



Capital Philately



Journal of the Philatelic Society of Canberra



The Philatelic Society of Canberra Incorporated
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Capital Philately

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EDITORIAL

The other day I was pondering with a group of philatelists from all over Australia 'What makes a successful stamp club?'. One thing we did not do was to come up with the answer much I'm sure to the chagrin of several of the more voluble of Australia's collectors who continue to lament the absence of club members. However there are some guiding principles which should not be forgotten. Surely if the club is happy and a fun place to be then new members will join, and more importantly stay.

It seems obvious then that discussions in clubs which owe more to the similarity with the problem of how many angels can stand on a pinhead rather than to philately are going to be inimical to the growth and stature of the club. Fun and philately seem therefore to be the keys.

Another subject oft loved by philatelic philosophers is the cost of membership. But too often the equally important factor of membership benefits is either neglected or forgotten. If members get value for money then they gladly continue their membership. Thus it seems apparent that the solution to financial shortfalls, at least in the long term, is not to slash services but look around for additional benefits that will either generate further income themselves or provide the basis for expanding the membership and thus the income.

Philately and clubs are therefore becoming big business and the art is to pick the appropriate balance between commercial good sense and a relaxed atmosphere and informality all of which are becoming essential. Over the years the Philatelic Society of Canberra has managed this balance better than most; witness the large number of meetings per month, the good attendances, the competitive

urge of the members, even **Capital Philately** itself. The number of people available to form not only the council of the Society but the ACT Philatelic Council, the junior societies and the vigorous management committees of the biennial conventions is mute testimony to our success.

However we can never rest on our laurels and in the end the Society is only as good as its members. Therefore it is up to each of us to do our little bit whether it be a portfolio task over a number of years or the occasional shift on the door at stamp fairs.

There is no doubt that the more membership participation there is, the more that clubs can move with the times and keep up with the changing pattern of collecting. In the end it is collectors who set the standards and indeed the fashion. That's what makes membership of a club so enjoyable. If you haven't been to a display meeting why not go along and see what your fellow collectors are doing and think about what you could

do in terms of a small display say in January 1990.

Australia Post were telling me the other day that sales had picked up dramatically over the past twelve months and collector interest seems to have been rekindled. Lets hope we can reflect this resurgence in clubs by providing stamp collectors with offers they cannot refuse. If you have a friend who is interested in stamps why not bring them along to a meeting, preferably several, so that they can judge for themselves the camaraderie, the information available, the unrivalled source of interesting and inexpensive material and the pleasure of being part of organised philately.

Indeed there is another hidden benefit, the Philatelic Society of Canberra is a member of the Australian Philatelic Federation which, via its State Councils, is the collectors voice both to dealers and Australia Post. So please don't forget, sell your Society at every opportunity and increase your enjoyment from your club.

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**RIVER STEAMERS, RAILWAYS & MAIL
COACHES: A STUDY IN BORDER CROSSINGS
(continued)**

A.R. Tippett

Another important fact is that, in the absence of railway services south of the Murrumbidgee, except for the Albury line in the east¹, the huge territory west of that Wagga Wagga/Albury line, was for most of the time even after Federation, entirely dependent on the mail coaches and horsemen mail-carriers (like the man depicted on the Australian 1949 rider from beyond Bourke). Thus, for example, mail from, say, Wilcannia to Sydney was taken by Cobb & Co. coach on a continuing journey of two nights and a day to the rail head at Hay, and even then it was still 454 miles from Sydney. Steamer down the Darling and through Victoria or South Australia and thence by coastal vessel to Sydney was just as easy, and just as regular. However, in most cases it still required the mail horseman or the mail coach to get to either the railway post town or the river port.

I have a Christmas card sent from a farmer's wife out of Howlong to a friend at Brown's Plains. Howlong was 405 miles from Sydney and Brown's Plains 205 miles from Melbourne. A coach route went through Howlong and by Brown's Plains en route to Beechworth. Or for a horseman mail-carrier it was a 10 km ride in today's measure. But it did have to cross the state border.

Railways and rivers being more or less fixtures the flexibility had to lie with the mail carrier and mail coach. A really good book on the role of the mail coach in the postal history of New South Wales, I mean a book which really catches the drama

and measures the tremendous achievement, has yet to be written, but we badly need it. I do not mean just a book of tables, although they will have to be mastered. Beyond the achievement of bringing river and rail together with coach links was another drama of what they did for the pioneers of Australia. It is a part of a picture of a nation's soul. And, it is postal history at its sublime best. The average reader would be astonished at the number of cross-posts existing through the 1880's and 1890's and into the Federation years and where they came from and led to, and how topography is so much more important to people than state boundaries, as Sir William Ramsay, the greatest authority on the Roman road system pointed for the ancient world.

When we deal with mail coaches we should not forget that this was often a symbiotic innovation. It was more than government initiative. The private sector was involved. A mail contract helped to make the service a financial practicability, but it transported people and maintained the regularity of a living world. Everything was "tied up in the bundle of life". That is apparent in the coach services and also with the river steamers, and at some points with the railways.

For example, across the river from Echuca was Maiden's Punt (later called Moama) from which a railway was developed through Mathoura to Deniliquin. It was private enterprise that initiated it in 1876 - the Riverina with the Victorian railway system, and led to a whole network of cross-post coach routes. Coaches ran from Deniliquin to Hay and Jerilderie and to smaller settlements in all directions. What this 43 mile private railway did for

¹ I question the accuracy of the Anniversary pamphlet used by Peck in his TPO handbook, which illustrates a line to Jerilderie in 1885. The Railway Guide of that year shows no service to that town. Nor does it show any to Bourke. The last location in 1885 was Byrock, and that a terminus with no station platform.

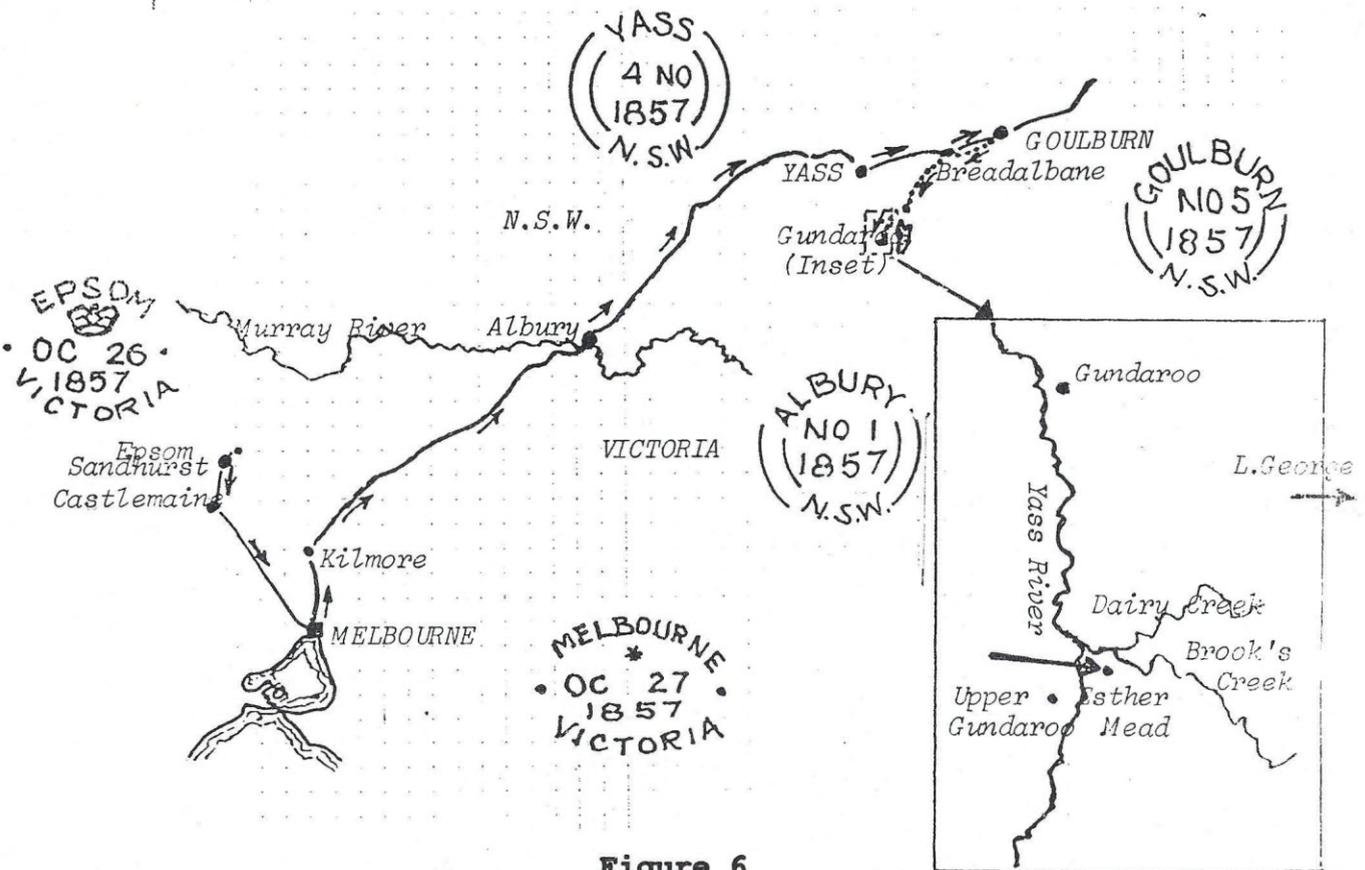
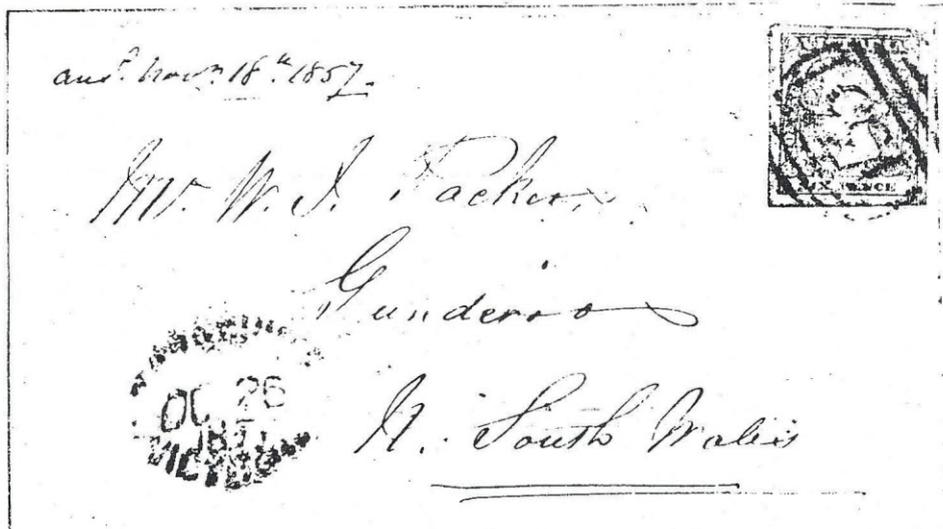


Figure 6

THE POSTMARKS TELL THE STORY - 26 Oct. 1857 -
Before the Link-up of the Melbourne/Sydney Railway

Posted at Epsom, 5 miles from Sandhurst Station. By Rail to Melbourne. Processed there Oct 27. Overland to Albury Processed Nov 1. Overland to Yass. Processed Nov 4. Sent by Coach to Goulburn. Processed Nov 5. Thence by horse Post to Gundaroo, leaving return road to Yass at Breadalbane. Time fro the journey 11-12 days.

William James Packer, pioneer, lived at Esther Mead (See inset) kept cattle on Lake George, grew fruit & berries for market in Yass and Queanbeyan but there were no roads.

the Riverina is worth an article in itself. The same may be said of the Broken Hill link with South Australia, which was another venture of private enterprise.

For the postal history collector trying to put together a showing of material picked up at our Stamp Fairs about the country at the present time this knowledge of the stage-coach network gives new meaning to the postal markings. We see that in spite of limitations of the railway system, mails could still be sent by coach, however round-about the journey.

Recently I acquired a cover sent from Yackandandah (near Beechworth) and addressed to a person in Urana, via Albury which was 22 miles by coach (Figure 4). From Albury it went to Howlong (26 miles), to Corowa (26 miles) to Mulwala (27 miles), to Deniliquin (27 miles) to Jerilderie (29 miles) and eventually to Urana (30 miles), granted a detour of 145 miles, but all by coach linkups, of 25/30 miles, all with postmarks showing the sequence on the journey, and the year being 1866 Mulwala's was a manuscript endorsement. But the letter got through in nine days and all by cross-posts.

We learn several things from that about coaching in 1866. First we find that 25/30 miles was regarded as the distance for maximum efficiency and use of energy for horses and passengers before a horse-change. One recalls also from the ancient sources that both Persians and Romans had seen fit to make scientific calculations in this same manner. Second we need to remember that the mail-bag went from post-town to post-town, where it was resorted; local letters were extracted, those for beyond and new posted items re-bagged and sent on. Thus, for example a letter from, say, Berrima to Gundagai, is marked with Goulburn, Yass and Gundagai upon delivery. Later on, towards the end of the century, when railway loops are utilized there are fewer back-stamps,

but the through-mail postmarks are always important and informative.

For example, a letter of mine marked "Overland" from Moss Vale to Melbourne, carries Goulburn and Albury and Melbourne (1874) backstamps (Figure 5). Another from Marengo (Murringo) went by coach to Burrowa and linked up with the Blaney/Hardin loop to the southern line through Wagga Wagga to Melbourne (1895). The important clue is that Burrowa postmark. A letter from Conago to Melbourne shows it went by coach to Deniliquin (B/S) and thence direct to Melbourne (1905). Another posted at the Broken Hill Railway Station, probably to go to Hobart via South Australia, was sent back to the town P.O., thence by steamer and or coach to Swan Hill and on to Melbourne where Tasmanian connections with Hobart were more frequent in 1904. This coach/steamer/train relationship is the feature of the period before and after Federation.

Earlier, letters were marked "Overland" and served by coach or horsemen, but the same back-stamping routine operated. An item from Wagga Wagga to Beechworth, across the border at Albury, was handled at Tarcutta and Albury between Wagga Wagga and Beechworth and has four C.D.S. An item from Epsom, has Sandhurst, Melbourne, Albury, Yass, Goulburn, en route by overland route before reaching Gundaroo after a twelve day journey in 1857 (Figure 6) when sea route by way of Sydney would have been more normal and faster.

I mention these covers, all of which I hold, and all of which crossed the border somewhere, mainly to supply the information for comparative purposes for other interested postal history collectors in this historical year of 1988, and in the hope that some focus might be brought onto the subject by someone with greater historical knowledge of New South Wales than I have. I might even suggest the research calls for a team of specialists rather than a single person.

LETTERS TO THE EDITOR

Dear Sir,

**QUEENSLAND POSTAGE RATES AND
REGULATIONS 1860 TO 1911**

I was most interested in Mr McMahon's article which began in the August issue of *Capital Philately*, as over the last few years I also have been engaged in research into Queensland postal rates, using the same sources as Mr McMahon mentions.

I should like to congratulate the author on the amount of useful information that he has presented, but I think that a little more could be added to the details regarding intercolonial rates. I refer particularly to the section on pp. 105-6 headed "Letters to other Australian Colonies and New Zealand." Mr McMahon says that the intercolonial rate was set at 6d for half an ounce from 16 December 1859. That date, however, was when the 6d rate to New South Wales was set, as before Partition letters to Sydney, etc, from the Moreton Bay District were charged at the internal rate of 2d per half ounce, so something had to be done quickly to meet the changed relationship. Letters to the other Australasian Colonies were charged at the New South Wales rates which had applied previously. The position was regularised on 22 March 1860 when postage rates were struck to apply specifically in the new Colony of Queensland. These included a rate of 6d. per half ounce from all places in Queensland to the other Australian Colonies and New Zealand.

In the 1870's the intercolonial letter rate came down, but not on the same date and not uniformly. First of all, the rates to New South Wales

were reduced on 20 February 1871 to 2d per half ounce overland and 3d by sea, and the latter rate also applied to letters to Tasmania; the same rate came into force to New Zealand on 13 March of the same year. From 15 May the 3d sea rate applied to South Australia and Western Australia, while letters could be sent overland to South Australia for 4d bearing a 2d Queensland stamp and a 2d New South Wales one. That left Victoria with a higher rate, and this was not reduced until 1 March 1873 when the rates became 3d per half ounce by sea and 4d overland (2d Queensland stamp and 2d New South Wales one).

On 1 January 1874 the rate was reduced to 2d per half ounce. to all Australasian Colonies (now including Fiji). This rate applied to all routes, except where a letter originated in one Colony and passed through a second for delivery in a third (or overseas); to these double franking still applied, inland rate in the originating Colony, and inland or overseas rate in the second. So far as Queensland is concerned, this meant that the overland rates through New South Wales to South Australia and Victoria still applied, until 1881 and 1882 respectively. However, as these rates were double and rates by sea, and in most cases there would not have been any time-saving, these routes were very little used. In fact, I have not seen nor heard of any intercolonial combination covers from the period after the 2d intercolonial rate came into force in 1874.

I shall look forward to reading further instalments of Mr McMahon's article, as he may have discovered rates that have eluded me.

H.M. Campbell

Dr. E. Druce
Editor, Capital Philately
Canberra

Dear Editor,

Maybe it will interest your postal history readers that the leading Danish journal **Dansk Filatelistisk Tidsskrift** in its November 1988 issue brought a warning against forged postmarks originating from Germany.

According to the article, the German Federal Police has recently uncovered a racket in forged, mainly shipmail postmarks, in particular with the names of Polar vessels, including the famous **NELLA DAN**, which last year came to a sad end after many years service supplying the Australian Antarctic Territory. The Danish owned ship belonged to the J.Lauritzen fleet specializing in arctic transport.

MS. MOGENS S	Danske Polar Skibet MS. ANNA JOHANNE	Danske Polar Skibet MS. ANNA JOHANNE
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MS. Erika Dan	Danske Polar Skibet MS. FRIDA DAN	Danske Polar Skibet MS. NELLA DAN
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Danske Polar Skibet MS. RITVA DAN	Danske Polar Skibet MS. SAIMA DAN	Danske Polar Skibet MS. THALA DAN
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Danske Polar Skibet MS. BRITANNIA	Danske Polar Skibet MS. GRONLAND	Danske Polar Skibet MS. MAYUMBE
---	--	---

Danske Polar Skibet MS. NANOK S	Danske Polar Skibet MS. EDITH NIELSEN	Danske Polar Skibet MS. LOTTE NIELSEN
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'Copies of some of the illustrations from the article by Eichner-Larsen'

When the police raided the premises of stamp dealer Hans-J. Rautschke in Bad Harzburg he was found in possession of 330 different forged postmarking devices from a number of countries. One of the features that aroused suspicion was that the forgeries purported to have been used by Danish ships were inscribed 'Danske Polar Skibet', which would have been passable if the ships had been Swedish. Correct Danish is "Det Danske Polarskib'.

It is feared that considerable quantities of covers with these products have reached the stamp market. With the great interest in antarctic material in Australia there seems to be every reason for collectors here to be careful.

Copy of the illustrations in the Danish journal is enclosed.

Mogens Juhl

**QUEENSLAND STAMP DUTY RATES,
1866 TO 1915**

Ian McMahon

The first adhesive Queensland duty stamps were issued in 1866 following the passing of the Stamp Duties Act which came into effect on 22 October 1866. This Act imposed stamp duty on a wide range of financial transactions and provided for payment of duty by either adhesive stamps or by stamps impressed on documents pertaining to the transaction ("impressed duty").

From 1 January 1880 until 1 July 1892 Queensland postage stamps and duty stamps were interchangeable. No separate duty stamps were issued during this period as the postage stamp series also served as duty stamps. To coincide with the removal of interchangeability, a new series of duty stamps were issued on 1 July 1892 although the 1d postage stamp continued to be valid for stamp duty purposes until federation.

On 1 November 1894 the Stamp Act 1894 came into effect. Changes to the stamp duty system included the introduction of a system of impressed duty by which adhesive stamps had to be affixed and cancelled by the Stamp Duty Office at the time of sale of the stamps. This system was introduced to try to prevent the evasion of stamp duty which seemed to be prevalent in the colony and was particularly important as stamp duties were a major source of revenue for the Australian colonies and could easily run into hundreds of pounds on large mortgages or estates. In 1890 stamp duties amounted to 133 983 pounds out of total taxation revenue of 1 437 666 pounds. Evasion of duty, forgery or reuse of duty stamps and failure to cancel duty stamps all attracted heavy fines.

This article discusses the stamp duty rates of Queensland over the period 1866 to 1916 and provides an indication of the wide variety of

transaction on which duty was payable and how very large amounts of duty could very easily arise.

Drafts, promissory notes, receipts, cheques and bills of exchange.

In 1866 the duty on drafts, promissory notes and bills of exchange was 1/- per each 50 pounds while the duty on receipts and cheques greater than 20/- in value was 1d. From 1894 duty on receipts was changed to 1d for receipts from 1 pounds to 2 pounds, 2d for receipts from 2 pounds to 50 pounds, 3d for receipts up to 100 pounds and then 4d for each 1000 pounds. A bill of exchange, payable on demand was charged a duty of 1d.

Banknotes

From 1866 to 1893 the duty on banknotes was 3 pounds for each 100 pounds of average annual circulation. For every 100 pounds of banknotes reissued after 30 June 1893, the duty was increased to 10 pounds. This increase in duty was intended to discourage private banks from issuing their own banknotes and was accompanied by the issuing of Queensland Government banknotes.

Agreements, bills of lading

All agreements over 5 pounds were charged 2/6 while bills of lading were charged 1/- with 6d for each receipt.

Leases

The duty on leases where the rent was 50 pounds or less was 2/6, 100 pounds or leases 5/- and for each additional 100 pounds in value 5/-. Transfer or cancellation of a lease was charged duty of half that originally paid.

Mortgages

In 1866 the duty payable on mortgages was 5/- per 50 pounds value while that payable on

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registration of deeds was 2/6. Transfer of a mortgage was charged duty of half that originally paid. In 1885 the duty on mortgages for a "sum certain" was 5/- per 50 pounds value with a duty of 2/6 payable on release of the mortgage and 5/- per 50 pounds for any additional advance. The duty for mortgages to secure the repayment of future advances was 15/- if the amount was not stated.

From 1890 these rates were simplified to 5/- per 50 pounds with a charge of 2/6 for transfer of the mortgage and 2/6 for release of the mortgage. From 1894 the duty charged on mortgages was 2/6 per 50 pounds value while the transfer of a mortgage attracted duty of 1/3 per 50 pounds and release of a mortgage attracted a duty of 2/6.

Transfers or conveyance of property

In 1866 the duty payable on the transfer of shares of a public company was 2/6 per each 50 pounds of value. From 1890 the rate was 6d for each 10 pounds. In 1866 the duty payable on transfer of a run or station was 10/- per 100 pounds and the duty payable on transfer of property other than shares or runs was 7/6 for up to 50 pounds, 15/- for up to 100 pounds and 15/- for each additional 100 pounds.

From 1894 deeds of any kind not elsewhere specified were charged duty of 10/-. Registration of instruments under the Real Property Acts was charged duty of 2/6.

Appointments

From 1890 the duty charged on the appointment of a new trustee was 10/-.

Insurance

For policies of 6 months or less the duty was 6d per 100 pounds. For policies over 6 months the charge was 1/- per 100 pounds. Time policies on ships or goods carried

by ship for a period of over three months were charged 2/6. The duty on other policies was 1/- per 100 pounds.

From 1894 duty on insurance policies on property was 1/- per 100 pounds insured for a period over six months and 6d per 100 pounds for periods less than 6 months. Insurance for ships or goods carried by ships was 3d for every 100 pounds insured. A 3% duty was charged on insurance policies on wool, skins, meat and sugar. Accident insurance was charged 1/- per 100 pounds. The duty on all other policies was 1/- per 100 pounds.

Articles

The duty on articles of clerkship was ten guineas while that on articles of apprenticeship was one guinea.

Bonds

Bonds for the payment of money were charged duty of 2/6 per 100 pounds. Transfer of bonds were charged 5/- while other types of bond were charged 10/-. From 1894 all bonds were charged duty of 10/-.

Awards

Probate and Administration of Wills

In 1866 the duty charged for the probate of a will was 10/- for wills of up to 50 pounds in value, 1 pound for up to 100 pounds in value and then 1 pound for each additional 100 pounds. The corresponding rates for letters of administration were 15/-, 30/- and 30/-. In 1886 probate of wills and letters of administration were charged duty at the following rates: no duty for estates of less than 100 pounds and then 2% of the value of the estate for estates up to 1000 pounds, 3% up to 10 000 pounds, 4% up to 20 000 pounds and 5% for estates over 20 000 pounds. (Half rates were payable on that part of the estate going to the testate's wife or children). In 1892



the rates of duty were changed to: no duty for estates up to 50 pounds, 10/- for estates up to 100 pounds, 1 pound for estates up to 200 pounds, 2 pounds up to 500 pounds and 5 pounds for estates over 500 pounds. The administration of wills was charged twice this rate of duty. From 1892 succession duties were nil up to 200 pounds, 2% up to 1000 pounds, 3% up to 2500 pounds, 4% p to 5000 pounds, 6% up to 10 000 pounds, 8% up to 20 000 pounds and 10% over 20 000 pounds. Half rates were charged for succession to wives and children and double rates to "strangers in blood" and charitable institutions (up to a maximum of 10%). From 1905 probate and administration duties were changed to nil for estates less than 300 pounds but otherwise 1 pound for every 100 pounds. Succession duties remained the same except that bequests to charitable institutions and for educational purposes within Queensland were now exempt.

Foreign companies

From 1896 to 1909 the duty payable on the registration of a foreign company was 10/- for companies with a nominal capital of up to 1000 pounds and 1/- for each additional 1000 pounds of capital. The registration of any document required to be registered under the Foreign Companies Act of 1895 required the payment of 5/- duty.

Charter-party

A charter-party was a deed between a shipowner and a merchant for the

hire of a ship and the delivery of a cargo. From 1893 where the charter was less than 20 pounds then the duty was 10/-, where it was less than 100 pounds then the duty was 15/- and on charters over 100 pounds the duty was 1 pound.

Beer Duty

In 1885 a beer duty of 3d per gallon was introduced and a separate series of beer duty stamps introduced. This duty remained in effect until the introduction of the Commonwealth excise of 2d a gallon in 1902.

Liens on crops

From 1870 the duty on the registration of removable liens on a growing crop which does not come to maturity within a year was 2/6.

Exemptions

Some transactions exempt from duty were agreements less than 5 pounds, drafts used solely to transfer money between Queensland banks, debentures, promissory notes, treasury notes issued by the Queensland Government, leases from the Queensland Government and life policies less than 50 pounds.

References

Queensland Government Gazette 1866

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W.D. Craig, The Revenue Stamps of Queensland, Hobart, 1982.

FROM HUNGARY TO AUSTRALIA**Judy Kennett**

Recently I looked through the examples in my collection of mail that came from Hungary to Australia between the turn of the century and World War 2. In this period fell World War 1 (1914-1918); following that war, the Treaty of Trianon (1920) removed significant territories from Hungarian rule and gave them to emergent nations such as Czechoslovakia and Yugoslavia, and to old adversaries such as Romania. Two changes in the Hungarian currency also occurred during those years, the second of which was brought about by the collapse of the Hungarian economy during the Great Depression and subsequent inflation.

Some of these events are shown in the examples I've selected. There are two points that deserve to be mentioned before we start looking at the covers and cards. Until the end of World War 2, patterns of emigration from Hungary favoured the New World, so the volume of mail to come here was probably never large. Secondly, there were likely no mails from Hungary to Australia during World War 1 - July 1914 to November 1918 - because Austria-Hungary was part of the Central Powers alliance with Germany, the enemy.

Registered Mail 1899

The first example is a registered cover (Fig.1), postmarked at Nagy-Szombat on 14 April 1899. It is franked with one 50-krajczar and, on the reverse, five 2-krajczar stamps of the 'envelope' issue of 1898. The currency of the time was 100 krajczar = 1 forint.

On the reverse side are the cancels that tell of its journey. First is an indistinct travelling post office c.d.s. of 'PONTE...-BOLOGNA*AMB. 15 APR 99'. There are no further markings until the letter received a

'Registered N.S.W.' c.d.s. (part missing), probably Sydney on 16 May 1899, and on the same day it was received at Hurstville, in suburban Sydney. In manuscript on the back is the name of the sender - Clementine Drahos, Tyrnau (the German name for the town of origin), and a note which, when translated, reads 'Contents used stamps'.

It is to be noted that the town of Nagy-Szombat or Tyrnau has been in Czechoslovakia since shortly after the end of World War 1; now called Trnava, it is situated to the northeast of Bratislava.

The manuscript 'B' in blue on the front has been recognized as the symbol for Bologna, Italy, to indicate to post office staff that the letter was to be put into a bag for that city, en route to a Mediterranean port on a shipping route to Australia. In this case the port would likely have been Brindisi, where British ships called to pick up European mail before sailing to Alexandria and the Suez Canal.

Following a change in the Hungarian currency on 1 January 1900 to 100 filler = 1 korona, new postal stationery and the first issues of the 'Turul'-design stamps were introduced.

Pictorial postcard 1907

The second example (Fig 2) is a commercial picture postcard with a scene in the public gardens at Fiume, and with a short message from the sender. It bears a 10-filler Turul, the correct rate for postcards to foreign destinations, and was postmarked at Fiume on 29 August 1907, (the c.d.s. reads '907 AUG 29'-Hungarian style).

On the same side is the heading in four languages - German, Hungarian, Italian and Croatian - and the name of the printer in Budapest. The former province of Croatia, where

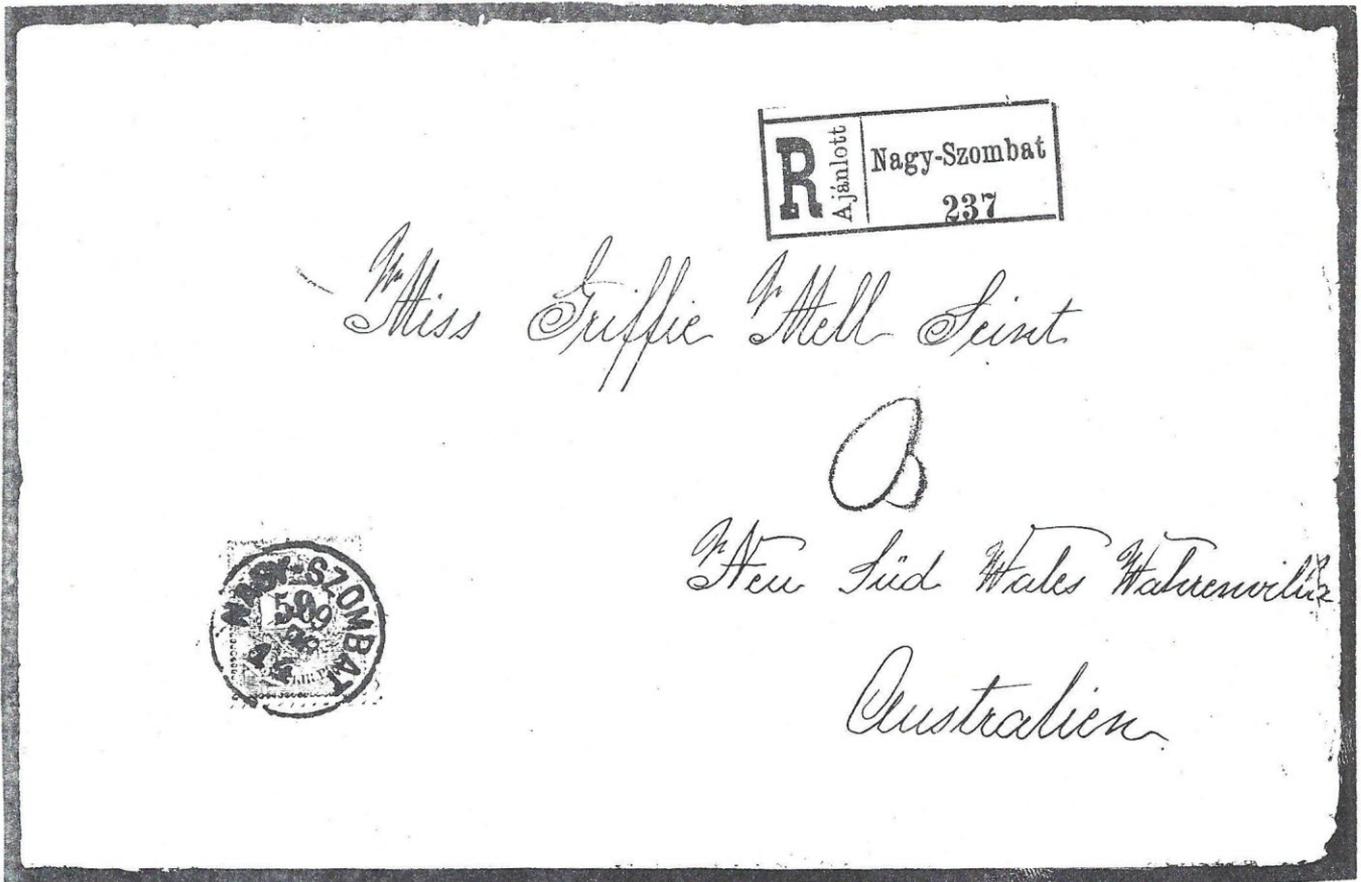


Figure 1

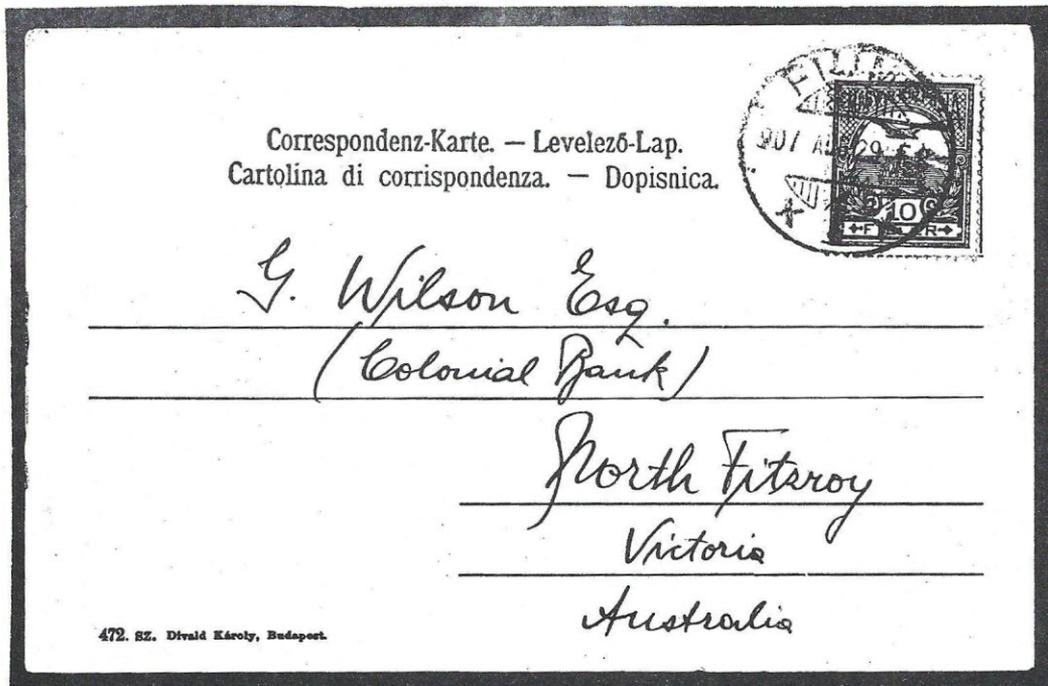


Figure 2

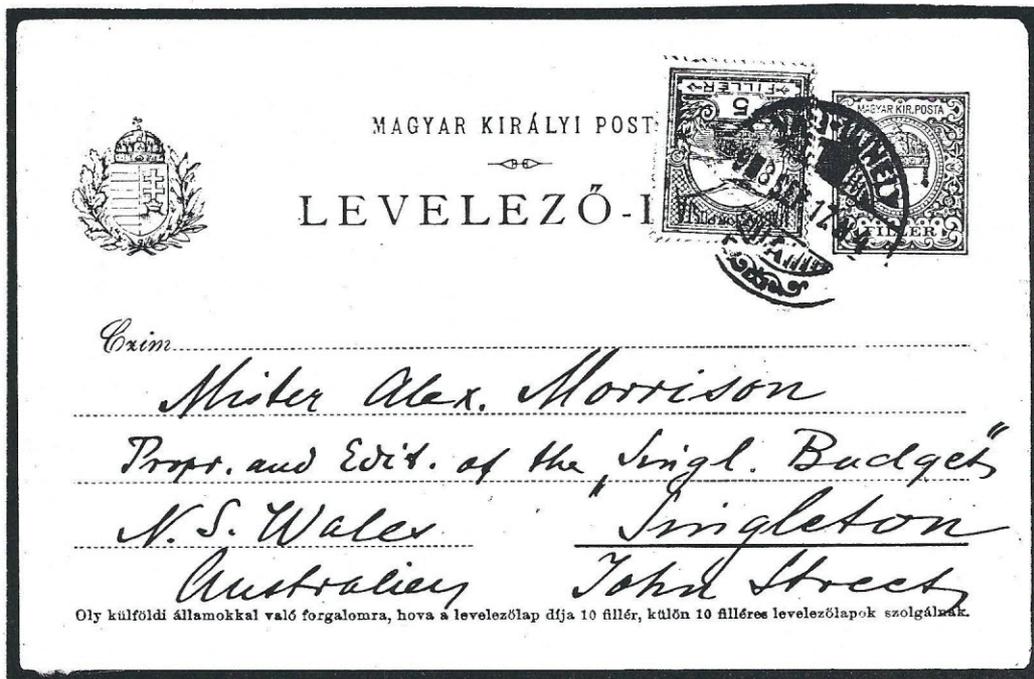


Figure 3

Fiume is situated, was under the Hungarian postal administration from 1 April 1868 until Croatia was incorporated in the new state of Yugoslavia in November 1918. The city, a port on the Adriatic coast, became a free city and the subject of a long-running dispute with Italy which annexed it in 1924; after World War 2 it was incorporated in Yugoslavia and is now known as Rijeka.

Prestamped postal card 1908

The next example (Fig 3) is a postal prestamped card of the issue of 1900 (Higgins & Gage #24). It was sold in 4-, 5-, and 10-filler values, for local use, for certain neighbouring countries, and for international use. The writer used a 5-filler card, and added a 5-filler Turul stamp to make up the international postage rate. The text below and address, when translated, reads 'Separate 10-filler postcards are available for foreign countries when a 10-filler postcard fee is applicable'.

The card was postmarked at Vag-Ujhely on 17 September 1908, addressed to 'Mister Alex. Morrison, Propr. and Edit. of the "Singleton Budget", Singleton, John Street, N.S.W., Australian'. There is no backstamp to show its arrival.

The message is in excellent English; the writer - a Prof. N(?) Erdode - refers to an advertisement in the "Globe Trotter" and to membership of an organisation called 'C.C.C.'. He then offers to exchange postage stamps of Hungary, Austria, Montenegro, Bosnia, Transvaal, Natal and Portuguese India for those of N.S.W., Queensland, Tasmania, Samoa, South Australia, and was also interested in postage dues.

Vag-Ujhely was in the northwest of the Kingdom of Hungary; following World War 1 it was incorporated in Czechoslovakia and its modern name is Nove Mesto nad Vahom.

(to be continued)

SPECIALIST SOCIETIES

THE AUSTRALIAN COMMONWEALTH
COLLECTORS CLUB OF NEW SOUTH WALES

Paul Barsdell

Next year will be a landmark for collectors as they celebrate the 150th anniversary of the issue of the first postage stamps on 6 May 1840.

Another philatelic anniversary will be celebrated in May 1990. The Australian Commonwealth Collectors Club of New South Wales, which held its inaugural meeting on 22 May 1940, will celebrate its 50th anniversary.

Although most philatelic societies in Australia have been facing declining membership, the Club has experienced a resurgence of interest, having recruited about 60 new members last year. an excellent Bicentennial effort. Its membership is about 420.

The Club covers any aspect of the postal operations of the Commonwealth of Australia and its past and present Territories. This includes Papua New Guinea before independence, Norfolk Island and other current Territories. The Club also covers the use of Australian stamps overseas - in the Borneo territories in late 1945, the B.C.O.F overprints in Japan, their use by Australian Forces and so on.

The Club meets at 7.45pm on the third monday of each month at Philas House, 17 Brisbane Street, Sydney. There are displays shown at most meetings. Visitors are always welcome.

The activities of the Club are not confined to meetings. It has two active study groups - The King George V Research Group and the Frama Study Group. The latter meets regularly 15 minutes before the start of the monthly meeting.

The Club publishes the bimonthly **Bulletin** which is sent post free to all members. Material published in the **Bulletin** ranges from detailed articles on the printing of King George V stamps to information on modern postmarks and other aspects of postal history. An independent group, The Australian Forces Mail Research Group, most of whose members belong to the Club, has its research findings also published in the **Bulletin**.

The **Bulletin** has won awards in the literature class of philatelic exhibitions in recent years, gaining large silver awards at Stampex '86 and Sydplex 88.

The Club also publishes **Frama Imprint** which is sent free to members who request it. This is published about every three months depending on the available for material for publication.

The library of the Club has been amalgamated with that of the Philatelic Association of New South Wales, one of the major philatelic libraries in Australia.

The current annual subscription is \$12.00. Further information about the Club may be obtained from the Hon. Secretary, Alan Patterson, Box C300, Post Office Clarence Street, Sydney NSW 2000.

BOOK REVIEW

The Postal History of New South Wales 1788-1901. J.S. White ed., Philas, Sydney.

Philatelists have a wide range of collecting interests. For many this is limited to adhesives, they are well catered for by catalogues and other publications. For some the fascination is with postal history; the development of postal systems and the study of routes, rates and markings. The problem, and perhaps the limitation for postal historians is to obtain literature on which to base their collections. This is particularly the case for those whose interests are the pre-federation Australian states. To a newcomer to Australian philately, the lack of comprehensive published works on postal history is striking especially when compared to other nineteenth century British colonies. The premier state of New South Wales was no exception - this has changed. From an almost total lack of synthesis, the publication of The Postal History of New South Wales 1788-1901 presents one of the best postal history volumes available anywhere. Australian philately owes a major debt to John White and his team of researchers and authors. The publication of this monograph in 1988 represents the philatelic highlight of the bicentennial year. The award of a gold medal, with felicitations, in the literature class at Sydrex 88 was fully deserved. But what makes the book so special?

Every collector of postal history will have their own view on the contents of the ideal postal history volume. For the reviewer such a work should commence with a background to the need for a postal service, together with extracts from the appropriate legislation and archival records. Next, and for many the most important, details of the postal markings. These should incorporate actual size illustrations of each type of marking, details of first and last date of known usage and an

indication of rarity. Finally routes and rates, surprisingly this is often poorly covered. On all these counts this book scores excellently. A minor criticism is that there is no complete listing of post offices and a guide to their various markings. This is complete to 1852 but readers are referred elsewhere for full listings, number and type of obliterations etc. This is a shame as a relatively short appendix could have presented this material. For most collectors, especially those with NSW material, a qualitative guide to rarity is always exciting.

These minor omissions do not detract from the overall comprehensive scope. Information is included for the range of territories that were originally administered from New South Wales, from Lord Howe Is. to New Zealand. All the instructional markings are covered including 'free' and 'paid' registration to wrecks. The description of routes and rates is especially thorough and for the first time there is a complete listing. The illustrations are excellent; these include maps, photographs and sketches of post-markers as well as mouth-watering covers in full colour. The volume is well indexed and maintains a commendably readable style throughout.

Philas, John White and his co-authors, and all the philatelists who contributed are to be congratulated on producing such a magnificent volume of 481 pages. Hopefully the book will act as a model that will be followed by those states for which postal history information is still sparse and scattered. It really is a volume that every Australian philatelist should purchase. If you are unsure consult a library copy and then buy one of your own while they are still available. **Capital Philately** has frequently stressed that philatelic literature is the best buy you can make. This is one of the best of all.

Dingle Smith

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