

Capital Philately

Journal of the Philatelic Society of Canberra



The Philatelic Society of Canberra
(Founded 1932)

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Capital Philately

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Editorial

Capital Philately has completed its first year of publication, and this issue marks the commencement of Volume 2. A venture which started out with a degree of optimism has shown that the project was fully justified - a project undertaken by a Society which, by any standard, must be numbered among the "good" Philatelic Societies in Australia.

The journal has appeared each quarter on time, and has attracted favourable notice in several philatelic publications. The whole of the writing, editing, setting-up and production of each issue has been done within the resources of the Philatelic Society of Canberra, and the printing has been carried out locally. However, the reputation of the journal, hopefully, will improve so as to attract contributions from outside the Canberra membership, where authors will see it as a useful forum for publication of their writing.

As well as being a form of communication to its own members, the Society welcomes several subscribers from outside, and, in time, their number should increase. One of the banes of any producer of a publication like this lies in the uncertainties of finance. So many worth-while projects have foundered for no other reason than the lack of paying subscribers - those who, in that way, have shown their appreciation of the voluntary efforts of all concerned with preparation. The Philatelic Society of Canberra necessarily has to subsidise this journal, and this is a situation which will have to be watched.

The first volume of Capital Philately, as well as editorial and review matter, has contained eleven major feature articles

(including one serialised over three issues), plus three regular features - all provided by members of the Society. The Society and the journal owe much to their dedication and enthusiasm.

Capital Philately aims to be a quality journal, and will endeavour to give coverage to the widest philatelic area. It does not intend to provide information for beginners or for those who carry out the valuable work of research in the more rarefied fields of philately. There are already adequate provisions for these. But it will try to provide useful, interesting and informative (and original) information, which will have some attraction for everyone. The policy of the journal is to encourage the availability of any form of philatelic education, and also to encourage collectors and philatelists to make use of the resources which are available for anyone who needs them.

On another topic, the Philatelic Society of Canberra has always been in the forefront of the promotion of philately, especially among the non-collecting public. Every two years, the Society organises a National Philatelic Convention, the third of which will be held in Canberra in March 1984. Members should not see themselves as mere spectators at the Exhibition which is a feature of every Convention - to be entertained by the efforts of others. The same applies also to outside collectors, who are encouraged to participate. The Exhibition provides the chance to bring worth-while collections before the general public, and every advantage needs to be taken of this. Furthermore, as the Canberra Conventions have now been given the same status as National Exhibitions (and the judging will be carried out according to national standards), entrants will be able to measure their own against other high-standard collections from all over the country. But if the would-be entrant feels that his or her standard is insufficient to warrant competitive participation, then there is still the opportunity for improving philatelic knowledge and education by observing the efforts of those who earn the higher awards. Because of its ability to provide opportunities for entrants and encouragement for others, the Convention needs the support of every collector.

* * * *

The Philatelic Society of Canberra acknowledges with thanks the generous gift by the Royal Philatelic Society of Victoria of a long series of issues of "The London Philatelist". Together with a similar gift of a later series by one of its own members, the Society's Library now possesses a run of over 20 years of this prestigious journal.

* * * *

This issue contains an article by Mr. Richard Breckon, who is the Philatelic Curator of Australia Post, based in Melbourne. "Capital Philately" welcomes Mr. Breckon's contribution, as the first by a non-member of The Philatelic Society of Canberra.

The hobby of philately has enjoyed a vigorous associated literature over more than a century. Collectors are regaled with the luxury of catalogues, of weekly and monthly magazines, of post office handouts and learned treatises on the stamps of various issuing territories.

Postal History on the other hand has not attracted such fulsome literature. Catalogues are rare beasts and popular newsagent type journals non-existent. However, the cupboard is not quite as bare as this. For example, increasingly stamp catalogues themselves are providing prices for stamps not only mint and used (and perhaps on first day cover) but also on commercial cover. Some of these prices are indeed eye-openers, showing relatively common stamps with low mint or used catalogue values but high catalogue value on cover. In fact one of the few areas remaining for prospecting in philately is the search in dealers' boxes of odd covers for the elusive usage, at the correct rate, of stamps that are reasonably common as individuals.

This development, pioneered by European catalogues and now being followed by the leading British catalogues, marks the first tentative step from a catalogue of stamps to a catalogue of stamps and postal history. But postal history is of course more than this, and perhaps because it is an aspect of social and economic history, lends itself to descriptions in prose rather than exhaustive listings. This is not to deny that listings of postal markings are not only interesting but vital in the study of postal history.

Because of its nature, postal history has thus spawned a number of journals which are the organs of specialist societies rather than glossies for sale in newsagents. Australia has its very own postal history societies which combine that interest with that of postal stationery. Postal stationery is not in its own right postal history but the usage of postal stationery often provides much of basic postal history data.

The Postal Stationery and Postal History Society of Australia was born in Adelaide in 1976 and produces a commendable journal "The Australian Posthorn" full of fascinating glimpses into Australian postal history and containing fascinating information which helps turn dross into gold. Then there is the Postal History Society, established in Melbourne in 1979, which produces "The Date Stamp" on a quarterly basis. This Society covers the world-wide range of postal history, with considerable emphasis on postal markings and mail routes. One of the best investments in philately today is not in stamps, or postal history, but in philatelic literature. Here I'm talking not of increase in the value of the investment (which occurs and beats inflation hands down) but in the provision of basic information which enables the collector to recognise the valuable where it is lying unnoticed, and often in one's own swap box!

In terms of English language publications however, the British have led the way since before the second World War. "The Philatelist", the house journal of the Robson Lowe organisation has continually emphasised postal history and is still regularly

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published as "The Philatelist and PJGB" (Philatelic Journal of Great Britain). The Postal History Society itself publishes a journal "Postal History" which is lavish in its presentation and catholic in its coverage. Recently there have been long articles on the mail steamers which plied the U.K.-Australia-U.K. route. Of course the emphasis is on the postal history of the United Kingdom but so much of Australia's early postal history is tied to that of the U.K. that much is relevant. Equally the entry of the U.K. into Europe has meant an increase in the coverage of European topics. There is one other national postal history society in the United Kingdom, The Society of Postal Historians. This is an exclusive society which one has to be invited to join, with eighty members from overseas. However, they do publish an extremely useful journal "A Postscript to the Postal Historian" which concentrates on short, pithy and essentially new information.

Finally there is also a Postal History Society in the United States which publishes "Postal History Journal" three times a year. As would be expected, emphasis is on U.S. postal history but this is considerably leavened by articles on European postal history and the latest issue contained a long article on Popper's Local Post in Tierra del Fuego. Details of all these societies appear below.



Our cover this issue is from that genre of collecting known as modern postal history. It is a commercial philatelic cover (to mix the philatelic metaphor), in fact a wrapper used to enclose a French Philatelic magazine "L'Echo de la Timbrologie". It is obviously worse for wear and bears two strikes of a three-line cachet "Damaged by salt water during transit" in black. On the reverse is a perfect offset of the French 6 franc stamp seen on the obverse. This wrapper can be described as a 'wreck cover' in the sense that Hopkins used in his book "A History of Wreck Covers" Robson Lowe, London 1967. Perhaps a more accurate description is "Salvaged mail". I have, as yet, not done my homework on this piece of postal history. The date is only discernible as an offset on the reverse - it is either 1956 or 1958. The use of the expression "salt water" suggests an Australian origin; the British consistently use "sea water" in the context of salvaged mail. So, for the time being, this remains a mystery cover bearing an unrecorded marking. Can anyone help?

The names and addresses of various societies (and journals) concerned with postal history are as follows:

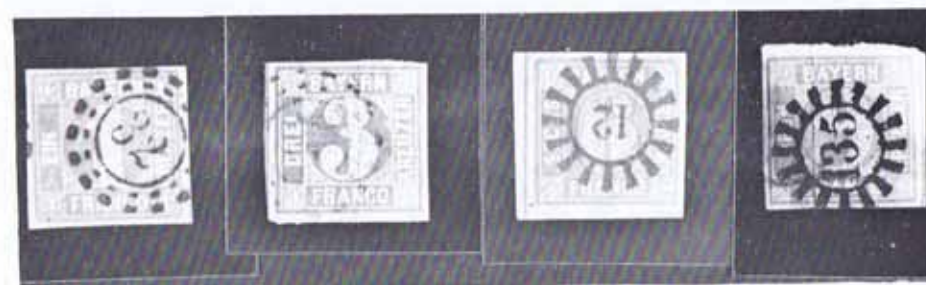
"The Australian Posthorn",
Bulletin of the Postal Stationery and Postal History Society
of Australia Inc.
G.P.O. Box 4, ADELAIDE, South Australia, 5001

"The Date Stamp",
Postal History Society,
P.O. Box 5, SURREY HILLS, Victoria, 3127

"Postal History",
The Bulletin of the Postal History Society
113 Moorside North, NEWCASTLE UPON TYNE, NE4 9DY, England

"A Postscript to the Postal Historian"
Newsletter of the Society of Postal Historians
124 Henshurst Hill, Burton-on-Trent,
STAFFORDSHIRE, DE13 9SY, England

"Postal History Journal",
Postal History Society Inc.
P.O. Box 937, BROOKHAVEN, PA 19015, U.S.A.



1. INTRODUCTION

On 5th June 1849, King Maximilian II of Bavaria issued a decree for the production of the first stamps of Bavaria, to cover the postal rates which were to come into effect from 1st July of that year. The stamps to be produced and the corresponding basic rates were:

- 1 Kr. black local letters and printed matter;
- 3 Kr. blue letters of up to 1 loth in weight for a distance up to 12 meile;
- 6 Kr. brown letters of up to 1 loth in weight for a distance over 12 meile.

The stamps actually appeared on 1st November 1849. In 1850, the colour of the 1 Kr. was changed to rose (to make the postmark stand out) and new plates were used for the 3 Kr. and 6 Kr. stamps. A new value, 9 Kr. green, was introduced to cater for a change in postal rates in 1850, and 12 Kr. red and 18 Kr. yellow values were added in 1858 and 1854 respectively.

In 1862, the colours of the stamps were changed on the introduction of common postal tariffs in the German-Austrian Postal District. The new stamps were 1 Kr. yellow, 3 Kr. rose, 6 Kr. brown, 9 Kr. bistre, 12 Kr. green and 18 Kr. red.

The remaining sections of this article discuss these stamps in some detail, apart from the 1 Kr. black and the 12 Kr. and 18 Kr. stamps. It is hoped that the article will be of some assistance in the study of these issues. The numeral stamps were officially superseded on 31st December 1869 by the coat-of-arms issue, and the remainders were sold to the Berlin stamp dealer Philipp Kosack.

Reference is made to the literature where appropriate, and where information came from only one source. However, where information is generally quoted in the literature, no explicit reference is made. A list of all references used in the preparation of the article is given in section 8.

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2. THE PRODUCTION OF THE STAMPS

General

The stamps were designed by Johann Hareney and the engraving of the dies was done by Max Josef Seitz of Munich (some sources attribute the design to Seitz). The dies were engraved on steel and sent to the Bavarian Mint, where secondary dies were made. The plates were prepared from the secondary dies by Gustaf Lorenz, and initially comprised four panes of 45 subjects.

The printing was carried out by Johann Georg Weiss at the University Printing Works in Munich, on paper hand-made at the Beck Mills in Pasing. The paper for all values except the 1 Kr. black has a vertical silk thread passing through all stamp positions, to guard against forgery.

The Plate Make-up

Initially, the plates comprised four panes of 45 stamps. There was a 13.5mm horizontal gap and about 2mm vertical gap between the panes. This arrangement applied only to the 1849 printings, the 1 Kr. black, the 3 Kr. blue plate 1 and the 6 Kr. brown type I. In 1850, the make-up was changed to two panes of 45 subjects, separated by 13.5mm for all new plates. The separation was changed to 22mm some time in or after 1862.

The individual stamps are separated by vertical and horizontal lines forming a frame round each stamp. The lines are thicker vertically than horizontally, except for the outermost horizontal lines.

The sheets were supposed to be separated into panes of 45 stamps before delivery to the post offices. However, this did not always occur, as illustrated by the two types of "bridges" (gutters) to be found. The example shown below was offered recently in auction (reference 10). It shows the wide horizontal bridge. Used examples are extremely rare. See Note (a).



Examples of vertical bridges can only be found from the 1849 printings. These are described in the catalogues as stamps with two thick horizontal separation lines attached. Pairs showing this small bridge are rare, and even single stamps with enough margin remaining to show the lines, are scarce, and command a considerable

premium. Reference 9 contains a good description of the "bridges" of Bavaria. See Note (b).

The Paper

The paper was hand-made and varies considerably in thickness. The quoted paper thickness ranges are:

- 0.03mm - 0.06mm - very thin
- 0.06mm - 0.12mm - normal range
- 0.12mm - 0.15mm - very thick

A premium is quoted for examples which fall into the extreme ranges.

The printing was done on the side of the paper not containing the red silk thread. However, examples can be found with the silk thread on the printed side. Such examples are common and command only a small premium. Examples are known with double silk threads (on the correct side).

The 1 Kr. black with silk thread and any other values without silk thread are considered to be proofs.

The Gum

Up till 1862, the gum was applied by hand with a hair brush. From 1862, gumming was by machine. The gum is yellowish, but some examples can be found with red gum. These stamps are scarce. Used examples are invariably cancelled with the mill-wheel postmark "7" of Alttting. The 3 Kr. blue and 6 Kr. brown are known with this gum.

Sheet Wrappers

Specimens of the numeral issues can be found printed in black on paper of a colour similar to that of the issued stamp. These "stamps" come from wrappers used to contain batches of 50 sheets of stamps. This arrangement allowed the Post Office personnel to know what stamps were in a packet without opening it.

3. THE PRINTINGS

The specialised catalogues such as reference 2, list fifteen distinct printing periods for the numeral issues. See Note (c). The periods are almost contiguous, and the reason for this becomes clear if one considers the quantity printed and the slow manual printing operation. Reference 6 quotes a production rate of 320,000 stamps per week for the 1 Kr. black, a very low figure by today's standards. See Note (d). The total number of stamps printed between 1849 and 1862 was approximately 145,000,000. If one assumes that the printing rate did not rise too dramatically, it is not difficult to imagine almost continuous stamp production for those years. Part of the reason for the slow production was the manual gumming of the sheets; automatic gumming was not introduced until 1862.

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The printing periods were:

Period	Dates
1	October 1849 to February 1850
2	April 1850 to December 1850
3	January 1851 to March 1852
4	April 1852 to March 1853
5	March 1853 to September 1853
6	October 1853 to September 1854
7	September 1854 to September 1856
8	October 1856 to June 1858
9	July 1858 to September 1860
10	September 1860 to September 1862
11	September 1862 to September 1863
12	September 1863 to September 1864
13	October 1864 to September 1865
14	October 1865 to June 1866
15	July 1866 to February 1867.

The use of the various plates and the occurrence of major colour differences can be assigned to the printing periods as follows (where references are inconsistent or where there is some doubt, a "?" has been inserted) :

	Plate	Predominant colour	Printing period
3 Kr. blue	1	grey-blue	1, 2
	2	pale blue	2 to 6
	3	blue/dark blue	7, 8
	4	blue	8(?), 9
	5	milky blue	10
The colour is not a good discriminating factor between plates as it tends to vary even within a printing period. The distinguishing features of the various plates are discussed in section 4.			
6 Kr. brown type I	-	reddish brown	1
6 Kr. brown type II	1	brown/reddish brown	2 to 8
	2	reddish brown	8 to 10
	3	dark(?) reddish brown	9, 10
1 Kr. rose	1	rose/dark rose	2 to 10
	2	rose	10
9 Kr. green	-	dull blue-green	2
		blue-green	6, 7
		sea-green	4 to 8
		yellow green	4 to 10

1 Kr. yellow	-	yellow/orange-yellow	11 to 15
3 Kr. rose	1	rose-carmine	11 to 15
	2	red (?)	13 to 15
6 Kr. blue	-	blue/dark blue ultramarine	11 to 15 proof
9 Kr. brown		yellow-brown/grey brown	11 to 15.

The numbers printed (all plates) were as follows:

3 Kr. blue	76,000,000
6 Kr. brown type I	760,000
1 Kr. rose	18,700,000
6 Kr. brown type II	34,000,000
9 Kr. green	11,500,000
1 Kr. yellow	17,600,000
3 Kr. rose	57,100,000
6 Kr. blue	15,200,000
9 Kr. brown	6,600,000

NOTES

- (a) Schneider auction catalogue May 1983.
- (b) Dober, K.K. - "Bayerische Brucken", Philatelie und Post-geschichte, No. 24, January 1974 (in German).
- (c) Michel Catalogue "Deutschland Spezial" (in German).
- (d) Groenland, Sven - "The Bavarian Black", The Philatelic Journal, Vol LXVI, October/December 1956 (serial), page 72.

(To be continued)

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Suppose I am working on "The Flora & Fauna of Fiji", taking one unit at a time. I am dealing, say, with the birds - herons, doves, honey-eaters and parrots in turn - and I have come to roost with the parrots. The following article is an example of the kind of information one ought to assemble for the writing-up. I have not included philatelic material on printing processes, papers, watermarks etc., although there is no reason why this should not have been done. I have confined myself to the theme or subject of Fiji parrots. At the end I list very briefly the sources one would have to use for this kind of research. I hope I answer the question adequately. It is presumed, of course, that you know something already of the subject of your choice and are prepared to read at depth.

W.B. Morgan, an ornithologist, provided a list of "Wild Birds of the Pacific Environment" for the Fiji Society in 1962. It listed only two parrots for the Colony, the Collared Lory and the Yellow-breasted Musk Parrot, the two which W.J. Belcher had elected to paint. R.A. Derrick, a geographer and historian, on the other hand, had argued that there were seven, describing them, but not identifying them scientifically. Another ornithologist, J.M. Watson, in a paper entitled "Some Aspects of Wild Life in Fiji, with Special Reference to Conservation" listed also the Red-throated Lorikeet as from Viti Levu, Ovalau, and Taviuni, but now (in 1960) extremely rare, if not lost altogether. In any case, these three at least are now preserved for posterity in the Fijian stamp album.

- (1) The Collared Lory (*Phigys solitarius*), vulgo kula;
- (2) The Yellow-breasted Musk Parrot (*Prosopaea personata*), vulgo kabote; and
- (3) The Red-throated Lory (*Vini amabilis*), seldom seen and apparently with no Fijian name.

The kulas are common in the coconut palms along the coasts. Both male and female have the same bright red colouring - red vest and collar against green and black with a purple crown. These birds fly very quickly ("dart" might be the word) in flocks of five to eight, thus giving the lie to the term "solitarius". They fly from one small island to another, feeding on the flowers of the coconut and drala. They screech at one another and nest in the ferns around the boles of the coconut palms. This small bird, about 20cm long, is depicted (after Belcher's painting) on the \$1 stamp (SG 449, 472, 519).

The Yellow-breasted Musk Parrot, depicted on the 40¢ stamp (SG 447, 470, 517), is the largest parrot in Fiji, 40 to 50 cm long, with a long tail. It is predominantly green, with a conspicuous

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orange or yellow breast. The Sulphur-breasted Musk Parrot on the new 55¢ stamp is really the same creature, maybe just a slightly smaller species, and the colour of the breast varies with locality. These raucous birds are probably confined to Viti Levu. Their Fijian name is Kabote not "Koki" which is a linguistic borrowing from the white man's "Cocky", due to the fact that this bird in captivity is supposed to be able to talk. The scientific name "personata" does not mean "like a person", but "the masked one", which describes the black face very well.

The Red-throated Lory is depicted on the new 20¢ stamp. It is a mountain bird of the Viti Levu rain forests and might well have been included in the 1979 set of Endangered Species, instead of the Parrot Finch, which is reasonably common in certain areas. This Lory is not at all well known, is about 18cm long, a green lorikeet with red cheeks and throat. Outside Viti Levu it has been reported only in Ovalau and Iaviuni, and when observed it is usually seen in a small flock (five or six) feeding high up in the tops of the flowering trees.

However, both in the bush and the stamp album we can push further than this.

The most publicised Fijian parrot is the Red-breasted Musk Parrot, *Prosopaea splendens* (spp), sometimes *P. tabuensis* (which suggests "the sacred one"). This is a large green bird, up to 45cm long, with red underparts and head (thereby distinguished from *P. personata*) and in certain localities it has a blue collar. There are some colour variations, due no doubt to the process of speciation, as these variations are regional. These sub-species are generally said to be (a) the Iaviuni Parrot (colouring less bright and no collar); (b) the Koro Parrot (also found on Gau) with a little black on the head and the red of the breast more maroon; and (c) the Kadavu Parrot with a very bright red. Sometimes it is designated *P. kadavuensis*. This bird is depicted on the 4/- stamp (SG 308, 321, 322), the first Fijian stamp to be produced by a photographic process. The photo is reported to have been of a bird in captivity owned by Governor Garvey.

Some of these larger birds in captivity have been taught to "talk", however, the Fijians were not impressed with this sailor's art of pedagogy. Kaka with an accent on the ultimate syllable indicates an onomatopoeic word and has been utilised in a Fiji idiom for an egotistical boaster: "Dau cavucavuta yacana vakaka" (One who talks about himself like a Fiji parrot, but says nothing but kaka.) And again the continual chatter of the bird has become the root of a verbal compound "kakavaka" (to talk rubbish).

There is still another Fijian parrot on a stamp. This is the Blue-crowned Lory (*Vini australis*) on the new 40¢ stamp. This is a small bird, length 18cm, predominantly green with red on the cheeks and throat, a purple patch on the lower abdomen and a blue crown. This species is found all over the small islands of Southern Lau, where it feeds on the flowering trees, especially the coconuts, and moves from place to place in flocks. My stamp album tells me that this small bird is known in the small Polynesian islands as far as Niue (See SG. 160); but all the other parrots are endemic birds not

known outside Fiji, except where travellers have taken them. Not only so, but furthermore, their habitats in Fiji are also confined. It is appropriate therefore to illustrate their distribution in one's collection with a map.

The basic Fijian semantic classification for parrots is a dichotomy - kula and kaka. In the former, which is a classification by colour, it follows that some kulas are not parrots at all, though they are parrot-like maybe. A good example of this is the kula lailai (the little red bird), which may be the Red-headed Parrot Finch or its relation the Pink-billed Parrot Finch, two species of *Erythrura*, the latter of which was included in the Endangered Species set of 1979 (SG 567), a questionable inclusion. The Fijian typologist was not concerned with the difference between parrot and finch - they were classified by colour. The word crimson "kulakula" is literally "the red-bird colour" as distinct from a brownish red or maroon (damudamu).

In pre-contact times, the red feathers of the Fijian birds, were sacred to Polynesian visitors from Tonga. In Iaviuni, they traded the charms of their women-folk for a small red bird. And this explains how the Kadavu Parrot has reached Tonga (*P. tabuensis*, "the sacred one"⁽¹⁾). These feathers were used in sacred paraphernalia and became the fringes of Tongan ceremonial wearing mats. They paid a heavy price for a Kadavu parrot and re-traded the green feathers to Samoans for the ceremonial head-dress of the Samoan sacred maiden (taupo). So these birds figured in a religious trade-cycle between Polynesia and Melanesia long before Christian times.

We have a good deal of documentary information about the distribution and behaviour of these birds in the sources of the contact period. For example in the year before Cession when Galoa on Kadavu was the port of entry, but virtually without settlement, Captain Spry (survey expedition), Lord George Campbell, Mosley, the naturalist, and others visited the place and recorded notes. Likewise, as plantations began to spread up the Rewa Valley in the 1860s and 1870s, so too the parrots followed the flowers of the newly planted coconuts and sugar cane. It is all in the records for the thematic stamp collector to research. But this is enough of my "Parrot talk", lest someone say my article is "all for the birds" anyway.

(1) The parrot depicted on SG 52 and 69 of Tonga, first reported, as the scientists say (I myself hold the priority of indigenous oral tradition) by Captain Cook, was not a Tonga bird, but is itself evidence of the pre-(Western)-contact.

Sources Used:

I have used the Transactions and Proceedings of the Fiji Society, vols. 8 & 9; The Fiji Islands (Geography) and the History of Fiji both by R.A. Derrick; observations from persons on the expedition of the "Challenger" - Mosley the Naturalist, Capt. Spry and Lord George Campbell's Log-Letters; Journals of Commodore Goodenough, Julius Brechley and other sophisticated observers; Mercer's Field Guide to

Fiji Birds; the Fiji Museum's Birds of Fiji in Colour (paintings by Belcher, text by Sibson); Hazelwood's Dictionary and his "List of Fijian Flora and Fauna" (1850); Capell's more recent dictionary; a work by de Ricci written for informational purposes at Cession; the relevant stamp catalogues - these from my own library - and I consulted J.M. Forshaw's Parrots of the World in the National Library and two works on birds on stamps in the library of the Philatelic Society of Canberra. I also interviewed an ornithologist from Fiji. I think this answers the question posed at the beginning.

Aubrey Lewis Simmons, a former President of the Philatelic Society of Canberra, died in August. He was an expert philatelist of the old school, with a knowledge of every aspect of the hobby, which was quite phenomenal. The President and three past Presidents represented the Society at the funeral.



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AUSTRALIAN ANTARCTIC TERRITORY DISPLAY AT CANBERRA PHILATELIC EXHIBITION

Richard Breckon

(Philatelic Curator, Australia Post)

A new major display at the Philatelic Exhibition in the Canberra General Post Office features selections from Australia Post's archival collection of Australian Antarctic Territory stamps. The Antarctic display is the second main display at the Philatelic Exhibition - the first having been a display of Australian colonial issues. It is expected to continue on public view until early in 1984.

The display features all Antarctic stamp issues, from the 1954 forerunner honouring Australian Antarctic Research Expeditions, up to the latest stamp issue commemorating the twelfth Antarctic Treaty Consultative Meeting in Canberra in September 1983. Included in the display are many examples of unadopted stamp designs - very few of which have ever been displayed before. The display was designed by Ray Honisett, who is responsible for the designs of 32 of the 60 Australian Antarctic Territory stamps.

A proposal to issue special stamps for the Australian Antarctic Territory (A.A.T.) was first put to the Postmaster-General's Department in 1955 by the Department of External Affairs. The first stamp, issued in 1957, was a 2/- denomination for overseas airmail usage. The stamp was valid for postage in Australia, and was sold at all post offices for three months. It was the largest stamp issued by Australia up to that time, being twice the size of the then current 2/6d definitive.

As well as the issue of the 2/- stamp, the Post Office had decided to add further denominations. Artists at the Note Printing Branch prepared designs based on photographs supplied by the Antarctic Division of the Department of External Affairs. Two of these designs, proposed for the base rate definitive (then 3½d) are illustrated. Four designs were selected for a series of stamps in denominations of 4d, 7d, 1/- and 2/3d. These stamps were to be recess-printed, and dies were engraved in 1959 in preparation for an issue later that year. However, a change in postal rates upset this plan and it was necessary to surcharge the 4d and 7d with new denominations of 5d and 8d respectively. An interesting feature of the Antarctic display is die proofs of the two stamps in the original (i.e. unsurcharged) denominations. The 5d definitive was re-issued in a re-engraved form in 1961, but not the 8d definitive, since ample supplies remained until the introduction of decimal currency.

The 50th anniversary of Sir Douglas Mawson's epic 1911-14 expedition was the subject of the first A.A.T. commemorative issue. During the search for material relating to Mawson, a previously-unpublished portrait of him was unearthed and this was used for the stamp design.

As early as 1962, it was decided to introduce a new definitive series illustrating scientific activities in Antarctica. It was also intended that the new series be printed by the photogravure process, which was then being phased in by the Note

Printing Branch. After some delays, John Mason was commissioned in 1964 to prepare designs. Some of Mr. Mason's interesting preliminary designs for this series are included in the Antarctic display. These stamps made their appearance as the first decimal issue for the A.A.T.

John Mason also designed the 1971 and 1972 commemorative issues for the Antarctic Treaty's 10th anniversary and the Bicentenary of Cook's circumnavigation of Antarctica, respectively.

It was resolved that the next A.A.T. definitive series would be representative of the exploration and fauna of the area. Accordingly, the 1973 series featured the subjects "Antarctic Explorers' Aircraft" and "Antarctic Food Chains". The two artists selected for this series, Ray Honisett and George Browning, were required to prepare two versions for each stamp, one of which was selected by the Stamp Advisory Committee for further development. The display features the adopted and the unadopted artwork for each of the twelve stamps in the series.

Six years elapsed before the next A.A.T. stamp issue for the 50th anniversary of the first flight over the South Pole. The display includes a large portrait of Admiral Byrd which Mr. Honisett completed for his own purposes after the stamps were issued.

The most recent Antarctic issues, including the current definitive series "Ships of the Antarctic", are all featured in the display. The design development of each stamp is traced, from the first "visuals" to the final artwork. The display is complemented by photographs and original drawings of Antarctic scenes which Mr. Honisett did during his two visits to Antarctica.



Two preliminary designs prepared by Note Printing Branch artists for the base rate stamp in the 1959 series. The designs, together with other preliminary artwork for this issue, are featured in the Philatelic Exhibition at the Canberra GPO.

BOOK REVIEW - LAKATOI II & III: Territory of Papua.

Hamilton Croaker, The Philatelic Society of N.S.W., G.P.O. Box 601, Sydney, N.S.W., 2001; 54pp, ill., July 1983; \$15.00 incl. postage.

This is a well presented and comprehensive book on the "Papua" overprints (Lakatoi II) and the lithographed and surface-printed issues (Lakatoi III); the aim and scope of the book are not stated. The author has compiled an extensive range of information covering the design and printing arrangements, proofs, paper, perforations, overprinting and surcharging, and including chapters on specimens, officials and duty stamps.

In several respects the information has been derived from the author's own knowledge and research and is supported by his, generally well-argued, opinions. There are some occasional assertions which jar the reader, lacking the quality and objectivity which characterise most of the theories and conclusions presented. Recorded sources are supplemented by contributions from several philatelists (acknowledgements given), and from many items in the possession of the author, some evidently near-unique.

That being so, it was disappointing to find so few illustrations. The three selected (one in colour) certainly have philatelic merit and interest, and are items not likely to be readily accessible to most readers. However, there does not appear to be a direct reference to the (un-numbered) illustrations in the text. I found eventually that the plate impressions on page 19 were described on page 10; similarly the illustration of Wood's proofs on page 9 relates to text on page 1.

The extent and depth of treatment of the normal postal issues, and of the technical aspects of the vignette identification and varieties seem to achieve a comprehensive coverage at an appropriate level - that is, short of an exhaustive listing which probably lies beyond the aim and scope of the book. The normal issues are described in sequence for each printer, printing and each value; there is also a brief chapter on postal stationery of the period. All major errors and varieties of overprints and stamps seem to be noted, including the occurrence of reversed watermarks, apparently not previously recorded.

There is a particular interest in the chapters on the officials, duty or revenues, and on certain specimens. Here is official confirmation, from research of Mr. Richard Muller, that duty stamps were never authorised for postal use - at least as at March 1913. The chapter on specimen stamps (of Lakatoi II), cancelled for official presentation, reveals apparently newly-recorded information from the late J.R.W. Purves and the author.

With the wealth of information contained in this book, it would have been useful - and for this reviewer essential - to have it presented also in tabulated or diagrammatic form, or at least as a summary check-list, which could portray clearly the relationship over time between printings, vignettes, values, major varieties, sheet format, paper, watermarks - and the earliest dates of usage.

There is no index, and an exhaustive one is probably unnecessary, especially if there were a check-list or tabulation, as suggested above. However a key to notable items would be useful.

Would not a reader be intrigued to see an entry "Cancellations, Melbourne, 1910", "Watermark, reversed" or "Coff's Harbour Covers"?

The quality of production is high, with a clear readable type-face on good-quality, semi-matt, white paper, and a good quality colour plate; the whole staple-bound with a colour reproduction on the card cover.

I noted only a few typographical errors, including an intriguing reference to ".... under the flap of the envelope....".

On first examining this book I encountered a few problems which were not resolved during review. There is no overall contents list of text or illustrations; I was left to discover that the contents of the section on Lakatoi III started at page 31 - and reverted to numbering chapters from I, so that chapters I to XIV appear in both sections. For some inexplicable reason, a supplement to the earlier volume, Lakatoi I, appears as chapter XIV of the Lakatoi II section. Separate treatment on a single detachable page would have been more logical, and convenient. The publisher's notice alleges that the book has 76 pages. My copy ended at page 54 - correctly by all appearances. I have yet to account for the others, even allowing for the fact that the preliminary pages have not been numbered.

In summary, this volume is a very useful compendium and companion to the first volume on the Lakatoi issues. It is to be hoped that the author and publishers will consider producing a supplement of illustrations (black and white would do) and a tabulated guide or check-list of the many notable items mentioned.

Altogether this is a book which no serious collector of Papua should be without - a copy has already found its place in our Society's Library.

D.H.Brennan

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P.A. Wood

Norfolk Island is set in the South Pacific on a latitude of 29°S, approximately that of Lismore in NSW, and is almost 960 kilometres from New Zealand and over 1,440 kilometres from Australia. The island covers an area of about 13 square miles or 3,500 ha, is sub-tropical in climate and mainly of volcanic origin.

The island is almost surrounded by steep cliffs rising to a central plateau of about 350 feet. There are two mountains on the island, Mount Pitt and Mount Baker, each rising to over 1,000 feet. There are several safe swimming beaches, including Emily Bay, from where Sir Francis Chichester took off during his historic round-the-world flight.

The island abounds in bird-life, although feral animals, particularly cats, take their toll. Vegetation is sub-tropical, with abundant supplies of avocados, all citrus fruits, macadamia nuts, guavas in hedges or growing wild, bread-fruit, bananas, seed palms, not to mention Norfolk Island Pines, Moreton Bay Figs and beautiful King and Birds Nest ferns. Although the island is well-watered and the soil is rich, most of the fresh vegetables for the 1,200 or so permanent and up to 1,000 transient population are flown in from New Zealand. Other stores are shipped in by air from Australia or New Zealand or by sea, and are offloaded into barges, as there is no alongside berth for even the smallest freighter.

Many of you will recall the history of this delightful island, but for those who need reminding, I will briefly recount the short but eventful history.

Norfolk Island was uninhabited when discovered by Captain James Cook in 1774 during his second world voyage, and in 1788 the first of two penal settlements was established. This was maintained until 1814. The second penal settlement, the ruins of which are still visible around Kingston, dates from 1826 and lasted to 1856.

Many of the convicts incarcerated in Norfolk Island were true criminals, being murderers and the like, and their treatment was brutal and harsh, so much so that hanging was regarded as a merciful release. When news of the atrocities and the plight of the convicts finally filtered back to England and to people of influence, it was decided by the Colonial Secretary to abandon Norfolk Island as a penal colony for good in 1855.

In 1789 a famous mutiny took place on board H.M.S. Bounty resulting in her Captain, William Bligh, being cast adrift together with loyal members of his crew, in a small boat. Meanwhile the mutineers under the command of Fletcher Christian, set sail for the Society Islands and Tahiti. Before setting sail again, several Tahitian women and some men were taken aboard and in 1790 the nine Europeans and nineteen Tahitians made landfall on Pitcairn Island, over 1,200 miles from Tahiti. Bounty was burnt to try to prevent detection by British Authorities.

There were many problems on the island and some bloodshed, but despite this the community increased, and by 1831 it was apparent that the island could no longer support its growing population, and a move was made back to Tahiti. This was

unsuccessful and once more the islanders returned to Pitcairn.

In 1856 the descendants of the Bounty mutineers left their home on Pitcairn Island and re-established as the first free settlement on Norfolk Island. Some of the islanders were dissatisfied, and between 1858 and 1863 many, but not all, returned to Pitcairn Island. The remainder made Norfolk Island their home and many of their descendants live there to this day.

We thus have two South Pacific Islands separated by over 3,000 miles of ocean with blood-related populations tracing their ancestry back to the mutiny on board H.M.S. Bounty.

Roughly half the present permanent population of Norfolk Island are "islanders", the rest being known as "mainlanders". The islanders speak English but have their own dialect which seems to be a mixture of old West Country English and Tahitian, and certainly I have found it to be quite unintelligible.

What of postal history and postage stamps, you may ask. Well fairly obviously there were letters being written to and from Norfolk Island during the early days. Although it is thought that a postal service was provided in 1832 during the second penal settlement, the first cover is dated January 1842. Mr. Ed. Garrard of Sydney is the proud owner of a letter written by a soldier, Corporal John Andrews of the 96th Regiment, on 22nd June 1843. The letter is addressed to Corporal Andrews' father in Scotland, with postage at the concession rate of 1d for soldiers and sailors letters and certified by his Major's signature.

Norfolk Island was originally under the direct control of New South Wales, but in 1844 Van Diemen's Land (Tasmania) took control until 1856, hence the name of the town of New Norfolk, Tasmania. Control passed back to New South Wales in 1856.

Van Diemen's Land issued its first stamps in 1853 and a supply of the stamps and an obliterator, No. 102, was despatched to Norfolk Island in the "Lady Franklin". However, a party of convicts on board mutinied and stole most of the stamps and the obliterator.

In July 1854 another supply of stamps and a new obliterator, No. 72, was sent to Norfolk Island in the "Lady Franklin". The ship left on the return journey on 8th August 1854 and a cover carried on this voyage is known dated 3rd August 1854 with a 4d. Van Diemen's Land stamp cancelled with the No. 72 obliterator.

The first circular date-stamps from Norfolk Island date from 1899. The 1908 circular date-stamp included the words "Norfolk Island" and the initials "N.S.W.", but in 1915 the "N.S.W." was changed to "AUSTRALIA". The next change was in 1937 when the abbreviation "AUST." was used, followed by "AUST" without the stop in 1947. More recently the cancellation reads "NORFOLK ISLAND" with the date but no mention of Australia.

In 1877, the New South Wales Postal Authorities supplied stocks of N.S.W. stamps, and most correspondence from the island during the period 1877 to 1914 bore the stamps of N.S.W., although the use of other States, New Zealand and British stamps is known.

During the second world war, an airstrip was constructed on the island and from 1942 to 1948, R.N.Z.A.F. and Australian Army units were present on the island. Forces Post Offices were opened

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From 1914 to 1947 the stamps of Australia were used on postage from Norfolk Island, and in 1947 the first stamps for Norfolk Island were issued. These are the well known "Ball Bay" set issued on 10th June 1947. They were printed by the Commonwealth Note and Stamp Printing Branch, Melbourne.

Since 1947 Norfolk Island has issued in the region of 250 stamps including the scarce self-adhesive miniature sheet of 1974 for the Centenary of the Universal Postal Union. Many of the Norfolk Island stamps have been designed by residents of the island. The late Mr. B. McCoy, who was postmaster on Norfolk Island, designed the 1966 and 1967 Christmas stamps, and the 1969 set commemorating the 125th anniversary of the Annexation of Norfolk Island to Van Diemen's Land was based on a design by Mrs. McCoy and Mrs. Amy Bathie. My stepfather, Mr. W.S. Newbald, supplied the photographs for the 1966 view stamps and for one of the Melanesian Mission stamps. Naturally many of the stamps depict views of Norfolk Island and places or people of historical significance. The infamous "Bloody Bridge" is depicted on the 5/- stamp of 1953. This bridge gets its name from the fact that the convicts building the bridge killed a warder and built his body into the bridge structure it being discovered when blood was seen oozing from the mortar.

Most of Norfolk Island's recent stamps were printed by Harrison and Sons using photogravure. However, the self-adhesive issues of 1974, 1975 and 1978 were printed by Walsall Security Printers Ltd. of the United Kingdom, using photo-lithography, and in 1979 and 1980 Asher and Co of Melbourne won the contract to print stamps commemorating the International Year of the Child and the 75th Anniversary of Rotary respectively.

Although much mail originating in Norfolk Island is for addresses in Australia and New Zealand, a local post does exist. Until 1980 postage was 1g, but is now 5g. This is a lot less than the 30g charged in Australia, although there is no delivery of mail on Norfolk Island, residents having to collect their mail from Private Boxes or direct from the Post Office.

The stamps of Norfolk Island are available mint and cancelled to order (at face value) from Australia Post Philatelic Offices. Alternatively, they are available direct from the Philatelic Bureau, Norfolk Island, South Pacific, 2899.

The airport on the island has recently been upgraded and extended to take jet aircraft and East-West Airlines operate a service from Sydney which now only takes about 2 hours to make the flight. For those who seek a quiet, peaceful holiday in a sub-tropical climate with the opportunity to buy goods at duty free prices in the shopping centre of Burnt Pine, Norfolk Island is well recommended.

References:

Norfolk Island Cancellations and Postal Markings - Study by The Pacific Islands' Study Circle of Great Britain.
This is Norfolk Island by R.S. Hillier.

'Phil. Litt.'

Dear Reader,

"Aerophilately" is a word you won't find in your dictionary. Anyway, I couldn't. Still, we know what it means, don't we! Don't we? "Well, Phil," I hear you say, "Something to do with stamps and aeroplanes, isn't it, but?" Not having a very clear idea about it myself, dear reader, I thought it would be a good thing to follow up, so I got talking to Biggles, our enthusiast in aerophilately. (Tom is his name, really, Tom Worth, but everyone calls him Biggles, I've no idea why.) "Biggles," says I, "You're a keen aerophilatelist. How about sharing it with my dear readers? What is it, and what books do you find helpful?"

Biggles gave me a cool appraising stare through his usual haze of cigarette smoke. "Laddie" he says "if aerophilately is your interest, then covers and not just stamps you'll be looking at. Tell your dear readers that this sort of collecting points you at the real reasons behind stamps - the carrying of mails, the routes flown, the accidents that happen, the people who carry the bags of letters - all that stuff y'know, that's what interests cover collectors, specially us aerophilatelists."

"But I ought to say something about the general field of cover collecting first," he says. Doesn't take much to get Biggles going - an interested ear is all. Lighting another cigarette, "This is postal history, not stamps, ol' boy. When you're interested in some theme such as mail carried on trains, exploration in the Antarctic, the economic expansion of a country through colonisation, or the development of flying, maybe the stamps show some of this in their designs. But the real interest is a stamp on a cover, with a postmark telling you when it started, other marks saying what route it followed, re-addressing and re-forwarding, other handstamps that say things like 'TOO LATE' or 'TAX TO PAY' or some other bally thing showing what happened to the letter en route."

"You tell your dear readers from me, ol' boy," says he, "to dash up to our library here at the Philatelic Society of Canberra an' grab the bound volume of Australian Stamp Monthly for 1955. The April issue has a real interestin' article by P.J. Masters on cover collecting and how to go about it. Says it all better than I can, by jingo!" Biggles thrust a battered packet of cigarettes at me. "Have a fag, ol' boy" - but that's not on for your old pal Phil Litt; spend it on stamps instead, dear reader, and what's more, you won't blow away the stamp hinges when you cough. But Biggles is Biggles, and, lighting another fag, he went on.

"Depends on what interests you," says he. "If you collect the things that show how some beastly bullies over-ran peaceful countries and then how they got thrashed, militaria, y'know, then Rev. A.H. Denney's book 'Militaria - Collecting Print and Manuscript' has some jolly useful chapters on military postal history an' other good stuff to nab when you can. Though what a sky-pilot is doin' writin' that sort of book beats me," Biggles added.

I glanced at Biggles' copy of 'Militaria', and was immediately impressed by the pictures of whole covers from some theatre of war, POW correspondence stamped with "OPENED UNDER

MARTIAL LAW" or "Kriegegefangenenlager" (golly) or "OPENED BY CENSOR". Also a page of G.B. stamps used during the Boer War, where the real interest was the postmarks. In all this material, clearly the stamps were taking second place - some covers didn't even have stamps on! But yes, dear reader, it did look interesting.

"Or shipping may be your thing," Biggles went on, "so that M.A. Studd's 'Paquebot and Ship Letter Cancellations' and J.W. Dovey 'Ship Letters of the South Pacific' are goin' to be jolly useful. Or maybe a special area of shipping like tragedies at sea, in which case you go for A.E. Hopkins 'Wreck Covers' - you'll find a copy of that in our own library here in Canberra, y'know."

"It's a fairly new collecting interest, this cover collecting, isn't it, Biggles?" I asked. He looked at me with an air of - what was it, pity? Oh goodness. "Ah, not so, Phil, ol' son. See here I've got a Stanley Gibbons catalogue for 1884, nearly a hundred years old, y'know. There they note that sometimes they can supply entire used envelopes and postcards, so obviously some chaps were keen on it then. Also Napier and Smith's 'South Australia', printed in 1895 mentions the evidence of a date stamp on an envelope as the essential evidence for first use of the stamps affixed to the cover. If you ask me, ol' boy, (which I had, dear reader,) whole cover interest has been around since fellows were first interested in stamps, and even before that. You look at any standard reference work, like Robson Lowe 'Encyclopaedia of British Empire Postage Stamps', or at any standard catalogue like Stanley Gibbons or Scott, and cover interest is right there."

"My thing, of course, is anything to do with planes, flyin', an' all that. Collecting this sort of material is an absolutely splendid interest, y'know. Nearly as good as flying, only you don't get inside a plane. Give me the jolly old wide open spaces of aerophilately every time - yes, by jove!" Biggles inhaled deeply, with a glint in his steely eye, but rather spoilt it by a coughing fit. "Beastly bronchitis. Be right when I've had another fag," he muttered. "Yes, Phil ol' boy, aerophilately is my thing but even this is too big for my pocket. Us pilots can't afford to collect worldwide, y'know, prices too hot! But there are good general reference sources for any chaps who can collect world-wide."

"These are books you should tell your fellows, Phil, old chap." Says I, "Er, we've got, um, girls as well as fellows, Biggles" - but he waved this aside. Biggles and girls move in different worlds. "Tell the fellows that the best world-wide reference is the American Air Mail Catalogue. Not just Yankee items, but good for all-world info, Phil. Or if they want to tackle it on a specialist level, tell 'em to look at F. Muller's 'Catalogue des Aerogrammes du Monde Entiere' - if they can afford to! My copy is a facsimile job put out in USA for about \$70 or \$80, beastly expensive, but better than what you'd be hit with if you bought the original. But not many can handle it on that level, an' what's more, you've got to be able to handle the Froggies' lingo, what!"

I had to stop Biggles in full flight as we had run out of time. However, I promised him that we could resume the discussion as soon as possible. Until then, your old mate, Phil. Litt.

Once upon a time there was an old man living with his son in a northern frontier settlement of the Empire. One day, their favourite stallion disappeared. Neighbours came to the old man's house to express their sorrow for the loss. The old man said: "This may not be a bad thing. Who knows?"

A few months later, the stallion suddenly returned with a pack of magnificent wild horses. Neighbours came to express their joy over the unexpected addition of wealth. The old man said: "This may not be a good thing. Who knows?"

After breaking in the horses, the son had a great time riding them. One day, misfortune struck. The son fell from a galloping horse and broke one leg. Neighbours came to express their sorrow for the injury. The old man said: "This may not be a bad thing. Who knows?"

A year later, barbarian tribes invaded the northern frontier and overran the border garrisons. The local government hastily conscripted all the able-bodied men from the area to defend the border. The son, being lame, was spared from combat duty. The defenders successfully repelled the invaders but suffered massive casualties.

Thereafter father and son lived peacefully to a ripe old age, counting their initial "loss" of the stallion as a blessing in disguise.

(Extracted & translated from Huai Nan Tze, first published circa 174 B.C.)

Clearly there is a moral in this ancient tale: you can't have good luck or bad luck all the time; and you can't take them at face value either. After the height of the local stamp market boom in 1979/80, more stamp dealers' names appeared in the Bankruptcy Gazette in 1981/82 than in any previous years one cares to remember. "This may not be a bad thing. Who knows?" When the present slow but steady recovery reaches its peak in 1987/88 (our prediction), the Australian philatelic trade will probably be dominated by the fittest survivals.

In the meantime, if you are thinking of long-term investment and need advice from dealers who have the trade experience and assets backing, perhaps you should consult



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