



SIPA Bulletin

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EDITORIAL

A NEW ERA IN INDIAN PHILATELY

The current state of affairs in Indian Philately has created a grim situation in the minds of philatelists. It would not however be a serious mistake if it is infant stage. When the country is making development and progress in all sectors of the society why not in Philately? Here one should not ignore the role and responsibilities of an individual philatelist, collective groups so called philatelic clubs, educational institutions, dealers in philately and lastly but mainly the Department of Posts in promoting and popularizing philately as an intellectual hobby.

The measures that the Government of India proposes to take should certainly give a fillip to philatelic activities in all parts of the country. Once Bombay was supposed to be Mecca of Indian Philately. Then people in Calcutta created a new Mecca. The gospel of Philately and philatelic activities spread faster than anything else. In near future every state would like to claim that their place is Mecca of Philately. Absolutely no objection to any of their claims.

For the effective promotion of stamp collecting as an intellectual hobby the Philatelic Clubs, Press, Radio and Philatelic Journals as well as Posts have got to play a gallant role.

According to recent unofficial list, there are more than 50 philatelic societies in India. Compared to the philatelic population of the country, this number is really insignificant. Most of these clubs are formed by interested if not enthusiastic to meet their own requirements. At national level, as far as my knowledge is concerned, only a few clubs are able to hold their heads high. Mention can be made of Empire of India Philatelic Society, Philatelic Society of India, (Bombay) and SOUTH INDIAN PHILATELISTS' ASSOCIATION Chennai which are trying to render the services to all people interested in Philately. In our view philatelic clubs should be organized in almost all cities of the country. How is this to come about? The clubs which are already existing and making some progress shall help to build up new clubs in different parts of the country. In most cases, the schools or some educational institutions are helpful for exhibition, conducting meetings etc. There should be proper co-ordination between the

philatelic clubs so that they can come closer and discuss matters of mutual importance, organization of conferences of interstate philatelic clubs, or joint club meetings at frequent intervals shall really enrich the understanding of each other and promote philately in a more desirable manner. Conducting annual exhibitions at each headquarters is another way of bringing together the people of similar interest. These clubs shall also maintain most up-to-date philatelic library.

In our country, hardly one or two newspapers have in their weekly magazine, a corner for philately. Normally this corner is filled up with a description on one or two stamps of foreign countries. How far this would create interest amongst the new comers to philately? Almost all newspapers in India should keep a corner and veteran philatelists of each state shall write a note on interesting articles on philately. TV talks should be held once in a month at a fixed time to review about current philatelic affairs. Each and every association should bring out a news letter either monthly or bimonthly. This sort of literature will certainly help the members and its aims, objectives and functions. As far as my knowledge is concerned there are hardly any philatelic journal which are being published monthly.

It is a healthy tendency that these journals set apart enough space to cover the activities of philatelic clubs in India without any bias.

The present official tendency of Postal Department towards philatelic activities should change. The wheel of change, a sign of prosperity is taking place in this country. A thorough change in designing of stamps, a slight change in the way of tackling philatelic problems, a moderate change in their approach to philatelic clubs is a reality and desirable. No doubt, a real philatelist will certainly protest against the

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 around 35 members attended with President Shri Balakrishna Das presiding. Patron Mr.G.Madan Mohan Das spoke on "Exhibiting" in Feb. 2004.

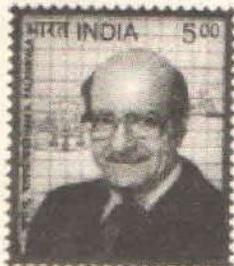
NANI A. PALKHIVALA

16.01.2004

500

0.4 Million

Few jurists have wielded an influence so momentous on the Constitutional thought and history of India as Nani Ardeshir Palkhivala. With his rapier-like arguments, he prevailed upon the Full Bench of thirteen judges of the Supreme Court that the Constitution of India which guaranteed fundamental freedom to the people, was supreme and Parliament had no power to abridge those rights. This led to the historic pronouncement that though Parliament could amend the



Constitution, it had no right to change its basic structure in the case known as Kesavananda Bharati vs. State of Kerala in April 1973.

Born on 16 January, 1920 at Mumbai, Palkhivala was a man of many parts. He was a member of the First & Second Law Commissions of India in 1955 & 1958 respectively. He

was elected Honorary Member of the Academy of Political Science, New York, for his "outstanding public service and distinguished contributions to the advancement of political science" in 1975. In September 1977, Palkhivala was appointed Ambassador of India to the United States of America. He was conferred the Honorary Degree of Doctor of Laws in 1978 by the Princeton University, New Jersey, USA and Honorary Degree of law by the Lawrence University, Wisconsin, USA.

Palkhivala became a phenomenon in Indian public life with his Union Budget lectures. As author, his books on taxation, constitutional law and on Indian's heritage, have become by words on the subjects. His noted works include "The Law and Practice of Income Tax", "Taxation in India" (published by the Harvard University in the World Tax Series), "The Highest Taxed Nation", "Our Constitution Defiled", "Indian's Priceless Heritage", and "We, the People".

In his long and distinguished career with the Tata Group spanning four decades, Palkhivala was Chairman of Tata Consultancy Services, Tata International Ltd., Tata Infotech Ltd., the Associated Cement Companies Ltd., and was Director of Tata Sons Ltd., and several other companies.

In 1997, Palkhivala was conferred the Dadabhai Naoroji Memorial Award. In January 1998, he was honoured by the Government of India with the second highest Civilian Award-Padma Vibhushan. The Mumbai University also conferred upon him Honorary Degree of Doctor of Laws (LL.D.).

Nani Palkhivala passed away on 11 December, 2002 and in his death, the country lost an illustrious jurist, an exemplary humanist and redoubtable champion of freedom.

Theme : Personality, Lawyer, Judiciary.

DR. B.D. GARWARE

06.02.2004

500

0.5 Million

It is said that "All the Empires of the future are the empires of the mind". This especially holds true of Bhalachandra Digamber Garware alias Abasaheb Garware whose mind was fertile and creative, driven by a strong internal locus of control and as instinctive power that enabled him to take the right decisions at the right time. A pioneering industrialist and Founder Chairman of the Garware Group of Industries,



Garware's name became synonymous with Plastics and Nylon Yarn.

Born in Tasgaon in Satara District of Maharashtra on December 21, 1903, gave up his education after passing the then 6th Standard High School exam and left for Mumbai in 1920. After a gruelling struggle, he started his earnings from an automobile business

for his livelihood, working as an agent for selling old cars. By sheer dint of his business acumen, he soon established his "Deccan Motor Agency" in Giragaon, Bombay. In 1933, Abasaheb grasped that second-hand English and American cars are available cheap in England and decided to go to England and in a dramatic move, Abasaheb purchased firms from businessmen keen to sell them off and shipped 35 cars to India, which brought him handsome profits.

The establishment of the Plastic Industry was a result of his sixth sense and started manufacturing Plastic buttons for the Navy during the 2nd World War. This was the beginning of a number of ventures like Themoplastics Extrusion in India with world class expertise in Plastic injection moulding and blow moulding, Nylon Yarn, Nylon Bristles, Polyester Films, Synthetic Ropes, fishing nets, etc., which scaled new heights in terms of quality and quantity.

Abasaheb was an entrepreneur who put into practice Gandhiji's precepts of trusteeship for the good of workers. He founded about seventy five Trusts for pursuing various charitable objectives and for contributing funds towards research and development work.

Abasaheb's contributions in the field of education have been invaluable.

Abasaheb was appointed Sheriff of Mumbai in 1959. The Government of India bestowed on him the Padma Bhushan award in 1971. Recipient of an honorary D.Litt. Degree by the University of Pune in 1989, he was also awarded the Udyog Ratna by the Institute of Economics Studies in the same year.

Theme : Personality, Industry, Plastics.

LIGHTHOUSES OF INDIA

D.H.RAO

PART - 2

The main purpose of this article is to show how to use the actually used covers from the lighthouse-keepers, which give the place name clearly in the postal cancellation. Please note the date of cancellation do not signify any thing except perhaps few spl. cancellations provided on the 75th or 100th year of operation. The exhibits are planned as follows:

- PART I. Shows India's only Lighthouse stamp.
- II. Ordinary CDS of lighthouse locations.
- III. Spl. cancellations / and spl covers.
- IV. Meter Franking of Lighthouse & Lightship HQ and Regional Offices.*
- V. Directorate of Lighthouse & Lightship's stationery showing their logo.

- VI. Colour photos (reduced size) to show the various colours for identification during day time.
- VII. Lighthouse structures are there but no longer used.
- VIII. LIGHTHOUSES were there, but no longer exist.

ADMINISTRATIVE SET-UP

To ensure proper function and maintenance of Lighthouses and Lightships and other equipments, a Director General is put-in-charge, whose Headquarters is at NOIDA, U.P. Under his control there are six Regional offices with six Directors (R). There are six Regional Districts under these Directors. All Lighthouse-keepers report to their respective Directors (R). Presently, Lighthouse Department is planning to make as many lighthouses automates as done elsewhere in the world, besides equipping them with the latest equipments.

DIRECTORATE OF LIGHTHOUSES & LIGHTSHIPS

(Headed by DIRECTOR GENERAL)

REGIONAL DISTRICTS (Under Director (R).)	Head Quarters	Number of Lighthouses
1. Saurashtra & Kachekh Light house Dt.	Jamnagar	46
2. Bombay	Mumbai	
3. Cochin	Kochi	
4. Madras	Chennai	24
5. Calcutta	Kolkata	
6. Andanan & Nicobar Is	Port Blair	

II. ORDINARY CDS OF LIGHTHOUSE LOCATIONS

I. SAURASHTRA & KUTCH LIGHTHOUSE DISTRICT

Largest Lighthouse District of the country, it extends from Jakhau (situated in the Kutch region) to the Piram Island (situated in the Gulf of Khambhat). Its headquarters is in Jamnagar, and has 46 L.Hs, Direct Global Positioning System in 1, Radio Beacon in 2, Lighted Boys 12, Lightships 1, Racon 12 and Loran-C in 1. It has two mechanised launches at its disposal for the maintenance work of lighted Boya situated in deep sea and to meet the need of the staff posted at Island lighthouses.

No.	Location & Name of L.H.	Int. Number	Post Office
01.	Jakhau (Kachehh)	F 0355	Jakhau PO
02.	Chhachhi "	F 0356	
03.	Mandvi (Surat)	F 0357	Mandvi PO
04.	Rawal Pir Tomb (Surat)	F 0360	
05.	Navinal Point*	F 0362	
06.	Mundra New Port	F 0364	Mundra PO
07.	Nakti Creek, Tekra	F 0366	
08.	Navlakhi Bet, NW end	F 0370	Navalakhi PO
09.	Kayan (Rosi)	F 0374	
10.	Pirotham Island Point NE	F 0378	

No.	Location & Name of L.H.	Int. Number	Post Office
11.	Pirotham Island Point NW	F 0380	
12.	Kalubhar Tapu (Pathfinder)	F 0384	
13.	Chank Tapu, off N side	F 0386	
14.	Bural Reaf	F 0386.5	
15.	Humani Poin (Okha)	F 0388	Okha PO
16.	Samiyani Island "	F 0389	Okha PO
17.	Mithapur	F 0393	Mithapur PO
18.	Dwaraka Point	F 0396	Dwaraka PO
19.	Kachchigadh	F 0397	
20.	Navadra	F 0398	
21.	Mangrol	F 0406	Mangrol PO
22.	Veraval (Veraval Road)	F 0410	Veraval PO
23.	Diu Head (DIU)	F 0414	
24.	Cavalerio "	F 0420	
25.	Forte do Mar "	F 0422	
26.	Couraca NE corner	F 0424	
27.	W.entrance Point (Navabandar)	F 0426	Navabander PO
28.	Simar Fort (Simar Anchorage)	F 0429	Simar PO
29.	Simar Fort (Simar Anchorage)	F 0430	
30.	Rajpura Bandar (Simar Anchorage)	F 0430.6	Rajupura PO?
31.	Jafarabad (Jafarabad Harbour)	F 0432	Jafarabad PO
32.	Savi Bet "	F 0436	
33.	Jegri Island "	F 0438	
34.	Jhanjhmer (Gulf of Khambhat)	F 0442	
35.	Gopnath Point "	F 0444	
36.	Alang "	F 0446	
37.	Piram Island "	F 0448	

RADIO BEACON

01.	Pathfinder Inlet No1	F 0383
02.	Pathfinder Inlet No2	F 0383.5

RACON

01.	Bural Reaf	F 0386.5
02.	Porbundar	F 0400

MADRAS LIGHTHOUSE DISTRICT

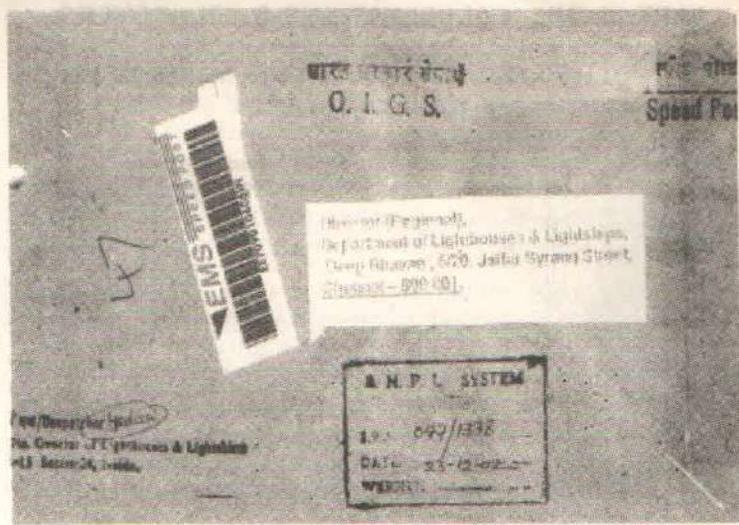
Madras district, extends from Alleppey in the west coast of Kerela to Machilipatanam in the east coast, in Andhra Pradesh. There are a total of 24 lighthouses along this length of the coast. Given below are the locations of the lighthouses, its International Number assigned and the nearest post office. The district headquarters are situated at Chennai.

No.	Location & Name of L.H.	Int. Number	Post Office
01.	Alleppey Kerela	F 0706	Alleppey Basar
02.	Kovilthottam "	F 0710	Chavara PO
03.	Tangasseri Point "	F 0712	Tangasseri PO
04.	Anjengo "	F 0715	Anjengo PO
05.	Vilinjani "	F 0718	Vishinjan PO & Kovalam PO (Piet)
06.	Muttom Point "	F 0724	Muttom PO
07.	Kanniyakumari TN	F 0726	Kanniyakumari PO (Piet)
08.	Mannapped Point "	F 0730	Mannapped PO
09.	Pandiyan Tivu N.End "	F 0734	Tuticorin Harbour Estate PO
10.	Kilakkarai "	F 0738	Kilakkarai PO
11.	Kodikkarai "	(New)	Kodikkarai PO
12.	Point Calinere "	F 0910	
13.	Nagapattinam "	F 0914	Nagapattina HO
14.	Portonovo "	F 0919	Parangipettai PO
15.	Pondicherry Pond.State	F 0926	Pondicherry PO
16.	Mahabalipuram TN	F 0932	Mahabalipuram (Piet)
17.	Pulicat "	F 0950	Pulicat PO
18.	Madras "	F 0936	Santhome (Mylapore) PO
19.	Armagaon AP	F 0951	
20.	Krishnapatnam "	F 0952	Muthukur PO
21.	Ramayapatnam "	F 0952.5	Ramapatnam PO
22.	Nagayalanka "	F 0953	Nagayalanka PO
23.	Vodarevu "	(New)	Chirala HO
24.	Machilipatanam "	F 0955	Tallapalam PO
25.	Chennai Regional Office		Chennai G.P.O

LIGHTHOUSES OF INDIA.

Lighthouses & Lightships, are under the control of the Director General of Lighthouses & Lightships. It is at NOIDA, in Uttar Pradesh.

Shown is a SPEED POST letter from the MQ. Note this is posted under the system 'BOOK NOW, PAY LATER' (BNPL).



PART III. SPL. CANCELLATIONS & SPL. COVERS



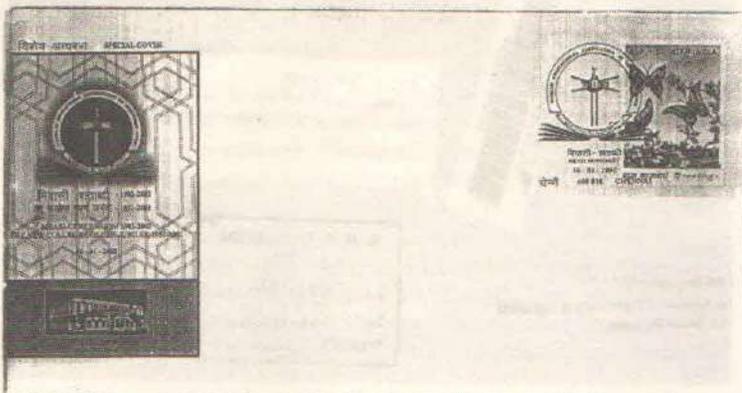
100 years (1902 - 2002) of Tangassery Lighthouse, Kollam, Kerala, under Madras District.



75 years (1927 - 2002) of Samiyand Island Lighthouse, Okha, under S & K District

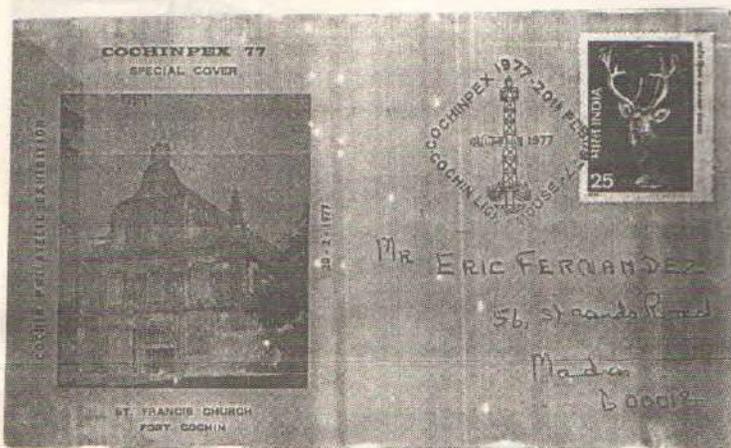
PART III. SPL. CALCELLATIONS & SPL. COVERS

Events NOT connected with Lighthouses, but used in cancellations and in catches.



A spl. cover on 100 years of MEAST (1902 - 2002).

PART III. SPL. CANCELLATIONS & SPL. COVERS



Cochin, F0700, Ldg Lte, White metal framework, red bands,

MAHATMA GANDHI IN PHILATELY

G. Ram Mohan

1. The School that Gandhiji Attended by

[Editor's note: G. Ram Mohan, a Life Member of SIPA and a member of the SIPA Executive Committee, is a thematic collector on the theme of Mahatma Gandhi. His interest in the Mahatma, however, extends far beyond philately. He has studied in depth the life and teachings of Gandhiji for many decades, and now in his retired life, takes an active interest in giving lectures and writing articles on the subject. He has addressed the members of SIPA at the monthly meetings on a number of occasions, and made presentations on topics such as 'Mahatma Gandhi's Life Story in Philately', 'Salt Satyagraha in Philately', 'Philatelic Material on Gandhiji's Charka' etc. We will be carrying a series of articles by Ram Mohan in the coming issues of SIPA Bulletin dealing with the theme 'Mahatma Gandhi in Philately'. The articles will contain information on philately as well as on the life of the Father of Our Nation. It is our hope that our readers will find the articles readable and interesting.]

Mahatma Gandhi was born as Mohandas Gandhi, son of Karamchand Gandhi, at Porbander in Gujarat on 2nd October in 1869. This is common knowledge. His formal education probably started with some form of home tuition in Porbander - and it appears likely that he also attended for a year a primary school in Porbander. But there are no reliable records to substantiate these statements, which are only speculations made by historians, based on statements of members of that generation who knew the Gandhi family well. Towards the end of 1876, the Gandhi family shifted from Porbander to Rajkot, and young 'Monia' started attending a proper school in Rajkot. Regular records of his schooling are available from then on. For four years he attended a primary school called the 'City Taluka School'. He first attended the "Branch School" for two years where he completed the primary education. He passed the final examination of primary Class IV in October 1880, getting 53.5% marks in average. Thus he completed what was then known as the 'Primary Vernacular Education'.

The next stage was the 'Anglo-Vernacular Education'. As per the then prevalent rules of the Education Department, he had to seek admission to a high school for that purpose. He passed the necessary entrance examination for admission to Anglo-Vernacular Standard I in Rajkot's only high school, the Kattyawar High School.

Young Mohandas Gandhi entered the portals of Kattyawar High School in December 1880. He spent seven years in that school. The boyhood years he spent there were very eventful. In the year 1883, when he was a student in Standard III in the school, he got married to Kasturba. He had to discontinue his studies for a year on account of the festivities connected with the wedding, and was asked to repeat Standard III when he returned to the school. But when he was in Standard III the second time he did so well in his class that he was moved on to Standard IV in the middle of the term, in a 'leap' promotion. In November 1885, when he was in Standard V, Karamchand Gandhi died. Although deeply affected by his father's death, young Mohandas continued with his education and passed the Bombay Matriculation Examination held in November 1887. He secured 248 marks out of 625, which works out to about 40%. Of the 3067 candidates who appeared for the Examination only 799 passed, and Mohandas Gandhi ranked 404th among the successful. Kattyawar High School had 10 successful candidates, of whom Mohandas ranked 5th in the order of merit.

In October 1976 a philately exhibition called 'Rajpex-'76' was held in Rajkot. A Special Cover was issued to mark the inauguration of Rajpex-'76 on 2nd October. The Special Cover carries a picture of young Mohandas Gandhi at age fourteen when he was a student at Rajkot. There is also a photographic view of the building of Kattyawar High School depicted on the cover. The photograph, shows the appearance of the building and its resemblance to a Tudor fortress.

Kattyawar High School is celebrated in philately in a small way. On 10.07.1996, the Philatelic Bureau, Rajkot, provided a special cancellation with the picture of the school building depicted therein. The majestic stone building, with its octagonal watchtowers and semi-circular arched openings, was built to resemble a Tudor fortress. The building had been newly constructed when Gandhiji entered the portals of the School. The building has come out beautifully in the cancellation. It can be seen that the cancellation carries the wording "ALFRED HIGH SCHOOL, RAJKOT - MAHATMA GANDHI'S SCHOOL". A question would arise as to why the School is called by a different name in the cancellation. The fact is that although the School carried the name Kattyawar High School at the time Gandhiji was a student there (1880-

87), its name was changed to Alfred High School in 1907. It is an interesting fact that the School has, till now changed name five times. When it was started in 1853 it was named 'Rajkot English School'. In 1866 its name was changed to 'Rajkot High School', and again in 1868 to 'Kattyawar High School'. In 1907, its name was again changed to 'Alfred High School', by which name it was known till recently. To day it carries the name of its illustrious alumnus and is called 'Mohandas Gandhi Vidyalaya'.

Any visitor to Rajkot would be well advised to visit the school that the Mahatma attended.



SPECIAL COVER OF 'RAJPEX - 76'



SPECIAL CANCELLATION DATED 10.07.1996 OF PHILATELIC BUREAU, RAJKOT

POST FROM YAKSUM

C.D. Singh

Have you been a mountaineer? Are you a part of the Himalayan Mountaineering Institute Darjeeling, or the BNHS, or The Research Institute of Tibetology? Are you a believer of the tantric cults? Are you a Forest Officer? If the answer is in the negative, chances are you have not heard of Yaksum, the last post office before you start your trek for Mt. Khangchendzonga. (commonly called Kanchenjunga); literally, it means "meeting of the three great lamas." The first Chogyal of the Kingdom of Sikkim was consecrated here in Yaksum in the year 1641 by three learned lamas who came

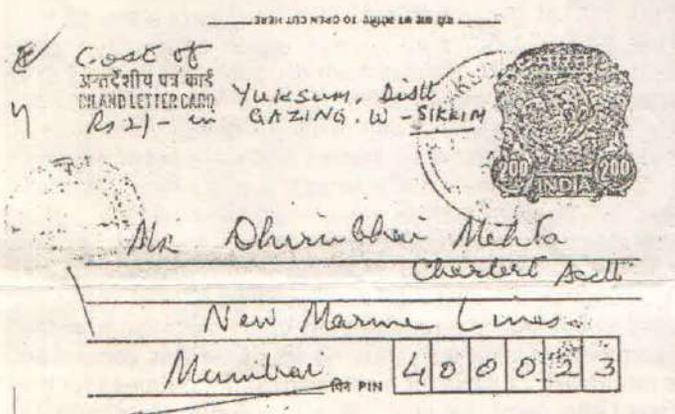
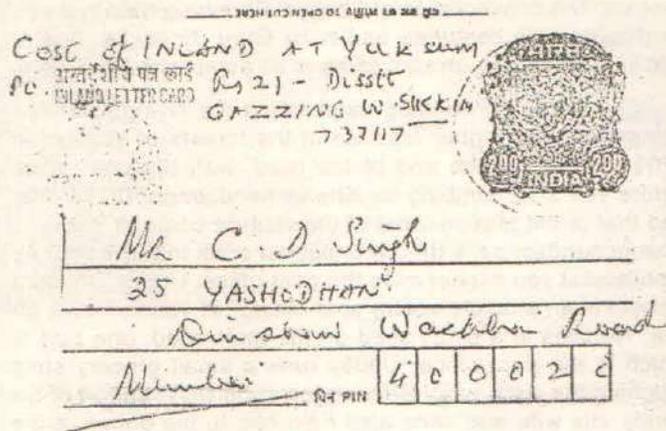
from three directions of Sikkim. On the edge of the mountain, at Norbugang Chorten is the stone throne high up in the skies, of the first king of Yaksum which was the neighbour of the Tibetans and the Nepalese. The kingdom was later shifted to the present capital of Gangtok because Yaksum was three days march from the borders of Tibet and could easily be overrun. The consecration of Chogyal Phuntsog Namgyal was predicated nine centuries earlier by Guru Rinpoche. It is at that time Tibetan Budhisam came to be established in Sikkim.

Chogyal Phuntsog established the Nyingma Dubdi Monastery in the higher reaches of the forests of Yaksum in 1701. Yaksum is the end of the road, with the post office before you start climbing for Khangchendzonga, (8285 mts) and that is the reason most of the visitors come to Yaksum. Khangchendzonga is the third highest peak in the world. As a philatelist you cannot miss the post office. Udday Chandra Chhetri is an amiable young post-master of Yaksum post office. He lives in a small shed on the main road, one part of which is the post office. Udday runs a small grocery shop touching the main road. He runs the shop with support of his family. His wife and sons also help him in his duties in the post office. The elder son Mulsin is eight years old and goes to class three, the second son Naresh is in the first class.

Yaksum is a small place of less than a thousand souls. The post office Udday runs is unique. It was started on the 12th of December in 1974. Udday gets a pay of Rs. 1815/- About a hundred rupees worth of postage and stationery is sold every day from his post office. The Extra Department Mail Carriers (EDMC) collect the post from him daily. Tourists form a large part of his customers. As is normal for philatelists, I purchased stamps and stationery from him. The lowest denomination of stamps this post office had lower value. The need for stamps arose when I wanted to add a 25 paisa stamp to the post card of 25 paisa Udday sold me, and the two rupee Inland Letter which required a 50 paisa stamp. Udday was certain that additional postage did not succeed. Udday said he had not received any communication from the Department revising the rates. As far as he was concerned the rates were 25 paisa for a post card and two rupees for the Inland Letter from the post office of Yaksum. A tantalising situation indeed. I wrote a letter to the President Philatelic Society of India, Dhirubhai Mehta in Mumbai, and superscribed it, "Cost of Inland Letter Card Rs. 2/- in Yuksum, Distt Gazing, W-Sikkim." I addressed another letter to my residence similarly superscribed. Many days after I returned home I received the letter from Yuksum post office. In my absence at work the Marine Lines Post Office charged the amount "DUE" and recovered it from my family. I lost the opportunity of explaining the cost in Yuksum and the note I had superscribed on it as proof, if proof it could be called! Dhirubhai also showed his letter similarly charged for the "DUE" amount. Udday's rate did not hold in Marine Lines.

Udday's post office is the life line of Dzongri at 12800 feet, and Goe Chala at 18000 feet, on the trek to Khangchendzonga. The way is through so many varieties of Rhododendrons- there are over thirty varieties of Rhododendrons-and birds, that one visit is not enough. Over five hundred species of birds, from the Himalayan Monal Pheasant, the Emerald Dove and the Fairy Blue Bird are found here. Sikkim is also home to the Snow Leopard, the Red Panda and the largest variety of butterflies. What could one ask for more? And the post is carried everyday, the postmaster assures me. Information about the stamps and the postal system of earlier times is hard to come by in Gangtok. When was the first letter carried in Sikkim? What were the rates? What stamps and of what value were these stamps in the times of the Chogyals? What uniform did the postmen wear?

These and related, matters would be of interest to the tourist and the philatelist. I was told an old man somewhere in the main bazaar could give me the information. In vain I tried to search for him. Another time, another visit could bring more rewards.



TAKING TO THE AIR

John Woolford FRPSL

Celebrating the centenary of the Wright brothers' epic flight, John Woolford FRPSL looks back at some interesting stories in aerophilately with emphasis on flights to, from and within Southern Africa

A century ago, in December 1903, the Wright brothers flew an aeroplane at Kitty Hawk in North Carolina. Other aeroplanes had been flown some years earlier, but not with anyone on board. This time not only did the contraption fly, but it was controlled by a pilot who went aloft with it. There are claims that at least one other flight, in New Zealand of all countries, was partly controlled by a pilot, but these claims are matters for debate. Certainly the Wright brothers, Orville and Wilbur, were the first to make anything of their achievement.

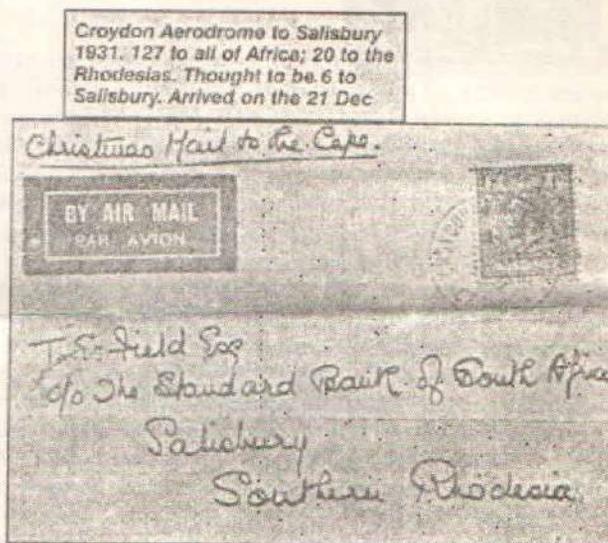
It was only a matter of time before the mail would be conveyed by these new-fangled machines. Letters had been flown before, most notably from Paris in 1870 - 1 by balloon; but aeroplane airmail brought about a completely new division

of philately, and aerophilately soon had a strong following. There are many great and famous rarities among the early airmails, but we should not be dismayed if we cannot aspire to the ownership of a cover that was flown across the Atlantic by Alcock and Brown in June 1919. There are many other interesting covers, and many interesting stories attached to covers and cards that are much more common.

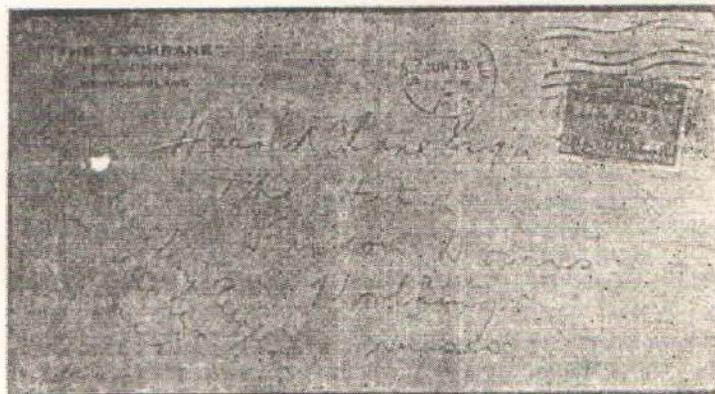
In February 1911 the first aeroplane airmail was flown in India. Possibly private letters and messages were flown before then, but such examples of 'airmail' had nothing to do with any post office. In India, in February 1911, all that was changed.

The first

At the United Provinces Exhibition of February 1911, the French aviator Pequet flew a total of 6500 envelopes and cards across the Ganges from Allahabad to Naini Junction. This was a flight of only a few miles, and was what we would call a gimmick - but it was nevertheless a harbinger of momentous events. The post office took it seriously enough to provide a special postmark, and the cards and envelopes are much sought after today.



The organiser of this gimmick was Sir Walter Wyndham, who had a taste for the 'glitterati' of the day. Later in the year he had a hand in the celebrations for the Coronation of King George V, and the upshot was a series of flights in various highly unsafe-looking aircraft between Hendon and Windsor.

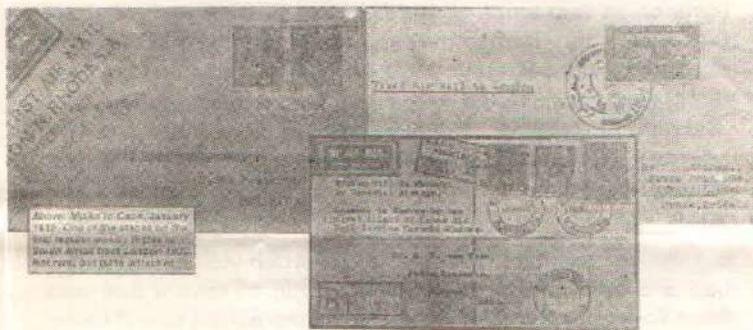


Alcock and Brown cover sold earlier this year by Harpers in their 'Labrador' Sale

The profits from Pequet's flight in India had been given to charity, so it was decided to charge something over the usual rates for the cards and envelopes that were to be flown from Hendon to Windsor. Cards were usually charged at 1/2d. each, and envelopes would go for the ordinary letter rate of 1d. per half ounce. Yes, those were still the days of penny postage. Then some bright spark pointed out that it was illegal for the Post Office to charge 6d. for a flown post-card and one shilling for a flown envelope - as was originally proposed. Consternation all round; but what one bright spark can come up with can always be capped by the efforts of another. (Just as the temporary measure of income tax, introduced in the 1840s by a supposedly Conservative government, has become depressingly permanent notwithstanding Gladstone's promise to remove it if he won the general election of 1874. Amazingly, he lost.)

A simple ruse

The solution of the problem in 1911 was to sell the cards (unstamped) for 6d. each, and the envelopes for 1s. each. The buyers could post the cards by sticking on each of them a 1/2d. stamp, and each envelope could be posted after having a 1d. stamp stuck on it. Special posting boxes were provided, and cards or envelopes posted in them were sure of being carried by air. By this simple rule, the required profit was obtained and the public got their souvenirs.



On 27 December 1911, in South Africa, another 'gimmick' flight was organised - the word gimmick is a modern one, but it can be used to describe these early airmails, which were soon to be very much more than gimmicks. Special cards were printed 'For conveyance by Aeroplane between Kenilworth and Muizenberg' Similar to the London - Windsor cards, these were franked with 1/2d. stamps. This was a particularly interesting period in South Africa's postal history, as there were no definitive Union of South Africa stamps at the time (only to be issued in 1913), so cards from this 'novelty' flight can be found with the stamps of any of the preunion colonies - Cape, Natal, Orange River Colony or Transvaal.

The aeroplane, a Bliriot monoplane similar to the one that had been flown across the English Channel in 1909, did the journey to Muizenberg from Kenilworth *in the Cape Peninsula) in only 7 1/2 minutes. Late that evening the pilot, Evelyn Driver (who had been one of Wydham's pilots), flew back with more cards to Kenilworth, arriving at the Kenilworth Racecourse at 8.10 p.m. On 2 January 1912 the second flight was made. Cards from these first South African airmails are not rare, but are sought after, especially bearing stamps of the different colonies.

Raising funds

South Africa was one of the first countries to realise the possibilities of airmails. In 1917 Major A Miller, DSo, began recruiting for the Royal Flying Corps - to be renamed the Royal

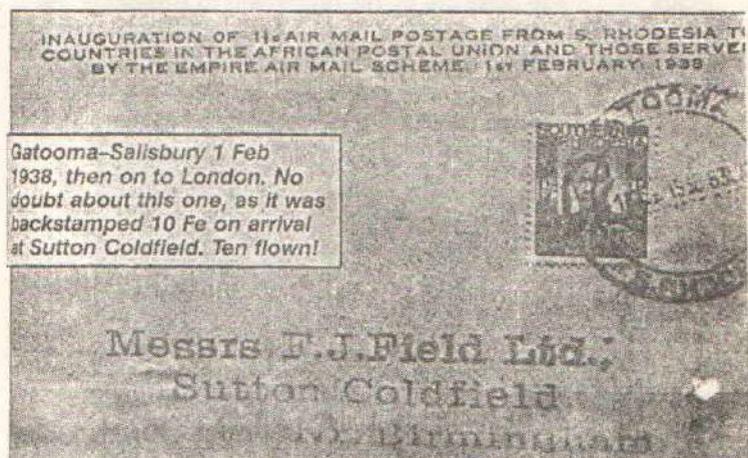
Air Force in 1918 - and it is belived some 2000 South Africans had been trained as pilots by the time of the Armistice in November 1918. In October and November 1918, in the Cape and later around Johannesburg, a series of cards were flown bearing the legend 'Our Day' to raise funds for the South African Red Cross. The earliest cards were flown in the Cape Peninsula on 7 October 1918, and can be distinguished from the later Johannesburg versions by having larger wings in the printed design.

After the First World War a Handley Page aircraft was taken to South Africa and at 6.20 a.m. on 15 February 1920 left Cape Town for Johannesburg, where it was expected to arrive about 6 p.m. the same day. Sadly, the plane came down near Beaufort West in the Cape Province, and the mail that was salvaged was sent on to Johannesburg by train. Envelopes known to have been carried on this attempted airmail are very rare. In March 1925, another and much more successful airmail service was begun, but we must turn away now to see what was happening far to the North.

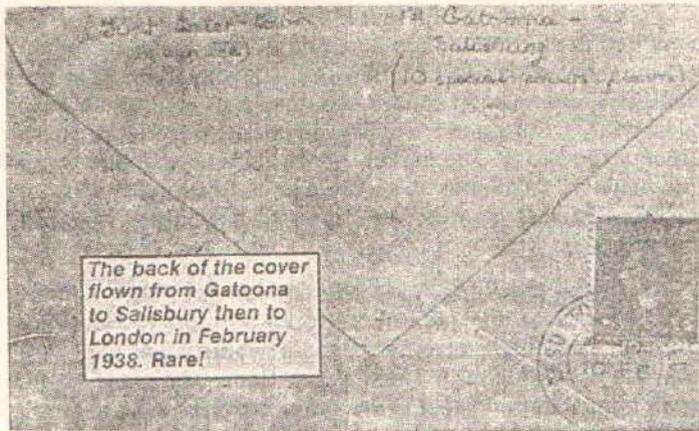
Even before World War I, the Daily Mail in London had offered a prize of 10,000 which was a considerable fortune. The result was that in 1919 many optimistic aviators collected in Newfoundland with a variety of aircraft, with the idea of heading for the British Isles. The plan was to fly with the weather, which is why for many years no flight from East to West was available. In 1919 was the Vickers Vimy bomber, developed by the British for bombing enemy territory in the last stages of the War. By the standards of the day it was a powerful machine, but the Americans were known to have high hopes for their seaplanes. The race was on, and a most interesting one it was.

Consolation prize

All the stepping stones in the Atlantic were ruled out, so it was no use flying from, say, Bermuda to the Azores and then to Europe and then to Britain. One American did actually pull off a crossing by that route with his seaplane, coming down in the sea just short of the Azores, getting the plane repaired there, and then flying via Europe to England. He was given a consolation prize of 5000 and was well satisfied with it.



In the middle of June 1919, John Alcock and Arthur Whitten Brown took off in their Vickers Vimy aircraft and flew out into the great blue yonder. They thought they were flying 'with' the weather, but the weather tricked them. For hours they flew through dark, rainy weather - but undeterred, they flew on and on. At length - and that must certainly have seemed the operative phrase - they saw land flash beneath the aircraft and knew they had arrived somewhere. The



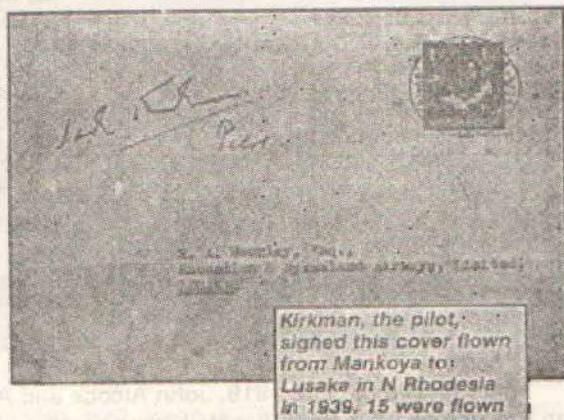
The back of the cover flown from Gatoona to Salisbury then to London in February 1938. Rare!

question was, where? The only answer was to put the plane down, and it pitched on its nose into a soggy field in Ireland. They had made it from Newfoundland to the British Isles, in a flight that was 1950 miles long, in 16 hours.

A slice of history

The 'Labrador' collection of Newfoundland airmails that was sold by Harmers in London contained a few covers that were carried by Alock and Brown. One that caught my eye was cancelled St John's NFLD on 13 June 1919 and again on arrival in London on 17 June - this showing that it was flown, as it could not have arrived in London so quickly by any other means! This marvellous item, estimated at 1500, actually sold for 1647. So there you are - save your pocket money and your pensions and you too could own a cover like that. No, I did not buy it, but anyone who stretches their budget to obtain such a cover can take comfort from the fact that they have latched on to a slice of history.

From 1919 airmails, to coin a phrase, really took off. Soon there were flights to and from India, Australia, and of course South Africa. I can recall, when I was somewhat younger than I am now, seeing in Umtali, Southern Rhodesia, Sir Quintin Brand, who with Pierre van Ryneveld made the first flight from London to Cape Town in 1919. Both men, like Alcock and Brown, were knighted for their achievement. My being able to have Brand pointed out to me in Umtali in the 1950s was made possible by his retirement to Rhodesia. He died, I think in 1968, at old Umtali. Who said Umtali was a backwater? Centre of the Universe more likely!



Kirkman, the pilot, signed this cover flown from Mankoya to Lusaka in N Rhodesia in 1939. 15 were flown

Now that the air routes to the far-flung parts of the British Empire had been established, it was only a matter of time before regular airmails were flown. Here the ordinary collector, who cannot get hold of a cover flown on the historically important flights, can have some fun. It is an oft-told story,

and one that bears repeating, that in December 1931 Imperial Airways (splendid title!) flew Christmas mail to South Africa.



One mail bag

A newsreel camera was on hand at Croydon Aerodrome (yes, Aerodrome) to film the loading of mailbags on to the aircraft, which, so it was said, would fly them all the way to South Africa. Gadzooks. What was not told at the time was that all that mailbags except one were chucked straight out of the aircraft, as the bulk of the mail had left the day before by train for Paris. The train had gone across the channel by the usual ferry, and no aeroplane was involved. The plane that left Croydon on that 9 December 1931 picked up the mail at Paris on its way south and, yes, it did all pitch up at its correct destination. Remember there was one mail bag that was not thrown off at Croydon - it contained 127 letters and it really was flown all the way. Letters in it were postmarked 'Croydon Aerodrome', and any envelope so marked are very scarce. Of the 127 letters, 20 were addressed to 'the Rhodesias', Southern or Northern Rhodesia, which means they are rare. It is thought that six were addressed to Salisbury.

Back in the 1970s or 1980s, when visiting London, I had a chance of looking at a collection of covers that had been flown by Imperial Airways, and came across one of these Croydon Aerodrome envelopes, addressed to Salisbury, and it is illustrated here. I think I paid 20 for it, and have hardly ever parted with 20 more eagerly. It would probably cost a couple of hundred now, if one could be found. Sometimes the postmark can be difficult to read - keep in mind the old-fashioned word 'Aerodrome' and you won't mistake it.

Extraordinary novelty

In 1939 both Pan-American Airways and Imperial Airways began regular airmail services across the Atlantic. Pan-American Airways were first away, but Imperial Airways introduced an extraordinary novelty that was the forerunner of the later Space Shuttle - they launched one aeroplane from the back of another airborne aircraft. The events of 1939 were a far cry from those of 1919.

The Second World War put a stop to most airmail flights, but another British innovation of the time is still with us - the air card, a folded air letter that was the forerunner of the later aerogramme, or air letter. That is also an oft-told story - the aerogramme or air card was a reversion to the days before envelopes existed, and when a letter would be written on a sheet of paper that would be folded round upon itself to form its own wrapper. The wrapper would be sealed and sent on its way. So it was with the air card - the finished item was sealed and sent on its way, and the lightweight paper reduced the load of the long-suffering aeroplane. Many thousands were produced for servicemen during the War, and the principle was retained for the civilian air letters that

become so popular afterwards. Anyone interested in collecting airmails should try and obtain a few examples, as each has its own story to tell.

The jet era

After World War II the jet aeroplane came into its own, and one of the most interesting first flights of the jet era was that to Johannesburg from London by DeHaviland Comet. The return flight from Northern Rhodesia was particularly interesting as it left on 5 May 1952, the day of issue of the 4 1/2d. and 9d. King George VI definitives. Soon they were to be replaced by the new Elizabethan designs, but it is possible to find them used on Comet covers to Britain, so there you have a first flight cover (northbound) and also a first day cover of a couple of stamps that are not found on airmail first day covers.]

Many people might say the period of airmails was over - maybe; but when I tell you I have only scratched the surface of the subject, you will see what a fine field awaits the diligent collector. Forget most of the mass-produced first day covers, miniature sheets, and other pretty items of today's profligate post officers, and try to find a few interesting airmail covers. Not all of them are ruinously expensive, and even some of the apparently elusive. Join the hunt, and the best of luck!

USE OF FISCALS IN THEMATIC PHILATELY

Naresh Kumar Agarwal

Thematic philately today is the most liked and appreciated field of philately. Most of the new philatelists enjoy the essence of this field. With the passage of time thematic philately has changed its contents, components and requirements. In this field emphasis is given to the thematic element through variety of philatelic materials such as stamps, cancellations, covers, booklets, advertisements, post marks etc. etc. comes in. There is no limit to the material one can discover and use which suits to the theme adding to both thematic and philatelic elements.

In national and international exhibitions various criteria/systems have been used to evaluate the exhibit such as knowledge, development, reality/originality, rarity, completeness, research etc.. I have even seen fiscals being used in various quality exhibits for completion and to add variety. I myself have used fiscals in my exhibit on "AUTOMOBILES" which won VERMEIL in three National Exhibitions consecutively. But to be very frank, I used them with an uncertainty or even degradation of the exhibit which still exists because no one has so far commented on this authoritatively. I even discussed and wrote to various eminent philatelists or judges who either remained silent or replied in very unsatisfied, confused and unclear way. This led me to a state of confusion. I could only decide that a little percentage of fiscal can be used but in a very most befitting manner.

Now coming to the point, as fiscal philately is now a fast emerging, upcoming and recognised field of philately, its materials do have some thematic importance because at certain level they cover thematics. I feel that at lower level, the inclusion of fiscals may not be appropriate but at higher level it should be appreciated because it comes in to picture only when specialisation is required and also when less philatelic material is available on the subject or its suits to the requirements of the theme. For example, in my collection, I have used 8annas motor

vehicle fee stamp of Indore state, registration certificate of 1957 of a car by RTO Bombay affixed with Rs.6/- stamp, Tax token of 1931 to cover the subject under Motor vehicle Legislation and Administration which is very important and essential chapter when we discuss about automobiles. But this has been used in a very appropriate and most befitting manner. I have seen fiscals being used on the introduction page of an internationally reknowned exhibit on FLAGS of Mr. R. Binani who is an eminent philatelist and one of the jury in national level exhibitions. There are so many other examples too.

From the above discussion what I want to say is that thematic philatelists even now afraid to use even small percentage of fiscals in their exhibit because of deduction of marks during evaluation of the exhibit considering the inclusion being invalid and improper only because there are no specific guidelines.

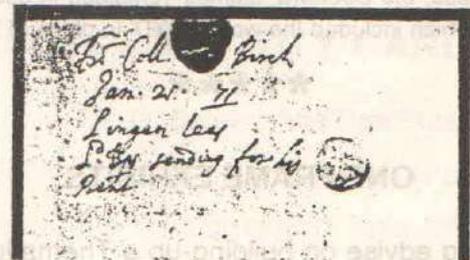
There is no doubt that the inclusion of fiscals reflects the research, originality and the quality of the exhibitor. In a nut shell, although the fiscals are used in thematic philately but I don't know exactly the official acceptability of the same as per FIP/FIAP. Hence, the matter needs to be seriously viewed and officially included in FIP/FIAP rules for evaluation of the thematic exhibit.

YOUTH FORUM

Bishop Marks and Dockwra Stamps

In 1660 Col. Henry Bishop of Henfield, Sussex, became Postmaster-General, for which privilege he agreed to pay the Crown £ 21,500 per annum for seven years. Bishop had to organise the posts and make what he could for himself above the payment to King Charles II who, in turn, settled most of the postal revenue on his brother, the Duke of York.

In answer to detractors who claimed that he was inefficient and his carriers dilatory (when, in fact, letters could have been written and dated well prior to their being handed in), Bishop announced that "a stamp is invented that is putt upon every letter showing the day and the month that every letter comes to the office so that no Letter Carrier may dare detain a letter from post to post which before was usual". "Before", in this case, meant before Bishop took over the appointment.



Bishop mark of 1671.

The "stamp" consisted of a 13mm diameter circle divided by a centre line above which the month was indicated by two letters and below which a figure (or figures) stated the day of the month when the letter was handed to an official letter receiver. This handstamp is called a Bishop Mark. It was introduced in 1661 and although circumstances forced Bishop out of office in 1663, the Bishop Mark continued in use until 1787.

Over the years of its use in Great Britain and colonial territories, it varied in style and size but retained the original elements.

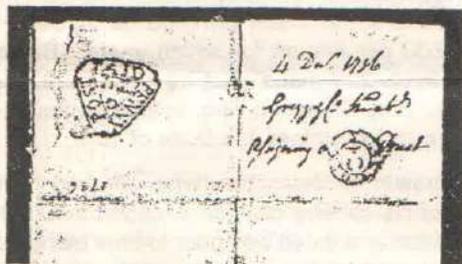
The Dockwra Stamp

In 1680, London was still without an efficient, official local postal collection and delivery service. To fill the gap, William Dockwra, a City merchant and one-time customs official, set up a series of nearly 500 receiving houses, within the cities of London and Westminster and their immediate environs, where letters and packets up to 11b in weight could be left for transfer at almost hourly intervals to the nearest of five sorting offices. Mail from these was passed to the sorting office nearest the addressee and up to ten deliveries a day were sent out from each sorting office. All letters and packets had to be pre-paid 1d and a triangular handstamp inscribed 'PENNY POST PAID' and incorporating the code letter of the sorting office which had first handled the item was impressed on each piece of mail.



Dockwra handstamp of the St. Paul's Office

This mark was the first handstamp incorporating a receipt for prepayment and can properly be classed as a postage stamp rather than being just a postal mark.



Later Post Office handstamp of 1786.

Dockwra's success led to the Crown (once again in the person of the Duke of York) claiming an infringement of the Royal monopoly and the State Post Office took over in 1683. As in Bishop's case, the Dockwra 'stamps' remained in use but with variations which included the word 'PAYD' in place of 'PAID'.

ONE FRAME EXHIBITS

Continuing advise on building-up a Thematic One

by Giancarlo Morolli, chairman Commission for Thematic Philately

In the recent issues of FIP Flash I covered the subject of One Frame Exhibits as I am a strong believer of its importance for the success of our hobby and in particular of thematic philately. I served in the jury of Bangkok 2003 and I enjoyed that rich exhibition class which offered a wide coverage of the major philatelic approaches. After the show, I exchanged my views with other thematic jurors and we came to the following conclusions :

Several entries were shown by known and experienced exhibitors. A number of them seemed to be a, more or less, straight extract of a multiple-frame exhibit. From one side this is unavoidable, but the emphasis on the concept of "narrow in scope but with depth of treatment and importance as complete as possible" should be fully respected.

On the other hand, some other experienced exhibitors showed entries in totally different fields or even in other classes. Their contribution is highly appreciated as they open the scope of interest to new facts and philatelic areas. Presentation was still done in the Traditional way. In a limited one frame environment I would welcome a more direct approach, respectful of the clarity of the layout and the relevant texts, but aimed at establishing a stronger attraction to the visitors.

As far as the thematic entries were concerned, we have two additional remarks.

Some of the exhibits were presenting a summary view of a larger theme, without trying a real synthesis. For sake of clarity, I define a "summary" as a consistent and coherent display of items on a theme, without necessarily developing all important thematic points and selecting the most relevant philatelic items, which is the objective of an effective "synthesis".

Contrary to the above, some other exhibits were the keen development of a point that in a larger exhibit. Could have been covered by fewer pages, in order to ensure the overall balance of the plan. Here we go back to the comment at point 1, where it was stressed the difference between "extracting" from a larger exhibit and developing a narrow subject out of the same, in its full depth.

I give a personal example, based on an exhibit that I built after Bangkok. For depicting the development of "radio broadcasting" I prepared 12 pages (the capacity of one frame in my country) describing the take off and the establishment of the major national systems; anyway I have on hand other four pages on how the same systems were implemented in other leading countries. If and when I will be able to do a full thematic exhibit on "radio" I would be compelled to squeeze the content of this exhibit into a maximum of six pages!. I am sure that most exhibitors can offer similar examples. For example, in our exchange of comments Dr. Wolf Hess made a couple of personal remarks: "Concerning thematic philately we quite seldom will have the possibility to show brandnew themes totally unfastened to larger themes. Myself I don't have a thematic One Frame Exhibit at the moment but only a Postal History one. Let me give an example concerning one of my themes-TBC. I have to deal with vaccination in the TBC-exhibit but I am not allowed to show this aspect on 16 pages because then there would occur an imbalance. For which reasons I shouldn't be allowed to deepen the subject in a One Frame Exhibit? Or another example chosen from my American Indian Exhibit - Why shouldn't I deal with the Indian tribes only having taken part to the "Trail of Tears"? Both aspects may belong to large themes but their treatment and 'follow-up will be done in a totally different way with an absolutely interesting absorption."

Anyway I do not want to concentrate the attention only on the international exhibitions, as the importance of One Frame Exhibit is very high at local upto national level, and here the primary target should be to stimulate philatelists to start showing and even to involve newcomers. for them the summary exhibits (e.g. soccer, Birds, Cars, second world War, all themes that are normally developed over several frames) would be a common fact and, if they get seriously involved, it could represent the starting point towards more challenging objectives. Jose-Ramon Moreno, another juror in Bangkok, wrote "Very few thematic exhibitors are being able to make a real synthesis of their



Two pages out of "Radio boardcasting" Exhibit



thematic exhibit. At regional / national level could be acceptable enter into the One Frame exhibits of big themes for beginners, or for beginners in that theme. At international exhibition in my opinion should be restricted to 'synthesis or narrow themes'.

Of course, the overall judging approach should be as serious as "light", without using the same mind set and bureaucracy that is embedded in our GREVs and SREVs. The "more of the same" is the major inhibitor for the success of this class.

In some countries there is also a subdivision between experienced exhibitors and new ones, to avoid an unfair competition. Such a provision could take away the impression that the best awards can be "captured" by experienced exhibitors only and introduces the touchy subject of medal hunters who want to exploit this class either to increase their awards list or to get those awards they were unable to get in the traditional classes.

Christine Earle, who performed her successful jury apprenticeship in Bangkok, made this comment: "I fear unless a more determined criteria as to the "experience" of the exhibitor is defined, e.g. first time or inexperienced entrant/beginner or experienced exhibitor producing a 16 page extract from a LG collection, the Class may not become too popular with some. In my opinion, if I had been an inexperienced exhibitor trying my hand at International exhibiting for the first time (a good reason for introducing the FIP experimental Class, as we need to encourage more exhibitors within the hobby) I would have felt extremely intimidated by some of the entries at Bangkok, to the point of embarrassment. If I had been the only recipient of a Diploma, I may have decided that in this format, One Frame exhibiting was not for me. Although it is not necessary, we as exhibitors cannot help comparing our exhibits alongside those of our peers (which is one way in which we learn and improve) however, I really feel inexperienced exhibitors should be allowed to develop in their own Class and not be expected to 'complete' against their more experienced colleagues." I believe she got the point even if I am inclined to think that international shows should be open to those "beginners" who have achieved some standards at national level.

In the last FIP Flash, the FIP President reported the successful experience of the One Frame Class in China; now Valencia is going to host another competition of high significance and will serve as an important test bed for our ideas but, please, let's concentrate our efforts at local and national levels, where the great potential is. If we will be able to do well the second task, the international competition will benefit automatically.

FIP CONGRESS REGULATIONS Revised 2004

Introduction

According to article 17.1 of the FIP Statutes, the Congress is the supreme body of FIP. It is necessary and advisable to regulate its operation.

The following provisions set out the procedures to take during the preparation for and during the sessions of the congress, in accordance with the FIP Statutes and with cross reference to the GREX.

These norms are necessary to ensure the necessary dynamism and order in the operation of the Congress; therefore they must be kept updated.

(Courtesy : Flash 2004.)

SIPA - IDENTITY CARDS

Mr. G. Balakrishna Das President SIPA, invites from interested life members two passport size photos alongwith a payment of Rs. 100/- (Rupees hundred only) towards the preparation of photo Identity Cards. The members are also sent personal details viz. date of birth, permanent address and collecting interests.

INFORMATION :

ROYAL MAIL LAUNCHES ONLINE PERSONALIZED ELECTRONIC DIGITAL STAMPS

Royal Mail on January 14, 2004 launched the UK's first digital stamp with a new online postage purchasing system called "SmartStamp". Customers can create SmartStamps on their desktop computer, buy them over the Internet and print them directly onto envelopes from a normal printer at any time of the day or night.

SmartStamps can be printed for most UK and international mail and can be posted directly into post boxes or taken to a Post Office branch in the usual way.

Small businesses can add their own logo designs and print them directly onto an envelope or label in the office. The ability to personalize the logo gives small businesses the opportunity to differentiate themselves from competitors and achieve a professional brand appearance more commonly associated with larger companies.

When the user is ready to pay they connect to the Internet and by submitting their order the cost of the stamps printed is deducted from their pre-paid user account. Customers can credit their pre-paid account with a credit card or direct debit at any time. The SmartStamp service gives businesses clear visibility of their spending on postage. The online account provides a centralized record of all money spent on postage by the business.

Entrepreneur Wayne Hemingway, whose company has been testing out the new system, said: "Hemingway design is the first design company to be able to trial SmartStamp and the concept of being able to produce stamps that can target customers, publicize projects and visualize our ethos is going down well. We will be using them to do more than just put our logo on the front of letters. Our first stamp designs have included an image of our collection of straw donkeys, another a photoshop disturbingly distorted image of the design team, another is a prototype design of a digital radio we've been working on."

SmartStamp is designed to suit a broad range of small business customers. Product testing conducted by Royal Mail found that financial advisers and accountants, lawyers, doctors, and estate agents all favorably received SmartStamp, believing that it would be a useful business tool.

"SmartStamp will suit anyone working within a small or home office," said Alison White, Royal Mail's Head of Small Business and Consumer. "If you send out a few items per day or more then we recommend that you seriously consider using SmartStamp"

"Royal Mail is dedicated to providing customers with a wide range of products that not only suit their postage needs, but also help them to operate more effectively as a business. SmartStamp is another example of a service that combines operational efficiency, quality of service and business enhancement services in one valuable package," added White.

The SmartStamp software is free, and is available to customers nationwide. Each business only needs to buy one copy of the software, which can then be installed on multiple computers. Customers then pay a monthly subscription of 4.99, or an annual subscription of 49.99 to use the SmartStamp service. For further information visit www.royalmail.com/smartstamp

