboi Oil field and subsequent discovery of Nahorkatiya fields in 1953.

Digboi Refinery was rebuilt in 1923 and most of the units were of 1930 vintage till it came into the fold of IOCL in 1981. Since then, large scale investments have been made by IOCL in the refinery. A modern Crude Oil Distillation Unit along with associated utilities and offsite facilities was commissioned in 1996. Subsequently, a Catalytic Reformer Unit, a New Delayed Coking Unit and a Wax Hydrofinishing Unit were commissioned between 1997 and 2001 and the refinery capacity was also enhanced. A state of the art Vacuum Residue Short Path Distillation Unit for producing improved quality Bitumen and feedstock or high melting Point Microcrystalline Wax was commissioned in April 2001. With two more major ongoing projects viz. Solvent Dewaxing Unit and Kerosene/Diesel Hydrotreater, Digboi Refinery will soon complete its transition to a state-of-the-art refinery. The refinery is already certified for ISO-9002, ISO-14001, BS-8800 and has an ISRS rating at level 5 in the baseline audit. The refinery produces a wide range of petroleum products including wax, bitumen and also a number of speciality products. The paraffin wax produced in the refinery is one of the finest in the world.

Petroleum has revolutionised our life, as a source of energy for domestic, industrial and transport sector and as a feedstock for agricultural, chemical and other industries. Over the past 100 years, petroleum industry of India with Digboi Refinery as its nucleus has been an integral part of our country's march towards self-reliance.

Theme : Fuels, Industry

VIJAYA RAJE SCINDIA

20.11.2001

400

0.4 million



Combining in her personality the intrepid courage of Rani Laxmibai and the sacrifice and religiosity of Rajhamata Ahilyabai, Rajamata Vijaya Raje Scindia (1919-2001) left an indelible mark in the socio-political life of the country.

Born in an aristocratic family, her early education was at Sagar. She went on to complete higher education from the Dr. Annie Besant Theosophical College, Benares and the Isabel Thorborne College, Lucknow and later, received an Honorary Doctorate from the Vikram University, Ujjain. She was married to Maharaja Jivijirao Scindia, the scion the royal family of Gwalior in 1941.

Rajamata's advent into politics began in 1957, when she won the elections to the Lok Sabha on a Congress ticket. She went on to win several elections to the Lok Sabha, Rajya Sabha, as well as State assembly, and was one of the most respected political leaders of the country. For her, politics was just a means to serve the society. She faced the personal tragedy of the loss of her husband in 1961 with rare dignity and poise. The remaining part of her life was spent in working for various social and political causes close to her heart.

In 1967, she resigned from the Congress on matters of principle and ideology, and joined the Jan Sangh. All through her political career, she kept a distance from positions of power.

Despite being actively involved in politics, Rajamata Vijaya Raje Scindia remained equally committed to the spreading of education and helping the poor and downtrodden. She was closely associated with the formation and development of many reputed educational institutions. She also worked for the upliftment of women and initiated many projects for the benefit of the weaker sections in and around Gwalior.

Theme : Royal, Personality, Women

TEMPLE ARCHITECTURE

22.12.2001

400,400,400,1500

3 million each



Religion has been a formative influence on every form of human activity in India, particularly art and architecture. Thus, the evolution of the temple over two thousand years offers a fascinating subject to students of

architecture. The different styles of Indian temple architecture also offers insight into the economic, cultural, social and climatic factors that were predominant in different historical periods.

Models derived from religious considerations have been central to temple architecture in India. Thus, various elements and decorative details which originated on account of the structural requirements of the earlier timber buildings were carried over into the era of stone constructions also, because of religious beliefs. The horseshoe shaped window, post and beam and corbelled vaulting are examples of such elements. However, there was enough scope for architectural elements and sculptural forms that are so characteristic of Indian temple architecture and which have few parallels in the entire world.

The different architectural styles of the temples of India have been traditionally classified into three, viz. The Nagara or 'northern' style, the Dravida or 'southern' style, and the Vasara or 'hybrid' style which is seen in the Deccan between the other two.

The first stamp depicts the temple at Kedarnath, set against the majestic Kedarnath range of mountains in Uttaranchal. It is a handsome building with a neat facade, incorporating architectural features typical of the Himalayan region. The Tryambakeshwar temple, featured on the next stamp, is situated in the district of Nashik in Maharashtra. It is built in the stone and follows the Nagara style of architecture. The third stamp is on Aundha Nagnath temple, located near Nanded in Maharashtra. The temple is famous for its exquisite carvings. Spread over an area of 60,000 sq.ft., it follows the style of architecture called Hemadpanthi. Figuring on the fourth stamp, the temple of Rameshwaram is famous for its majestic pillars and well fashioned corridors. Built around the twelfth century A.D., with its beautifully embellished gopurams and towers, it is a classic example of Dravidian architecture.

Theme : Architecture, Temples, Religion

THE FIRST REGULAR INTERNAL AIR MAIL SERVICE IN INDIA

BY Dr. D.J. Banerjea

Though an airmail service was started between Bombay and Karachi in January 1920 with RAF aircrafts, the service was not popular and was closed down after 7 weekly flights each way.

The Imperial Airways (predecessor of BOAC & British Airways) started a London (Croydon) -Karachi service on 30th March 1929. Government of India created a new airline, Indian State Air Service with aircraft and personnel loaned from Imperial Airways until the airline could make a profit and have its own fleet. This was to carry airmail and passengers between principal Indian cities. The first service was scheduled for 30th December 1929, a service between Karachi and Delhi via Hyderabad (Sind) and Jodhpur. Postal notices were given and a surcharge of two annas was levied for the mail to be carried by this service.

This was to connect with the British P.O. mail from London on regular Imperial Airways service to Karachi. Letters posted in London on 21st December could only catch the first service and only a few covers were flown to Hyderabad, Jodhpur and Delhi, backstamped at the destinations on 31st December. British P.O. announcement was not made until after the service had left London, hence the scarcity of mail. First official despatch from London was made on 28th December to connect with the second service. Air fee from London was 7d per 1/2 oz.

For the inaugural service a special post office cachet was prepared for use. It was a box cachet reading 'Air Mail Karachi Delhi First Flight' with two biplanes at the left bottom and right upper corners of the box.

SIPA BULLETIN

The first service was by a Havilland DH 66 Hercules, 'City of Delhi'. Incidentally, this was the machine in which Late Sir Alan Cobham made his second air survey in India, in 1926, the plane was named by Lady Irwin, the Vicereine, at Delhi. The aircraft left Karachi in the morning with 21lbs. of mail and picking up only 1 lb. of mail from Hyderabad and Jodhpur. The aircraft reached Delhi on the same evening.

The return flight was scheduled for the same day from Delhi by another DH 66 The 'City of Bagdad', which left Delhi at 7 a.m. and carried 55 lbs. of mail, this included both internal and some overseas mail. With stoppages at Jodhpur and Hyderabad (Sind) the aircraft reached Karachi at 5.30 p.m. on the same day.

The same cachet with destinations reversed was used for the return flight.

Stephen H. Smith records that, the Postal authorities at Hyderabad and Jodhpur got mixed up with the two cachets, and a few letters originating from these places were marked with wrong cachets, i.e. covers to Karachi bear Delhi-bound one and vice-versa. Such examples are quite rare and British Museum has only one such in the Fitzgerald collection. A large number of philatelic mail was carried by the return service to various destinations on the Imperial Airways Karachi-London route, a small number to each destination.

This air mail service by ISAS is very important for aerophilately, because, the postal department carried out some experiments with postmarks on the mail in this route. For a few days in March 1930 a cancellation reading only 'Aerodrome' and date without mentioning the place of origin. These were of two types. These cancellations were withdrawn after a few days and examples are scarce. The Aerodrome cancellation was used at Jodhpur in March 1931 but reading Aerodrome Jodhpur with date:

Some ISAS covers have the signature of Mr. R.N. Chawla, the first Indian pilot to fly from India to England (Karachi-Norfolk) and some signed by Mr. G. Grant, designer of the first Indian Air Mail stamps of 1929.

In January 1931 three Avro 10 aircrafts were ordered for the airline to operate between Karachi and Calcutta as a part of the Imperial Airways England -Australia route. But the airline ceased operations from 31st December of the same year, a few philatelic covers were flown.

Therefore, the Karachi-Delhi air mail service was operated until July 1933 by the Delhi Flying Club, creating another unparalleled record in the history of Air Mail.

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(Courtesy : Ind Dak, 1977)

COMMISSION FOR YOUTH PHILATELY SITUATION OF YOUTH PHILATELY

By Michael Madesker

In my vocabulary, the often used concept of comparing of an easy task to child's play is a misnomer. Child's play is work involving a learning process, continuous development of skills, both, physical and mental. An adult, subjected to the same trials, would be

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considered as upgrading his or her skills.

Respect for young people must include our understanding that they are people in transition learning new skills, growing and strengthening their bodies, developing cognitive powers, learning to overcome adversity and eventually take our place in the scheme of things. It is our responsibility to teach and guide these apprentices through the maze of our own knowledge while avoiding the pitfalls of our own errors. We must open the world to them rather than shackle them to our prejudices as stated facts. Hopefully, following this course, our descendants will be better people than we are.

Shielding young people from harm should not be tantamount to chaining them. Philately, in this context, while taken seriously, should be applied to young people considering their various levels of capabilities. Subjecting, at an early age, to regimentation will have the respondent turned away from the hobby. At early ages, arbitrarily assigned to those under 13, stamps and postal documents should be introduced as materials, building blocks of a project.

Stamps mixed with other media, defying philatelic orthodoxy, are acceptable as long as both deal with the subject at hand. Emphasis, in guiding and accuracy with a gradual introduction to philatelic terms and rules, some of the more advanced collectors, in this group, should be encouraged to enter local exhibition where an appraisal of their work will find sympathetic guidance rather than a severe critique. With a fuller understanding of the principles of exhibiting, a young person will be ready to enter the ranks of junior philatelists and follow the rules of philatelic specialities. Formulating and planning a youth commission was begun by FIP in 1954. In 1958 the Commission came into being. Its first President, Mr. Hartwig Penesch, defined the new body in his inaugural speech in these terms: "Youth Philately is not a separate segment of philately like, perhaps, thematic philately or air mail philately, rather that it merely deal with a classification by age, which as far collecting is concerned extends into all fields of philately".

The 1954 formulation of the Age Groups was based on universal academic criteria demonstrated through a person's ability to express his or her views, identify and analyze a point of view, knowledge of mathematics, etc.,

Age group "A" : 13 to 15 year olds.

Age group "B" : 16 to 17 year olds.

Age group "C" : 18 to 19 year olds.

Age group "D" : 20 to 21 year olds.

Vocational advances in technology and educational techniques prompted a study in depth of the above configurations. As a result the Commission will recommend to the 66th FIP Congress in October of this year, to change the four groups into three to reflect current educational and employment realities. The new Groups will be assembled as follows.

Age group "A" : 13 to 15 year olds

Age group "B" : 16 to 18 year olds,

adding 18 year olds to former Group

Age group "C" : 19 to 21 year olds, a new formulation

This configuration will, in effect, eliminate the old Group "D" and create a new Group "C" incorporating 19,20 and 21 year olds into one. This will reflect the reality of 19 year olds and younger the work force and institutions of higher learning.

Provisions were made for those under 13, considered advanced, to enter international exhibitions within the Age Group "A" cognizant of the fact that they will be subject of restriction on futures advancement as is prescribed by FIP Rules.

FIP youth judges, until recently, came from the ranks of Philatelists trained in the field as youth workers and advisers. Their understanding of the young mind, blended with experience in a chosen philatelic field, is unassailable. As of late, however, future international judges comes into the fold with little or no, experience working with the young on their collections. This phenomenon can be explained when one becomes aware of the sophistication and breadth of youth exhibits. Once confined mainly to thematics and traditional philately the new young collectors enter postal history, air mail and, yes, even revenues. The new judges are, usually, recruited at national exhibitions to judge a youth exhibit in their chosen speciality and through sheer fascination of what they see become involved in the complete field. These people are definite asset to the World of philately, junior and senior, being able to prepare our young for the senior classes. Cross-accreditation further enriches the judging corps, one of the best trained in any exhibition.

In order to make sure that the new youth judges are adequate to the task, the FIP Commission, in addition to the usual FIP requirements attached its own requirements. These requirements expect from the aspirant a minimum of two years experience on the national level and attending a hands-on seminar. This culminates in an examination which one must pass before becoming an apprentice in the youth class. Being a youth judge is very demanding, much like child's vigilance and improvement. The success of this rather severe regimen can be seen in the results achieved by former juniors entering senior exhibitions where they qualify for vermeil and large vermeil medals. We have even seen a few of our "graduates" obtaining gold medals on both, the national and international levels.

Today we have a new phenomenon; Internet and E-mail. Where computers have initially cut into leisure time available to young collectors, these new technological advances have begun to reverse the trend. Young people, particularly in developed areas, correspond with each other, exchange views and bring life back to their collections. It is becoming an increasingly important area to the FIP Youth Commission and subject for an indepth study. A soon to be installed web-site will be a tremendous help in our work to educate and advance young philatelists.

There are 56 countries, according to latest data, involved actively in youth philately. Activities range from guiding to stratified programs. These programs divide young people into groups, from novices to the various levels of advancement. A member of a group in order to advance from one level to another must take part in their levels exhibitions and achieve a certain medal value. This type of program depends heavily on a dedicated corps of volunteers, is usually within a free standing youth organization, often supported by a national organization and benefiting from cooperation of national postal authorities.

In the stratified system, young collectors have the benefit of an organized program, acting much like a classroom:

The young collectors learn their skills as a group and an imprint of this type of teaching can be traced to all the exhibits from a given system. This fosters an internal competition for more difficult subjects or better explanations of a subject rather than personal technical interpretation. The rules of composition, in these exhibits, are faithfully observed.

A common type of instruction given to young collectors is on the club level with senior philatelists counselling the juniors. In this system, a young philatelist receives the benefit of years of experience and, likely, tutoring in a specialized field. There is less technical training and an increased requirement for personal input by the young philatelist. This system is used mainly in smaller communities and in less organized areas. The young collectors has, therefore, less exposure to his or her peers and less competition on home turf. It is this group that generate most of the philatelic

correspondence and stamp exchanges by mail. Whether it is through the Internet, E-mail or postal correspondence they reach their peers and maintain an interest in collecting.

In the last few years we have encountered yet another player. Several countries, interested in promoting philately, rely on invited guests to present seminars and train youth workers. These workers are not always stamp collectors, in the conventional sense of word, but are well served in all the intricacies and rules of the game. This is a most interesting entry into the training field and one that is achieving astounding results. This method is a combination of home study, distance study and tutelage. The young collectors involved in it are avid correspondents always eager for information. Those privileged to have presented seminars to these people are simply amazed at the depth of knowledge and maturity of the young collectors and the devotion of their tutors. Many of the highest junior awards in the past three years have come from this group.

One of the most frequently asked questions concerns the future of youth philately in our changing world. Human beings have been always gatherers. Evolving into an urban society has changed the scope of this activity but not the genetic influence. This will, undoubtedly, continue to evolve.

The changing moral values in the global society are bound to influence not only philately but all the phases of human life. We have seen, initially, a drop in collecting habits with the spread of material challenges following the end of the Second World War. Those that continue have actually strengthened the field through study and research.

Young people raised in affluent home in the industrial countries had one thing in common with their impoverished peers in developing countries: sports. Collecting, albeit on a diminished scale, continued. Technological developments have further influenced our behaviour and habits. Yet, it is more difficult today to obtain a place in an international exhibition than it ever was.

Technological changes, a decade ago, caused yet another drop in young collectors coming into the fold only to be surpassed today by further advancements in electronic communications.

We have seen that countries without their own cadres of collectors not only found a way to bring philately in but have even excelled at it. Youth philately, today, is alive and well.

The collecting roller-coaster of very young people collecting, maturing and becoming junior collectors is familiar to all of us. A departure from philately on entering the work force or a school of higher education is a reality we all know well. Eventually, a proportion of these people, established in their occupations, return to philately. I have to be optimistic that this pattern will not change and possibly improve.

Youth philately, to echo and paraphrase my erstwhile mentor, Hartwig Danesch, only differs from senior classes in age classifications. Youth philately is intrinsically tied to the senior classes, we have a common future.

Please allow me, at this point, to draw your attention, once again, to the resiliency of the world's youth and their ability to perform and even surpass our expectations. Succeeding generations, ours including, have been punctuated with destructive attitudes and wars. Let us trust that our descendants will build a better world, not only philatelically but also physically and morally.

(Courtesy : Flash, 2001)

INDIA USED ABROAD -ADEN, VICTORIAN ERA THE MAIN POST OFFICES

Vispi S. Dastur

In the case of "India Used Abroad" barring India stamps used in Burma, which was a vast and separate territory by itself, it is the tiny port of ADEN which offers the most abundant and capacious selection of Indian stamps with its infinite postmarks, variations in cancellations, etc., Aden (known as "Arabian Felix", 'Attanae' and 'Eden' in bygone era) is an excellent harbour on the most southerly point in the Arabian coast. It consisted of a large dead volcanic crater, popularly known as the Crater where the Army was stationed and Steamer Point -the main point of embarkation where the Indian (Parsee) stores and the Church were situated. It has been in existence for the last 4000 years or more and is reputed to be the legendary burial place of Cain and the place of Queen of Sheba of the Bible. Due to its strategic and prominent position it has been a leading trading port from times immemorial. Marco Polo mentions Aden in his book, Ibn Batuta, Valentia, Theodore and other eminent travellers passed through Aden.

It was for a long time under the Egyptians. In 30 B.C. it was annexed by Emperor Augustus of Rome. In 595 A.D. the Persian monarch, Khushro Parvez made it a part of the vast Persian Empire and also established an early and efficient system of postal runners. In 632 A.D. it fell into the hands of the Arabs. In the early 15th century it was in the hands of the Turks.

The Portuguese under Albuquerque attacked Aden in 1513, but were repulsed, though a part of the force held Sirah Island for a day or so. Albuquerque landed at Perim in 1513 on his return from the Red Sea and named it the Island of Vera Cruz. The Arab defenders were so impressed by the ferocity of the attack that their commander offered the town to Albuquerque's successor, Capt. Major Lopo Soares de Albergaria when he called at Aden in 1517. The offer was rejected by Soares as he was more interested in sailing up the Red Sea. The Turks gained possession in 1538. The Dutchman, Van den Broecke unsuccessfully tried to open a factory at Aden in 1614. The British had contact with Aden in the early 17th century voyages undertaken by the East India Co. from England. Between 1630 and 1642 the Turks were ousted by Sultan of Sanaa who established the Sanaa line of Zeidi or Shia Imams. In 1728 the Chief of the Abdali tribes, bin Salah bin Salem threw off his allegiance to the Imam of Sanaa and declared himself independent Sultan of Lahej. On May 3, 1799 Perim was taken by a force under Lt. the Sultan of Sanaa. Col. John Murray sent from Bombay to garrison it with the view of preventing the French, then engaged in the occupation of Egypt, from proceeding to India, to effect a junction with Tipoo Sultan. The destruction of Napoleon's fleet at Alexandria by Lord Nelson in the Battle of the Nile put an end to the French design of restoring their fortunes in India. Perim was found untenable as a military position and the troops were withdrawn in September 1799.

Aden was considered as a convenient post for a permanent fueling base (coal station) for the H.E.I.C's and other steamers. In 1829 arrangements were made in this connection. The "Huge Lindsay" (a wooden paddle steamer built at the Bombay Dockyard presumably by the Wadias) under the command of Commander John Wilson, I.N. which left Bombay on March 20, 1830 and reached Suez 32 days later stopped at Aden for coaling. However, Aden was abandoned as a coaling station in 1830. Stafford B. Haines in the ship 'Palinurus' surveyed Aden and the neighbouring shorelines in 1834-37. The island of Socatra was occupied by the British from 1839.

On January 4, 1836 the Madras ship 'Deria Dolat' belonging to Nissa Begum, a niece of the Nawab of the Carnatic, and sailing

under British colours was driven ashore near Aden and was plundered by the locals. Sir Robert Grant, Governor of Bombay, used this incident to recommend to the Court of Directors of the H.E.I.C. the annexation of Aden which was again felt to be most suitable as a coaling station. Capt. S.B.Haines, I.N. was despatched to Aden in the H.E.I.C. sloop of war 'Coote' and instructed to obtain the place by purchase. Haines arrived at Aden on December 28, 1837 and after negotiations of an annual pension of 8,700 dollars. However, before the treaty could be signed Haines came to know of a plot to seize the papers and person of the Political Agent and hence proceeded to Bombay. On October 24, Haines returned to Aden but his efforts at peaceful negotiation were thwarted by the Sultan's son. On December 18, the H.E.I.C. schooner 'Mahi' and the barque 'Anne Crichton' arrived at Aden. On January 16, a force consisting of H.M.S. 'Volage' under Capt. H. Smith, R.N. and H.M.S. 'Cruizer' commanded by Major Jaille arrived at Aden with European and Indian troops. On the same day a skirmish took place at Back Bay. The town was bombarded and taken by an assault mounted on Front Bay on January 19, 1839.

Thus, Aden fell into the hands of the British, having the pride of being the first 'capture' in the reign of the young Queen Victoria. A treaty of Friendship was signed between Haines and the Sultan's representative on February 2, 1839. Haines' appointment as Political Agent of Aden was not confirmed until October 11. Haines was rewarded for his part in the capture of Aden, but, in later years was charged with misappropriation of funds and not maintaining proper accounts, he died a pauper at Bombay. Aden's administration was placed under the Bombay Government. With the opening of the Suez Canal, Aden's Strategic significance enhanced, as it became the Gateway to the vast Indian Ocean and the East, especially at a time when 'Brittania ruled the waves'.

In his 'A Statistical Account of the British Settlement of Aden' Published in 1877, Captain F.M.Hunter the then Assistant Political Resident in Aden mentions the early postal history and arrangements of Aden. "In January 1839 the month and year of the occupation of Aden by the British, a post office was opened in the settlement and an establishment with two clerks and four peons was sanctioned. One of the assistants to the Political Agent, or the Civil Surgeon, performed the duties of Postmaster and received, for so doing Rs.100/- p.m. In 1857 the Aden office was placed under the Director General of Post office in India, a Postmaster was appointed on Rs.250/- p.m. and one clerk was added to the establishment. Upto this time there had been no office at Steamer Point and when mails were received or despatched, a clerk and peon used to come down for the purpose from the Crater, the mail being carried on camels. After the opening of the overland route, this arrangement proved inconvenient and accordingly the headquarters of the office was removed to Steamer Point. A building of mud and plaster was constructed, but the growing wants of the settlement led in 1863 to the building of a more commodious structure, which was completed at a cost of Rs.20,000- (much improved and enlarged in 1877).

An examination of the Aden Government records and other Indian official documents by Murray Graham, however, has revealed inaccuracies in this account. The records show no proper organised post office arrangements under the control of the Political Agent at so early a date. Moreover, it can now be stated positively that whatever Aden postal arrangements were, they were under the control of the Postmaster General, Bombay from 1839 onwards and that all that really happened in 1857 was appointment by the P.M.G. of a full time professional Postmaster in place of the Residency official who had previously performed the duties. Most significant of all, however, is the new light which the records shed on Hunter's account of the Steamer Point Office. It is now clear from the official correspondence passing between Aden and Bombay that a post office of sorts was indeed opened at Steamer Point in or about 1857, but equally clear that 'the building of mud and plaster'

was quite inadequate for use as 'the headquarter of the office' and that it was not until completion of the 'more commodious structure' in 1868 that the Head Office was removed from the Crater to Steamer Point. According to Croft this is confirmed by the Bombay Official Establishment List of 1868, the first such list to refer to two offices in Aden, the date of the official sanction is given as March 31, 1868. The Arabian sub-offices apart, there were never more than two post offices, one in the Crater and the other at Steamer Point, the former having functioned continuously, though in differing premises, from 1839 throughout the entire period of Indian administration, the latter continuously from 1857 throughout the same period.

Captain John Hobson (Bombay European Regiment), the Staff Officer was apparently acting Postmaster immediately after the capture of Aden. In January 1840 the Bombay government appointed Lt.Griffith Jenkins, Indian Navy to take charge of postal arrangements at Aden. Jenkins was invalidated to England in September 1840 and Commander Haines appointed Lt.J.C.Cruttenden, Indian Navy in his place. Asst. Surgeon John P.Malcolmson may have been the first Postmaster to be appointed on a salary Rs.100/- p.m. He was followed by James Vaughan and Lt.R.L.Playfairs. Towards the end of 1854 Hormuzd Rassam took office as Postmaster, he is well known for the Mrs.Layard letters during the Abyssinian campaign. Aden's first full time Postmaster was W.L.Nicker who was appointed by the P.M.G. Bombay September 25, 1857. Pursuant to the British Government passing the Act of 1837 arrangements were made between the P.M.G. and H.E.I.C. for the establishment of a regular packet service between India and Suez. It was operated by the Indian Navy and additional and larger steam vessels were introduced from time to time e.g. the 'Semiramis' in 1838 and 'Victoria' in 1839. The steam vessels stopped at Aden for mails. Initially, the service was not operated during the Southwest Monsoon but later by April 1843 it was throughout the year. Upto 1843 the steam vessels were the Atlanta, Hugh Lindsay, Berenice, Zenobia, Victoria, Cleopatra and Semiramis I and II.

Between 1844 and 1850 the fleet was augmented and a bi-monthly mail between Aden and Bombay was added. The provision of Section XX of India Post Office Act of 1837, which made it compulsory for commanders of private vessels to carry letters if required to do so by Indian postal officials applied to Aden. 'Ship Letter' carriage both eastwards to India and westwards to Suez would be an alternative available to the correspondents at Aden.

A Royal Charter was awarded to the Peninsular and Oriental Steam Navigation Company (P&O) in 1840 for the carriage of mails. A regular steam service was established in January 1845 which provided an additional facility for Aden residents. The P&O made further incursions and the H.E.I.C. bowed out of the Bombay-Suez packet service, the finishing blow to the H.E.I.C. was their loss of a complete mail which they had sent on a native sailing dhow, having no steamer available to carry it on from Aden. The P&O won a new contract from the Admiralty for carrying the mails from Bombay to Suez in July 1854.

Mail was also carried between 1897 and 1899 by the Italian Steamship Line on ships plying between Massaua in Italian Somaliland and Aden. Two types of special cancellations were used by the Line. Aden was also an important port of call for ships with Sea Post Office sorting arrangement started in 1868 between Suez and Bombay; the Sea P.O. sorting arrangements were curtailed to the Bombay-Aden run in 1890.

The earliest existing letter known to emanate from Aden is dated June 15, 1839 and is from James Burns, a private in the Bombay European Regiment describing the Battle. The India Post Office Act of 1854, which came into force from October 1, 1854 and provided for postage stamps and postal rates was also applicable

to Aden. Indian lithographed stamps were used at Aden and the earliest cover with stamps is dated March 1855. They were followed by the De la Rue 'East India' and 'India' issues.

Aden's position astride the Red Sea route between Europe and the East accounts not only for the paquebot mail also for the stamps of countries other than India being cancelled at Aden; stamps of Great Britain, Australia, Ceylon, Canada, French Colonies, Egypt, Kenya, Mauritius, Mozambique and Switzerland have been noted cancelled at Aden. Postal rates of P&O mail packets and 4as. per ½ oz., by Indian Navy vessels it was the inland rate of ½a. per ¼ tola, by private ships a ship letter charge of 1a at the port of delivery in addition to the inland rate.

Examples of privileged and concessionary mail are also noted from Aden. Until 1855 soldiers and seamen were allowed to send letters free of charge provided that they were superscribed by their officers in the proper manner. In 1855 this privilege was withdrawn and such letters, if properly superscribed, were carried at the concessionary rate of 1d. or 8 pies. The rate was increased to 9 pies in 1874 and subsequently 1a in 1895. The concession disappeared with the introduction of the Imperial Penny Post in 1899. It should be noted that the concessionary rates applied only to non-commissioned ranks and no similar concessions were granted to officers. However, in 1868-69 during the period of the Abyssinian War concessionary rate of 4 as. for mail routed via Southampton and 6 as. 8 ps. For mail routed via Brindisi was allowed for officer's letters properly signed and counter-signed.

Aden, Aden Steamer Point, Aden Camp, Aden Cantonment Mail Post Markings

1. '4, 'ADEN/Bearing' in rectangle without compartments in black c.1840-65.
2. 'ADEN/Paid' in rectangle without compartments in red c.1843-1854.
3. 'ADEN/Year month day' Paid in three compartments in red c.1855.
5. 'ADEN/SHIPLETTER/-/Paid' in rectangle with three compartments in red c. 1847 -67.
6. As in 5 above but with 'Paid instead of 'Bearing' c. 1861- 66.
7. 'ADEN/B.P.P./Bearing in a large circle in black c.1852-64. The letters 'B.P.P.' stand for 'British Packet Postage' and refer to the arrangement between Britain and India for optional prepayment of mails carried by the newly introduced P&O service. The P.O.Act of 1854 made letters sent by H.M. mail packets liable to B.P.P.
8. As in (7) above but in red with 'Paid' instead of 'Bearing' c. 1840 -46 and between 1855 and 1864 as a receiving mark.
9. 'ADEN' on top of an arc of two circles c.1855-70. It had been seen in black, red and blue.
10. 'ADEN STR. POINT/year month day/BEARG' on top of a single line are in black c. 1858-60.
11. As in (10) above but with 'PAID' instead of 'BEARG' in red c.1858-60.
12. Dastur Type 1 diamond of dots c. 1855. This type should be on cover or with some indication that it was used from Aden as similar cancellation was also used in India.
13. Dastur type 2b '124' in black with a small and narrow '4' used at Aden Camp c.1855-69. It showed that it was P.O. .I : / ~ No.124 under Bombay G.P.O.
14. Type 2b: '124' in black with a larger and wider '4' used at Steamer Point c. 1858-1867. This has also noted in red.
15. Type 2b: '124' not legible as the obliterator had become very worn out c.1869. Seen in black and blue.
16. Type 2 duplex with 'ADEN' and '124' c. 1868-69.
17. 'ADEN/STEAMER POINT' in circular form without the circle line and with date in the center and a duplex of a diamond of bars c. 1868. It is also seen in non-duplex form without the diamond of bars in black, blue and red used as a date stamp c. 1868-69.
18. An intaglio 'POST OFFICE ADEN' in circular form in black c.1870. It has also been noted in blue.
19. Type 5 duplex with 'ADEN' in serif letter c. 1870 -72. Robertshaw, Robson Lowe and Pratt record this type with year but we have noted an 1871 cover with the said cancellation without the year.
20. '125' in a square with receding bars at the sides in blue c. 1871 used at Aden Camp. One of the rare cancellations of Aden especially on cover.
21. AS in (20) but with 'A/124' instead of '125' used at Aden Camp c.1871-72. A cancellation difficult to obtain especially on cover.
22. Type 2 'ADEN CANTONMENT' and '124' duplex c. 1872- 74. 2C 2' 22
23. Type 2 'ADEN STEAMER POINT' and '124' duplex. 1872- 74.
24. Type 2a 'ADEN STR POINT' c. 1860-68 seen in blue and black.
25. As in '23' above but in larger size and without year but an ornament above date 1869-70.
26. 'ADEN CANTONMENT' in serif letters in a single line c.d.s. c.1871-72.
27. As in (25) but in senserif letters c.1873-87. It is seen with and without year in date.
28. As in (25) but with 'ADEN STEAMER PAINT' c.1870-72. This has been noted used as an obliterator on an 1871 cover.
29. As in (27) but with 'ADEN STEAMER POINT' c. 1872 to late 1870's. It is seen with and without year in date in four different types.
30. Type 6 with 'ADEN' and 'B-22' c. 1875-86. Under the all India Series of 1873-74 Aden Steamer Point P.O. was allotted "B-22" being P.O. No.22 under the Bombay Circle (B). Seen in both duplex and non-duplex forms. We have noted a cover dt. Feb. 11, 1875 i.e. earlier than recorded date of May 22, 1875. There are three varieties (1) spaced dot after 'N' of 'ADEN' and a short hyphen (2) Dot close to "n" and long hyphen (3) Dot after 'N' raised and 'A' uneven.
31. 'ADEN CAMP' and 'B-22/1' duplex with the '1' exactly below the first '2' c. 1875-78.
32. As in (31) but with '1' below the bar. c. 1876-82. It is also seen in non-duplex form. We have noted a cover with full point after 'P' of 'CAMP' (not recorded by Pratt).
33. Type 7 'B' in a square of bars with or without 'ADEN' duplex c. 1879-1906. We have a cover used on August 27, 1879 i.e. before the earliest recorded date of sept. 9, 1879.
34. Type 'B' in thinner size in non-duplex form c. 1879-80.
35. Type 'B' in a circle of bars c. 1883-1910.
36. As in (35) but in a smaller size c. 1888-94.
37. 'ADEN-CANT' around circumference in sma| c.d.s. 1886- 92.

We have noted an 1888 cover with a full point after 'T' which is not recorded by Pratt.

38. 'ADEN' across center of c.d.s. in five types with and without year, with and without full point after 'N' etc. c. 1879-86. We have noted a very thick crude letters 'ADEN' cancellation on an 1880 cover.
39. 'ADEN' on top of c.d.s. in ten types during Victorian era and seen on Victoria.n issues.
40. Type 10 'ADEN' squared circled with four bars c.1884-86.
41. Type 10 'ADEN' squared circle with three bars c.1886-98 seen in three different types of letters and settings.
42. Type 10 'ADEN CANTONMENT' c.1888-93. It has been recorded with year, however, we have noted a example without year on an 1888 cover.
43. Type 11 'ADEN CAMP' large sized squared circle c. 1893-94.
44. Type 12 'ADEN' with small letters c. 1898-1907.
45. Type 12 'ADEN' with larger sized letters c. 1898-1907.
46. Type 12 'ADEN CAMP' with and without code letter c.1895-1907.
47. As in (44) but with "ADEN CAMP".
48. Type 14 with 'REG' in different sizes. Other registered markings are boxed 'REG No' and four and three or no compartments and other usual All India type registrations markings with 'ADEN', 'ADEN CAMP' and 'ADEN CANTONMENT' and "R" in circle, etc.
49. Type 14 with 'INS' for 'Insured' in different sizes.
50. Type 14 with 'PAR' for 'Parcel' in different sizes.
51. Type 14 with 'DEP' for 'Deposit' in different sizes.
52. Boxed 'INSUFFICIENT', 'INDIA UNPAID', 'POSTAGE DUE', 'FOREIGN POSTAGE DUE', 1 ANNA AND 2 ANNAS 'SHIP LETTER/POSTAGE DUE', SHIPLETTER I POSTAGE DUE I ONE ANNA and 'T' in circle are the main postage due markings used during this period. "St Bg As 4" etc. Steamer Bearing markings have also been on covers from/through Aden.
53. Some of the instructional markings are "TOO LATE" in different sizes, 'UNCLAIMED' 'REDIRECTED', 'MISSENT IN INDIAN MAIL', 'REEXPEDITE', etc.
54. Other town name c.d.s. are also seen.

An 1869 cover has been seen form Aden with East India stamps cancelled with an unrecorded experimental diamond of eight diagonals bars in blue used by the Indian Sea post office, Bombay-Suez. The cover has an oval 'SEA POST OFFICE / 8/13-8/69 in the same blue colour.

An unusual boxed 'INSUFFICIENT' in blue has been noted on a cover dt. Sept. 2, 1869 form Aden.

An Unboxed "RE-POSTED" in black has been seen on an 1871 cover from Aden. This instructional marking has not been recorded by Renouf, Robson Lowe, Cooper, Robertshawor Pratt.

An 1874 registered covered has been noted with two different type of cancellations used for obliterating different stamps at different places on the same cover i.e. 'ADEN STEAMER POINT' & '124' duplex and 'ADEN STEAMER POINT' around circumference of c.d.s. in a different type.

We have noted a cover with 'ADEN' across diameter c.d.s. without any day, month or year, (not recorded by Robertshaw, Robson Lowe or Pratt).

We have seen a cover with 'F' instead of 'E' of 'ADEN' in the 8 -22/1 type due to worn out obliterator. We have noted an East India 1/4a. inland postcard with three 3ps. Carmine stamps to make up the foreign postal rate of 1 anna.

We have an 'ON MAJESTY'S SERVICE' 1/2a. overprinted 'On HMS' in large size service postal stationary cover used locally in although Service covers are not noted so used by the various authors. 'RANK NOT STATED' along with 'INDIA UNPAID' on letter from England to Aden.

We have seen two 1888 covers from Aden to Bombay with the stamps cancelled at Bombay with 'B-1' (the old Bombay cancellation, resurcted for use on incoming mail by ship) as the stamps had escaped cancellation at Aden.

We have seen a 1902 postcard with combination franking of a pair of 2 mil. Egypt and India Victoria 1 a. stamps all cancelled Type 12 'ADEN CAMP' from Captain Tempest Hikes of 2nd Battalion, Royal Indian Fusiliers from South Africa.

We have registered cover from Aden with a strip of East India 12 as. stamps and 7 Great Britain 1/2d +4d affixed and obliterated with 'B02' of the British P.O. at Suez, the Indian stamps have been defaced by a smear with the same ink as the 'B02' obliteration, it seems that the letter was not posted at Aden and carried by steamer to Suez where the P.O. refused to accept Indian stamps.

We have noted the 'ADEN STEAMER POINT' c.d.s. with month and day inverted, broken letters in the month, etc.

It may be mentioned that Indian Stamps ceased to be used in Aden from April, 1937.

(Note: the type numbers mentioned are as per the author's handbook 'India used abroad.)

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(Courtesy : Asiana 1977, Souvenir)

Spacewalking on Stamps Walking On Air

Jeff Dugdale

As the century comes to an end, the first sections of the International Space Station are being assembled in factories in Canada, Germany, Japan, Russia, and the U.S.A. The first crew of three, with an American commander and two Russian space engineers, are already in training. The culmination of this venture will require the astronauts and cosmonauts to venture out from the relative safety of spacecraft into outer space.

Today, spacewalking is taken for granted as a part of space missions, and it is seldom given more than a passing mention in the press unless something goes wrong. But the first man to walk in space was front page news for months. Russian Alexie Leonov, who is also an artist and a designer of postage stamps, had this honour with a ten minute spacewalk on March 18, 1965. His method of egress into space, via an inflated airlock, was kept a secret for many years, as were many other aspects of early Soviet space achievements.

The first spacewalk is fancifully depicted on a Soviet stamp (Scott 3015) issued the next day. The stamp shows a spacecraft which looks nothing like the Voskhod craft whose design was not revealed until some years later. The open door of the Voskhod craft purporting to show his commander, Pavel Belyayev, is also pure fantasy. The Russians put the matter right in 1980 with a souvenir sheet marking the 15th anniversary of the first space walk (Scott 4817) which accurately represents the event.

As expected, the Americans were disappointed that they were again beaten by the Russians in the space race. It was not until June 3, 1965, that Edward M. White, Jr., emulated the Russian achievement. White floated in space for twenty minutes on the end of a 25-foot "umbilical" tether which is depicted on a U.S. se-tenant pair (Scott 1331-1332) with his space craft, Gemini 4, and the earth in the background. Unfortunately, Ed White was one of the three astronauts who perished in the Apollo 1 fire on the ground at Cape Kennedy, Florida, on January 27, 1967.

Space walking became a feature of subsequent Gemini missions. In July 1966, Michael Collins space walked from Gemini 10 to an Agena rocket with which head Commander John Young had rendezvoused. This event is depicted on a Paraguay stamp (Scott 982), and is graphically described in Collins' wonderful 1974 book, *Carrying the Fire*, in which the reader can share the high drama of two space walks or EVAs (extra Vehicular Activities) as they are now termed.

One of the first concerns of spacewalking was to determine that spacemen would not suffer a dreadful death by having their pressure suit punctured by micro-meteorites. Once it became clear that spacewalking was relatively safe, they became more commonplace. In the later Gemini and the early Soyuz missions, the purpose of spacewalks varied for making spectacular photographs, recovering bits of craft exposed to space for lengthy periods, and moving from one space craft to another. The latter can be seen on a pair of Hungarian stamps with se-tenant label (Scott C285-286) depicting the January 1969 docking of Soyuz 4 and Soyuz 5, and the first ever transfer via a spacewalk of crew members Aleksei Yeliseyev and Yevgeny Khrounov.

Command module pilots on the U.S. moon landing missions of the Apollo program had little of the glory of walking on the moon (Lunar EVA), but many were compensated with an EVA on the way home from the moon to recover samples exposed to translunar space. One such example is shown on a stamp from Equatorial Guinea (Scott 7270) commemorating Apollo 15 which flew to the moon in July 1971.

A new reason for spacewalking was called for during the installation of America's first successful space laboratory. Skylab 2 was launched May 25, 1973, but failed to deploy one of its solar panels. The emergency spacewalk to repair the solar panel damaged during lift-off is shown on a People's Republic of Congo stamp (Scott C175).

A similar event is depicted on the 1979 Russian se-tenant pair (Scott 4782-4783) commemorating flights to the Salyut 6 station. It shows cosmonaut Valery Ryumin floating to the end of the space complex to kick free the large antenna which had become stuck at one docking port. Although the stamp shows him gracefully reaching

the end of his tether, he only just made it back into the craft thoroughly exhausted by his endeavour.

Nineteen years after Leonov in Voskhod 2 first walked in space, the Soviets claimed another first by putting the first woman outside a space craft; she was Svetla Savitskaya of Soyuz T-12 appearing on a Russian stamp (Scott 5384). The technical purpose of the flight, beyond the obvious one-upmanship, was to test a Universal Manual Tool, a camera with several lenses which can be seen in use on the stamp by the first woman space-walker.

The next stage in the development of spacewalking was to create the modern equivalent of the sedan chair; this was known to the Americans as the MMU (Manned Manoeuvring Unit) and to the Russians as the Learus Unit. This device was either designed as a large pack on the astronaut's back, or as a kind of motorized armchair in which the spacewalker sat. The tethered Soviet version is depicted on a 1990 Russian stamp (Scott 5883), and gives the impression that it can travel great distances from the Mir Space Station. Actually, its range is limited by the tether for close work around the space complex.

There is no equivalent of the Manned Manoeuvring Unit on a U.S. stamp, but a cachet on a 1984 cover consists of a NASA photograph depicting the first U.S. mission to feature an untethered spacewalk. The cover indicates that astronaut Bruce McCandles II is using a nitrogen-propelled, hand-controlled manoeuvring unit (MMU). As can be seen, the design of the MMU-equipment is not unlike the Russian version.

Watchers of the Mir program will recall that Russian cosmonauts and American astronauts have frequently had to work outside the space complex after the June 25, 1997, collision with a cargo ship. These spacewalks are a tribute to the professionalism and bravery of the scores of men and women who have followed in Alexie Leonov's "space-steps".

(Courtesy : Tropical Time - 2001)

INDIAN POSTAL HISTORY-1947 - 1997

Part III

Mr. ASHOK BAYANWALA

16. Night Air Mail Service - 30th January 1949:

The "Night Air Mail Service" was introduced on 30th January 1949 by the then Communication Minister, Mr. Rafi Ahmed Kidwai, to rehabilitate the deteriorating postal service. When the Railway Mail Service and Motor Mail Service had reached saturation point, the only option left was to introduce Air Mail Service for the First Class Mail. As day time air service were running with full loads, night air service were planned. Before this period, night flying was not safe in the absence of security measures and equipment at Airports. The Night Air Mail scheme was an experiment towards night flying in India and for the introduction of the "All Up Scheme". Initially only mail was transported on N.A.S.

Under the N.A.S., the 4 principal cities of Bombay, Calcutta, Madras and New Delhi, which are in 4 different corners of India, were linked with Nagpur. 4 night planes will leave, one each from these cities for Nagpur, with a mail load from their region and will return to their home base in the early morning, after exchanging the mail at Nagpur.

The flight schedule was as follows as per Postal Notice No.65 dated 27.1.1949:

Bombay dep	21.55	Nagpur arr	00.45
Delhi dep	21.25	Nagpur arr	01.00

Madras dep	21.30	Nagpur arr	01.15
Calcutta dep	21.25	Nagpur arr	01.30
Nagpur dep	02.00	Calcutta arr	06.05
Nagpur dep	02.15	Madras arr	06.00
Nagpur dep	02.30	Delhi arr	06.05
Nagpur dep	03.00	Bombay arr	05.50

Night flying reduced considerably the time factor on mail from one place to another. Aircraft flying from Trivandrum to Srinagar used to make night halts at Madras and New Delhi. Now the mail can reach its destination on the next day.

It was decided that all classes of surcharged air mails will be forwarded by the Night Service wherever this provides acceleration in transit compared to other services. The Night Air Mail charges remained same which were prevailing that time viz., 1 anna for Envelopes and ½ anna for Post Cards.

To give more volume of mail to N.A.S., it was decided to utilize, these special overnight services, for conveyance of Post Parcel by air (to be introduced for the first time) in addition to Letter Mail, from the same date. The transmission by air of such Parcels being restricted to these overnight services.

This scheme was strongly opposed by airline operators on various grounds. They wanted a guaranteed minimum payment, but the Government was not prepared to give such a guarantee, wishing to maintain the existing rates of carriage. Only Indian Overseas Airlines offered to work on the Government conditions.

The Air Transport Licensing Board granted a licence for operation of Night Airmail Service to Indian Overseas Air Lines Ltd., for one month from 30th January 1949. At that time Indian Overseas Airline Ltd., had traffic offices at Ahmedabad, Bangalore, Bombay, Calcutta, Hyderabad, Jabalpur, Kanpur, Lucknow, Madras and Nagpur. The routes on which this Company was operating at that time were,

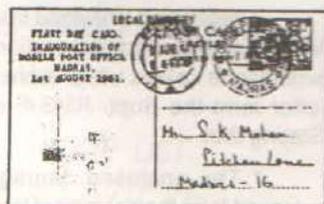
Bombay - Nagpur - Calcutta - Nagpur - Bombay.

Nagpur - Bangalore - Madras - Bangalore - Nagpur and

Nagpur - Jabalpur - Allahabad - Kanpur - Lucknow - Kanpur - Allahabad - Jabalpur - Nagpur.

It had 15 Dakotas and many other planes on or about 31st August 1948. The mileage flown and passengers carried during June 1948 were 83,394 and 1,186 respectively. The weight of freight and mail carried was 36,956 lbs., and 1,423 lbs. The licence for N.A.S., was extended upto 30th June 1949. Roughly 48,000 lbs. of mail was carried during each of February and March 1949. After the introduction of the All Up Air Mail Scheme on 1st April 1949, The amount of mail was tripled. For some time it appeared that the day services had suffered in the carriage of mail, but this was soon discounted by an overall increase of air mail all over India.

When All Up Scheme was introduced from 1st April 1949, the airmail surcharge, which was provided by Clause 154 A (2), was abolished, but the postal charges were increased by 3 pies on Post Cards and 1/2 anna on Letters. The increase was beneficial to the Postal Department.



Together with All Up Scheme a novel scheme of utilizing Mobile Post Officers (MPO) was also introduced on 1st April 1949 in Nagpur, to achieve the full potentials of the NAS. The MPOs were located on strategic points in the city for collecting mail, including registered mail, until 8.30PM. Then the MPO vans used to go to the

airport to deliver the mail directly for the NAS. Thus the mail posted upto 8.30PM in the city, can be delivered at about 10AM the next day, in other N.A.S., cities. Once MPO scheme was successful in Nagpur, MPO were opened in Bombay, Calcutta and Madras on 1st August 1951 and in New Delhi from 2nd October 1951. Slowly, MPOs were introduced in many other big cities and by 1953, MPOs were being run in 18 cities of India.



A Registered Cover bearing No.167 mailed from Night Mail Mobile PO of Nagpur (Expti P.O.-N.155) on 27.1.51 and reached at Bombay - Kalbadevi on 28.1.51 - 10.30AM.

During May 1949, Indian Overseas Airlines Ltd., reached a critical financial position and had to give up Madras-Delhi NAS on 19th May 1949 and Calcutta - Bombay N.A.S., on 8th June 1949. The Madras - Nagpur sector was operated by Deccan Airways and Delhi - Nagpur sector by Indian National sectors remained closed until 30th June, when all night air services were suspended because of the monsoon. The Government wanted to reopen N.A.S., from 1st October but could not do so as negotiations could not be finalized. Air India Ltd., Air Service of India Ltd., Deccan Airways Ltd., Airways (India) Ltd., and Indian National Airway Ltd., offered to run the N.A.S., at a guaranteed minimum payment of Rs.3/- per mile flown. Bharat Airways Ltd., quoted a lower rate of Rs.2 and 12 annas per mile. As the Government was unwilling to pay the minimum charge, none of these companies got the licence to run N.A.S. Most of the scheduled companies strongly objected to the resumption of N.A.S., and termed it as ill advised.

It was a great test for the government, which responded by giving a permit to a non scheduled operator. Himalayan Aviation Ltd., who offered to operate without any guarantee. Thus the N.A.S., was resumed on and from 15th October 1949, in spite of all opposition from scheduled operators.

This time flight schedule was as follows as per Airmail Postal Notice No.74 dated 26th March 1949.

Bombay dep	23.25	Nagpur arr	2.15
Delhi dep	23.30	Nagpur arr	2.30
Madras dep	23.00	Nagpur arr	2.45
Calcutta dep	23.00	Nagpur arr	3.00
Nagpur dep	3.15	Calcutta arr	7.15
Nagpur dep	3.20	Madras arr	7.05
Nagpur dep	3.25	Delhi arr	6.55
Nagpur dep	3.30	Bombay arr	6.20

This time same aircraft did not return to home base. The route was Bombay - Nagpur - Calcutta and Delhi - Nagpur - Madras and vice versa.

In connection with introduction of this service there have been considerable changes in the hours of clearance of letter boxes, despatches and deliveries of mails etc. Officers in charge of Post Offices and R.M.S., offices should personally see to it that their office records are kept corrected upto date and that correct information is furnished to the public in connection with any enquiries that may be made. The revised hours should be notified to the public on the office Notice Boards, Letter boxes etc. Care should be taken to see that proper hours, types are used in the date-stamps supplied to the delivery and sorting branches and that all Letter Boxes are invariably cleared fully and punctually.

It is also necessary to ensure that the sorting establishment is thoroughly acquainted with the revised sorting orders that have been issued in connection with the Night Air Mail Service. The Director General expects that each Postmaster, Record Clerk and Head

Sorter will ensure that his staff is thoroughly acquainted with the revised routing arrangements. Any discrepancy which may be noticed should be reported immediately to the controlling officer.

The initial period of the licence was for 3 months and the special feature was permission to carry passengers together with mail and freight, because by now the night routes were fairly well covered by night flying facilities. Safety conditions were reinforced by equipping various aerodromes for emergency landings. The night air fare was lower than the day time air fare. On the Calcutta - Bombay route it was Rs. 172/- instead of Rs. 205/- and on the Madras - Delhi route it was Rs. 191/- instead of Rs. 220/-.

After the expiration of 3 months, Himalayan Aviation was allowed to renew its licence until January 1951, and then until May 1951. From 1st June 1951, the licence was granted to Deccan Airways Ltd., which had become mainly a nationalized company by that time. It remained with them until total nationalization of all airlines companies on and from 1st August 1953. Thus the N.A.S., was taken over by Indian Airlines Corporation, from which date they carried it out very efficiently. In 1960 the N.A.S., came to a stand still when DC-3 Dakotas being used on this service, were grounded. But the N.A.S., continued against all heavy odds. The N.A.S., continued until October 1973, when the Indian Airlines Corporation decided to discontinue the Night Air Mail Service, because of the low rates paid by the P & T Department. Actually these rates had remained almost static for many years, despite the increase in the operational costs of the IAC.

The N.A.S., was reintroduced on 1st April 1975 between Madras and Bombay, but it did not last long. And since then many times the IAC restarted the N.A.S., but with similar results.

Sometime in November 1983, Vayudoot, the third airline of India, has assured the P & T Department that N.A.S., would be resumed on all sectors as before, but they wanted an assurance from the Postal Department that the minimum load of mail would be 4,500 Kgs., per flight. However, it appears that the deal did not click until 1986 when on the 2nd June the N.A.S., was finally resumed in the Delhi-Nagpur and Bombay-Nagpur sectors. The Delhi-Nagpur service touched Jaipur in both directions. On 10th June 1986 the Calcutta-Nagpur and Madras - Nagpur sectors were also reopened. Details of such flights are not known.

When domestic Speed Post is introduced in India on and from 1st August 1986, the services of N.A.S., were sought, but as the schedule of Vayudoot N.A.S. Now it is understood that N.A.S., has again been suspended from June 1987.

Now, we should deal with cachet and cancellation pertaining to this service. A special Duplex Cancellation reading "NIGHT MAIL/ FIRST FLIGHT" and "NAGPUR/30.1.49 / AIR" in round circle was used on the inaugural day of the N.A.S., from Nagpur only. A special Supplementary Cachet was also used which read "INLAND NIGHT AIR MAIL / INAUGURATION/ JANUARY 30, 1949". Special Duplex Cancellation.

An Inland Airmail envelope with 2½ a. postage charges mailed from Nagpur on 30.1.49 on the inaugural day of "Inland Night Airmail Service" (NAS), which shows the duplex cancellation along with special type of supplementary cachet.

Besides the above, no special postmarks were used on Night Airmail and it is very hard to tell whether a particular article had traveled by N.A.S., or otherwise they would not have reached the destination, the next day. My first example is from Calcutta to Jaipur city.

A Post Card posted on 7th April 1953 at 2PM from Calcutta R.M.S., and delivered at Jaipur on 8th April at about 2.30PM. It shows that the letter was delivered within 25 hours because it travelled by NAS to Delhi via Nagpur and then to Jaipur.

An Inland Envelope posted from Mobile P.O. of Nagpur on 23.1.71 and delivered at Calcutta on 24.1.71 at 10AM. It also shows the working of Mobile P.O. as described earlier in this article.

The functioning of N.A.S., can be proved authentically only by a few Crash Covers from the different region involved. For example, I have mail from Bombay, Delhi, Jamnagar, Jodhpur, Nagpur, Madras, and Tumsar (near Nagpur), which were involved in a N.A.S., crash near Calcutta on 21st November 1951. If the N.A.S., was not working in the fashion I have described above, it was just impossible for mail of different cities (which are apart by thousands of miles) being involved in one air crash. These Crash covers are scarce and are hard to find today.

Now I will give details of N.A.S., crashes. The first disaster took place in the morning of 21st November 1951 near Calcutta, when a DC-3/Dakota of Deccan Airways coming from Nagpur struck a grove of coconut. 16 people out of 17, including the crew were killed. Only a small quantity of mail was salvaged. A 2 line cachet reading "SALVAGED NIGHT AIRMAIL / DUM DUM CRASH 21ST NOV 51." in a rectangular box was applied on such mail. As the first "M" in Dum Dum was found to be missing, a new stamp was prepared, this time without the rectangular box.

An example is from Jamnagar dated 20th November. It was posted at about 11AM. It appears that it was sent to Bombay - Jamnagar daily flight via Bhavnagar and Rajkot, as the All up Air Scheme was in vogue. Then, on reaching Bombay it was sent to Nagpur via N.A.S., where it was loaded on to the Calcutta bound N.A.S. 20th / 21st flight which was involved in the crash.

Next example is from Jodhpur dated 19th November. It came to Delhi via Delhi - Jodhpur by daily flight via Jaipur and was loaded on N.A.S., on the 20th from Palam for Nagpur, so that it could be loaded on the Calcutta bound N.A.S.

My one more example is from Tumsar, a place near Nagpur. It seems that it must have come to Nagpur by train, then loaded on to the Calcutta bound N.A.S.

My last example from Madras was reached to Nagpur by N.A.S., then, it was sent to Calcutta bound N.A.S.

A cover mailed from Mount Road P.O., Madras on 20.11.51 with 2 Annas meter franked stamp and sent to Calcutta - 33 via Nagpur N.A.S., which involved in air crash on 21st November 51 at 12.30PM.

The 2nd crash occurred on 12th December 1953 near Nagpur airport after the plane had taken off for Madras. The salvaged mail was hand-stamp "SALVAGED MAILS / N.A.S Air crash / Nagpur dated 12-12-53.", which appears in 3line without box.

An Inland Letter mailed from New Delhi-1 on 11.12.53 along with 1 ½ Annas postage charges and addressed to Pondicherry via Madras, which travelled first to New Delhi to Nagpur by N.A.S. And it was involved in air crash near Nagpur on 12th December 1953.

A registered envelope from Bombay with the special Salvaged Mail Cancellation. Address portion burnt off. All mail was forwarded in ambulance covers which were also hand-stamped, together with a letter from the Supt. RMS-F division, Nagpur to the Postmaster Stating that-

"The enclosed damaged article/articles has/have been removed from the salvage of the Madras bound Night Air Mail Service plane which crashed near Nagpur Air Port on 12th December 1953. The Article/Articles may please be delivered to the addressee/addressees under suitable intimation."

(To be continued..)
