



Capital Philately



Journal of the Philatelic Society of Canberra



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(founded 1932)

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EDITORIAL

The year 1992 will mark the sixtieth anniversary of the Society. For Canberra this is a noteworthy achievement, the population of the ACT in 1932 was only 8,000. The foundation year was at a time of great economic depression, marked by an unemployment rate in excess of 19% and with a minimum weekly wage the equivalent of eight dollars. Prices were much less, bread was only 5d a loaf, but the annual subscription at 5/- (with an application fee of a further 2/6) was, pro rata, comparable to that of today. The 5/- Harbour Bridge could be bought at face value over the post office counter!

The current members owe much to the enthusiasm of the band of 18 philatelists who met on 9 November 1932 to form the Philatelic Society of Canberra. An account of the first year of the Society can be found in *Capital Philately* for February 1990 (v.8, n.2).

In 1980 the Society decided, well ahead of time, that preparations should be made for the fiftieth anniversary. To this end the First National Philatelic Convention was held in October 1980. This was planned both to raise funds for the fiftieth year celebrations and to provide experience of holding such an event. The Convention of two days duration was a success. It coincided with the boom in pre-stamp envelopes and the specially overprinted cover was reprinted to meet the avalanche of mail orders! This first event did not include competitive displays.

Spurred by this success the Society stage its Second Convention in March 1982 and, for the first time in the ACT, competitive classes were included. This proved an enormous stimulus for members and more than a dozen of the then, first time Society exhibitors have progressed to displaying at national or international exhibitions. In 1984 the Convention was housed at two venues, one of which was the newly opened GPO in

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Alinga St. In 1988 the opportunity was taken to extend the show to three days, to include the Canberra Day Monday holiday.

The National Philatelic Convention has now become an established event in the Australian philatelic calendar and is held every two years to coincide with the end of Canberra festival week. March 14-16 will be the Seventh National Philatelic Convention.

The Third Convention, in 1984, was elevated in status to a national level show in order to allow participants the opportunity to achieve a vermeil award which qualified the exhibitor to display at AUSIPEX . Australia's first international exhibition. This was also the first exhibition in Australia to include a judges' forum to provide critiques of exhibits.

In March 1990 the Society hosted AUSTAMP 90, which in small print was also the Sixth National Philatelic Convention.

1992 sees a return to a three day show, again at the GPO. This will include a full range of competitive classes at state level, incorporating for the first time a literature class. In addition to the state level competitions national level classes for cinderellas and social philately will also be included.

The Society is proud of its record of holding a major show every two years since 1980; the 1992 event will be of special interest as it coincides with our diamond jubilee.

The prospectus and entry forms for the Seventh Convention are now available and all members are urged to participate. This is especially the case for collectors who have not previously taken the plunge to mount up a collection of their material for display. It takes courage to make that first step into the pool but very few who have done so have not returned for a further swim. All the state level classes are restricted to two frames, thirty album leaves. It is not a difficult task to find material to fill this space. There is no doubt that mounting up collections for display is the best way to learn. It is rare to find a seasoned exhibitor who has not discovered previously unsuspected gems in the process of mounting and displaying their material. The Society has a wealth of experienced exhibitors who are more than willing to proffer advice to first timers. If you do not know who to ask directly do not hesitate to ask any member of the Society's Council. If there is a need, the Society will arrange special evenings devoted to the needs of new exhibitors. So have a go!

Entering the competitive displays will help to make the 1992 Convention a real success and guarantee personal enjoyment far beyond the event itself. For veteran exhibitors how about mounting up a new topic? If we cannot convince you to display, come along and enjoy the show. For exhibitors and non-exhibitors alike there will be ample opportunity to help with the running of the show. Let us continue the optimism of those 18 foundation members in 1932 and make 1992 a show to remember.

Dingle Smith

AWARDS

STAMPSHOW 91 was held in Melbourne in July. There were two Society entries and they gained the following awards.

State Level Postal History

Vermeil (and special award). Barry Jarrett, '*NSW: official mail*'.
Silver. Tim Cowley, '*TPO's of New South Wales*'.

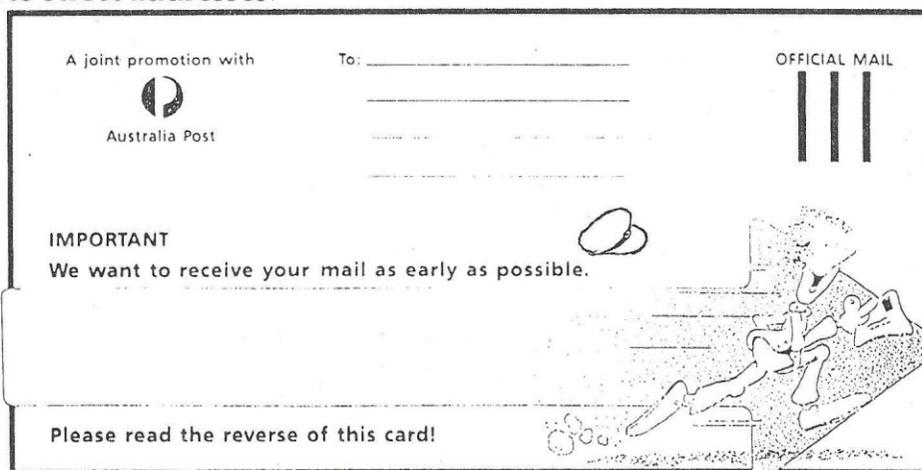
AUSTRALIA POST - POST OFFICE REDIRECTION CARD

Ian McMahon

Darryl Fuller recently drew my attention to a postcard, illustrated below, provided to firms using post office boxes to enable them to encourage their clients to use their post office box address rather than their street address. The postcard is printed in red and black and is 20cm by 15 cm in size. The front of the card features a fast moving postman and is inscribed ...' we want to receive your mail as early as possible'. The stamp area features three bars and is inscribed 'official mail' so that no postal charges are paid by the user. The reverse of the card provides space for the firm's post office box address and shows an unhappy expectant mail recipient with an empty letterbox and a delighted boxholder with mail at his post office box. The card advises that:

'Mail addressed to our post office boxes is available to us much earlier than street addressed mail. You can help us to attend to your requirements by addressing ALL mail to our post office box. Please change your mailing records NOW.'

The cards were apparently first used in Queensland but the example illustrated below comes from a regional initiative of the North Sydney Region of Australia Post with Darryl's example having been used by a company in Chatswood. The advantage to Australia Post is presumably that it is easier and cheaper to deliver mail to post office boxes than to street addresses.



The cards are similar to redirection cards used by countries such as USA, Canada and New Zealand. In those countries cards with official mail 'stamps' are provided free to the public to enable them to advise their correspondents of a change in their address. The New Zealand card exists in a number of versions differing mainly in the design of the official mail 'stamp'.

Capital Philately was entered in the National Literature Class and posted to Melbourne but, for reasons unknown, failed to arrive. However, *Capital Philately* did gain a Silver-bronze at the Second National New Zealand Philatelic Literature Exhibition held in Palmerston in June. John Campbell the editor of *The Mail-Coach* (NZ's premier postal history journal) saw the entry on display and a library exchange of the two journals has been arranged.

MELBOURNE TO PORTLAND AUTOGIRO FLIGHT

Chris Dalton

The philatelic salute to Victoria's Centenary included an autogiro flight which was held in conjunction with the Sixth National Philatelic Exhibition. The flight was from Melbourne to Portland, the site of the first European settlement in Victoria. Portland is situated 75km east of the South Australian/Victorian border. It is Victoria's most westerly coastal town and was founded by the Henty Brothers in 1834.

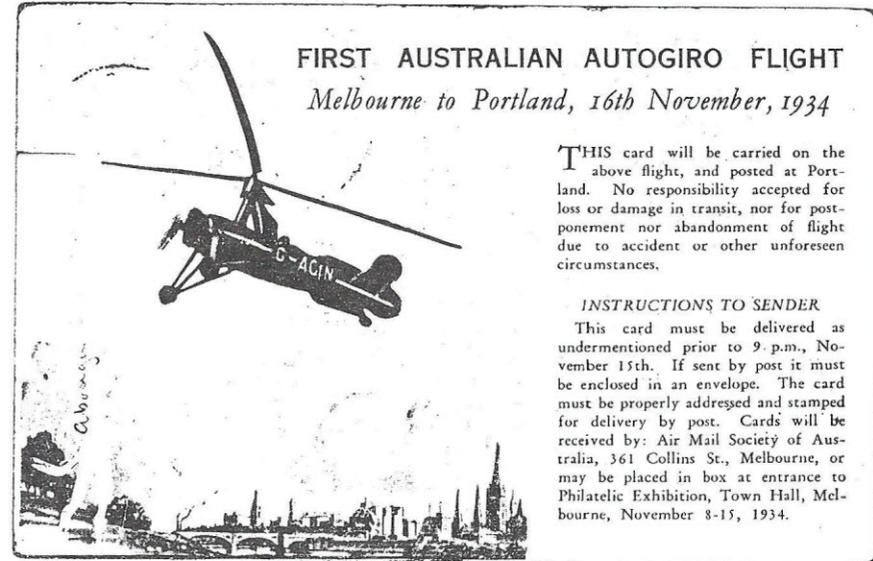
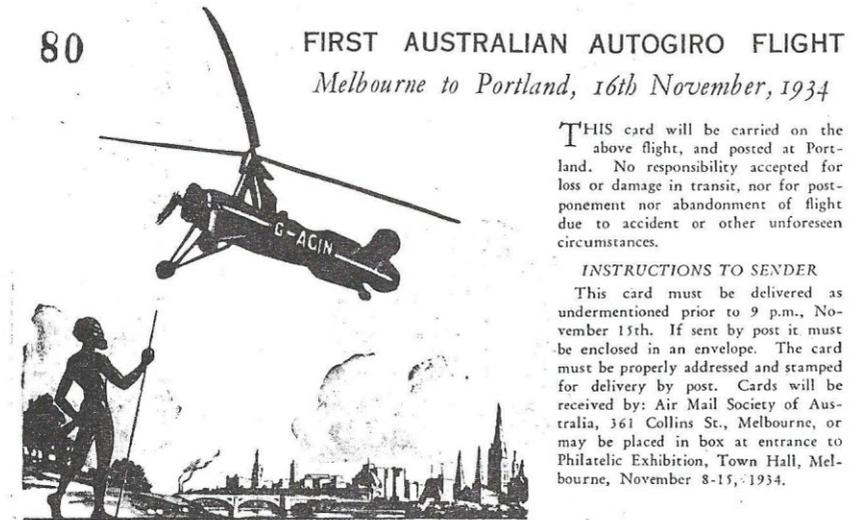
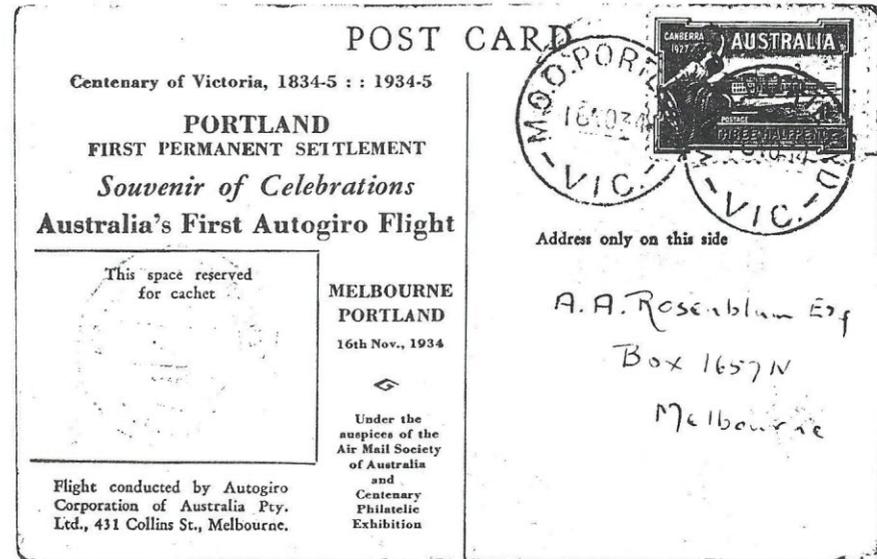
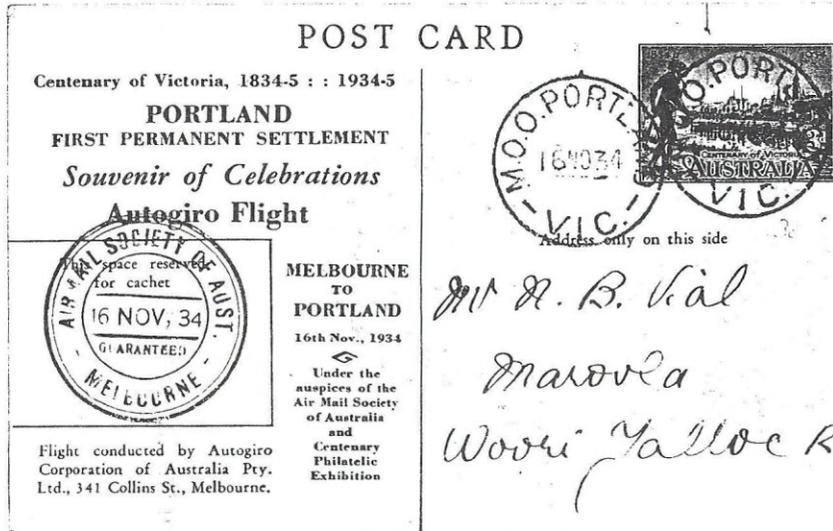
An autogiro is essentially a conventional aeroplane with the exception that it has free-floating rotor blades (similar to those of a helicopter) which provide its lift. A propeller provides forward motion which in turn causes the rotor blades to rotate and give lift. There are two essential differences between an autogiro and a helicopter. The helicopter's motor actually drives the rotor blades whereas in an autogiro they spin freely. Secondly, a helicopter can hover whereas an autogiro must always move forward because its propeller provides forward motion.

Juan de la Cierva, a Spanish engineer, conceived the idea of the autogiro in 1920. He had lost a close friend when an aircraft stalled and crashed. This incident caused him to examine ways of designing aircraft which were stall-proof and he came up with the idea of the autogiro. If the engine failed the continuing forward motion of the aircraft would cause the rotor blades to continue to rotate and the machine would float to the ground. The autogiro first flew successfully on 9 June 1923 at Getafle Airdrome, Madrid. Whilst the first manned helicopter flew in 1907, early developmental work was not promising. The first practical helicopter was built by Dr Heinrich Focke in Germany in 1937. This stimulated Igor Sikorsky to continue his work on helicopters which he had abandoned in 1909. In 1939 he also produced a practical helicopter. In the intervening period the autogiro contributed a great deal to the development of helicopters. However, the helicopter's sheer versatility, particularly its ability to hover, made the autogiro redundant. About 500 autogiros were produced. Ironically, de la Cierva died in 1936 in a fixed winged aircraft which stalled.

During the second half of 1934 and early 1935 two autogiros were imported into Australia by a Melbourne syndicate called the Autogiro Corporation of Australia Pty Ltd. As well as establishing a sales agency, there were proposals, which did not eventuate, to operate autogiros in the New Guinea goldfields. The autogiro's very short take-off was considered ideal for the rough terrain in New Guinea.

The Portland flight took place on 14 November 1934. The Australian Air Mail Catalogue (fifth edition) records that 3,100 specially printed cards were carried on the flight. The cards are approximately 140mm x 85mm, printed in dark-green both sides with an Aboriginal figure in black on the reverse. The Aboriginal and Melbourne skyline are an adaption of the design on the philatelic exhibition's official envelope. They are evocative of the design of the Centenary of Settlement in Victoria stamps which were issued in July 1934. The cards are numbered in black on the reverse in the top left-hand corner. Each card carries the Australian Air Mail Society's guarantee catchet in blue on the front. (I have a report of the catchet being applied in red.) The front and reverse of the card are shown at figures 1 and 2, respectively.

I recently discovered a proof of the card which was carried on the flight: see figures 3 and 4. The card is addressed to Alex Rosenblum who organised both the flight and the printing of the



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Figures 1 & 2 Front and reverse of issued card (reduced in size) Figures 3 & 4 Front and reverse of proof card (reduced in size)

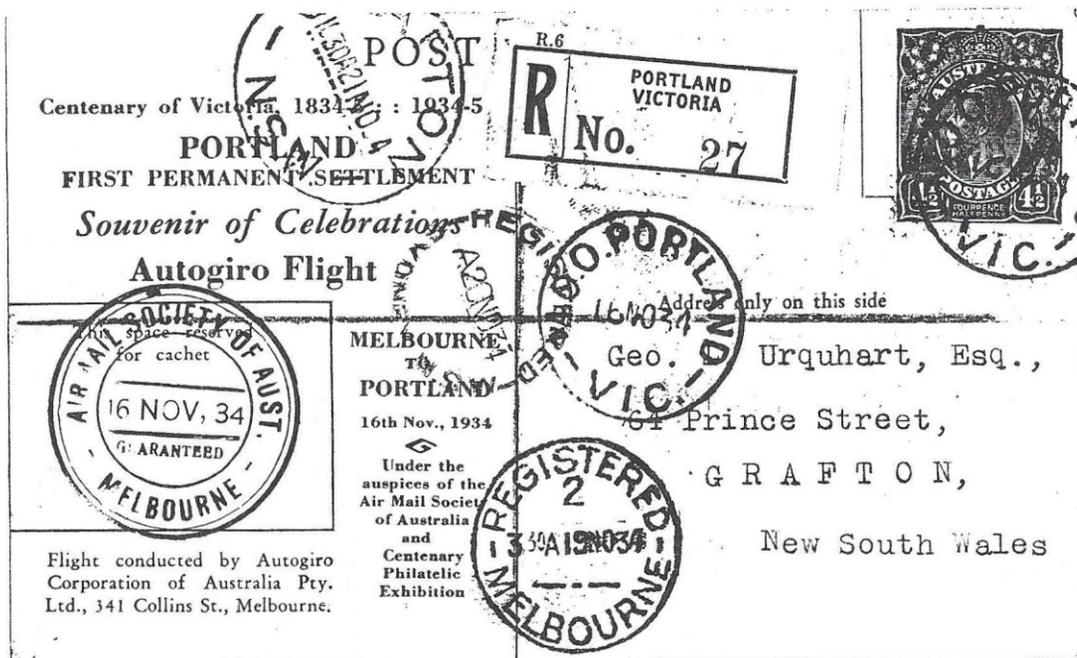


Figure 5 Registered card carried on the autogiro flight, actual size.

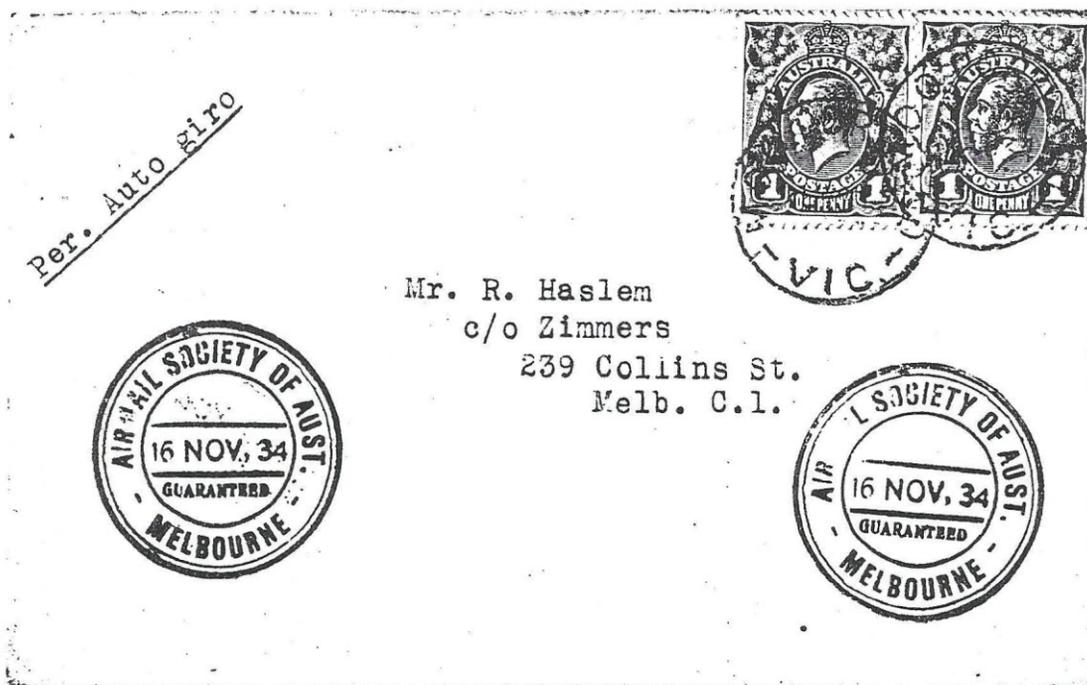


Figure 6 Registered cover carried on the autogiro flight, actual size.

cards. The principal differences between the issued card and the proof card are that on the front of the issued card the heading

above the guarantee cachet box has been revised from "Australia's First Autogiro Flight" to "Autogiro Flight", the box has been re-drawn and the spacing of the text to its right has been reduced with the word "To" inserted between "Melbourne" and "Portland". The spacing of the text on the reverse of the card has been slightly altered. The reverse side of the proof card is unnumbered and the black printing, the Aboriginal, is omitted. Someone has written the word 'aborigine' (sic) in the space for the aboriginal figure.

The mail carried on the flight included a small number of registered cards (figure 5) and covers (figure 6). Two covers have recently surfaced in Australian auctions: Charles Leski Airmails II and Macray Watson sale number 54. The cover in the latter auction carries the handwritten notation: "Only three ordinary covers were sent by this mail £2-10- each". Both covers carry the Air Mail Society's guarantee cachet.

The Portland flight was preceded by a proving flight held at Melbourne on 2 October 1934 on which three covers were carried. Rosenblum also arranged the covers carried on this flight. Undoubtedly this flight was the reason why the heading "First Australian Autogiro Flight" on the front of the proof card was altered. It would appear to be an oversight that the same heading on the reverse of the card was not similarly altered.

Autogiros have had a resurgence with many ultralight aircraft embodying the concept.

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EXTRACTS FROM THE AUSTRALIAN ARCHIVES

John Mathews

Capital Philately for February 1990 (v.9,n.2) contained articles based on information gained from the Australian Archives. One of the fascinations of such archival research are the references to subjects extraneous to the matter in hand. This contribution lists a selection of various philatelic references that were noted during the use of Inwards Letter Registers of the Victorian and South Australian post offices.

The periods covered were, for Victoria, 1880-1899 and 1908-1913 and for South Australia 1880-1913. The records for the intervening period for Victoria are available but were not searched in this survey. The relevant references in the archives are Series MP 311/11 and MP 311/44 in the Victorian section and Series AP 236/2 and AP 236/3 for South Australia.

The details of the location of the records and the opening hours of the archival offices are:

Victorian Branch, 95, Outer Crescent, MIDDLE BRIGHTON, VIC 3186 Phone 03 592-8388, open 9am to 4.30pm, Monday to Friday, plus late night closing 9pm on the first Monday and third Wednesday in each month.

South Australian Branch, 11, Derlanger Ave, COLLINSWOOD SA 5081 Phone (08) 269-0100, open 9am to 4.30pm, Monday to Friday.

The information given below gives the date of the correspondence, the name of the correspondent and a precis of the subject matter.

To the (Deputy) Postmaster-General for Victoria

1886, June 30 *Govt. Printer* Comparative statement of cost of producing adhesive stamps, stamped wrappers and envelopes.

1889, Sept 11 *Secy, GPO, Sydney* Notifies experimental arrangements made with G.W.Tate & Co of Sydney for advertising on postage stamps.

1889, Aug 2 *Mr. W.J.Garnett, Zorick Club* Forwarding a copy of a newspaper, 'The Dead Bird', and enquiring if its importation into Victoria could be stopped.

1891, Nov 8 *Under-secretary* Enquires whether 'The Dead Bird' newspaper is admitted into Victoria with the cognizance of the Postal Department.

1891, Apr. 18 *Secy for Railways* The Railways Dept. will take over the work of issuing Railway Freight Stamps from 1 July 1891.

1891, Oct 4 *Stanley Gibbons Ltd* Urged that reprints of stamps be so marked.

1895, Jan 28 *Mr. F.Hagen* Application for permission to use electrotypes of obsolete and current issues of postage stamps of the colony in connection with the *Australian Philatelists Journal*. NOTE: Fred Hagen Ltd, was a wholesale and retail dealer in postage stamps, located at 182, Pitt St. Sydney.

Continued on p.61

A FAVOURITE COVER

Jeremy and Dingle Smith

The first public railway, albeit horse-drawn, in Australia was from Pt. Elliot to Goolwa in South Australia. This has a length of 11 km and opened in 1854. In September of the same year, the first public steam passenger railway commenced operation between Melbourne (Flinders St) and Pt. Melbourne, a length of 4 km. Interstate links, from Sydney to Melbourne, had to wait until August 1883. This was in marked contrast to Canada where the Canadian Pacific Railway, joining the western and eastern provinces, was completed in 1885. Undoubtedly the plethora of gauges within and between the Australian states was a major limitation to inter-state connections. New South Wales used the 'standard gauge' (1435 mm), Victoria the 'broad gauge' (1600 mm) while Queensland, Tasmania, West Australia and parts of South Australia favoured the 'narrow' gauge (1066 mm). Indeed, it was not until 1970 that a journey from Perth to the eastern seaboard was possible using standard gauge track throughout.



So much for the background; a key feature of thematic collecting is the use of commercial covers to illustrate the story line. It is easy to purchase modern contrived covers especially, in the popular field of railways. It is much more difficult to obtain earlier covers that commemorate special events. Arguably, the most important event in Australian railway history was the completion of the Trans-Australian rail link from Perth to the east coast. The critical track required was the 1700 km from Kalgoorlie to Pt. Augusta. This connection played an important role in persuading West Australia to join the federation. Construction commenced in 1912 and the rails were joined on 17 October 1917. The first train to traverse the continent left from Pt. Augusta on 22 October. A privately printed cover was produced to commemorate this event but it very difficult to obtain.

The cover, illustrated above, remains a must for Australian railway thematicists. Its recent purchase in a collection bought unseen in a postal auction was sufficient to rank it as 'a favourite cover'.

COCOS (KEELING) ISLANDS - A PHILATELIC AND POSTAL HISTORY TO 1979

BY PHIL COLLAS & JOHN HILL

It was an unexpected pleasure to learn of the publication of this book, the first to cover the postal history and philately of this remote small group of islands.

One of the merits of the book is that it is very well illustrated; virtually every subject in the text is supported by photographs of covers, stamps, postmarks, cachets and the like. Several scarce and unusual items are shown, including preliminary and unadopted stamp designs. Relevant photographs of scenes and activities are included.

The treatment is chronological and the first half of the book is devoted to the many years before the first stamps were issued for Cocos in 1963. These years contain much of great interest in postal history, maritime, military and aero-philately. Of particular note are the 'barrel mail' for ships, the trans-Indian Ocean aerial survey flight, the military garrisons and flights during World War 2 and the subsequent fluctuating air services.

The islands were administered by several different regimes before finally coming under Australian administration and eventually becoming a fully established territory of Australia. An outline of this complex background to postal history and stamp usage is given in the introduction and amplified in subsequent chapters.

In Cocos postal history, a most interesting combination of mail services is to be found in the early 1900's when it appeared that messages were transmitted by the Cocos cable station to Perth, and there transcribed to a postcard and mailed to the addressee. The authors make some dogmatic statements about these postcards and their usage, but without providing supporting evidence or examining alternative explanations. However, this is an intriguing field meriting further research and study, which should be stimulated by the information given in this book.

There is a good range of illustrations of postal markings, including those of the military services, and the earlier cachets of the ships carrying the 'barrel mail'. An interesting point which is clearly apparent throughout the markings, though not specially commented on by the authors, is the rendering of 'Cocos Island' - a singular form which persisted for many years in datestamps and registration labels. There has never been a 'Cocos Island' in the group; the plural having been in use since the islands first appeared on charts. Even so, the singular form has also been used in error in more recent years on various postal handstamps and cachets.

With regard to stamps, there are three chapters providing substantial detailed information on design, production and printing quantities. The information on design is comprehensive, and reflects Phil Collas's first-hand knowledge of the stamp issues over several years. It was good to see that the comments on the 1974 stamps included an explanation of the error in depicting Captain Keeling's ship as the 'Dragon' instead of the 'Hector'.

Varieties on stamps are listed for all issues; the extensive details for the 1976 series should prove a stimulus for readers interested in the minor vagaries of photogravure printing. There are no illustrations of varieties, but this should not be regarded as a deficiency, since even listing them could reasonably be considered beyond the scope of the book.

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Readers may not be aware that Australia came close to producing a 5/- stamp in 1939; the circumstances, the design and the reasons for not pursuing the proposal are to be found in this book.

The authors' credentials speak for themselves; and should give confidence that the philatelic information can be regarded as authoritative, particularly in view of Phil Collas's close involvement with the development of Cocos stamps and philatelic matters during the 1960's, and John Hill's study of Cocos postal history extending over many years.

However, readers should be wary of accepting some statements which are less well authenticated, eg in relation to the 'cables and postcards' referred to above. Also some non-philatelic information is at variance with other authors. For example, in reference to the death of Clunies-Ross during World War 2 - see 'The Cocos (Keeling) Islands' by Pauline Bunce (1988). Bunce's book may not have been available to the authors, but its existence was known to the publishers, and it should have been included in the bibliography.

Other discrepancies point to a lack of care in editing and proof-reading. It is disappointing to find these manifest as early as the contents page where the title of Chapter 2 'Early Postal Service' contrasts to the chapter title on p.3 - 'Early Postal Systems'. Which title is the more appropriate can be left to the reader to decide. The opening sentence of Chapter 1 makes for confusion by asserting that Christmas Island lies 'some 848 km to the west' - a considerable geographical inaccuracy. In Chapter 2 it is disconcerting to see a reference to a ship as 'Wave Barron' and a cachet 'Per Wave Baron', although an illustration appears to indicate which is correct. In the bibliography there is no reference to N.Hopson, ^{although} or his colleague J.Heath, ^{is noted and} although their combined contributions are recorded by name in Chapter 9 (p.60). There are a few minor typographical and other errors which could have been avoided.

It is unfortunate that there is no location map to give the reader a feel for the remoteness of the Cocos (Keeling) Islands. In a book such as this, dealing with maritime and air mail history such a map is essential. If one had been included, it might also have rectified the error in the beginning of Chapter 1. There is however, a large-scale map which is an adequate reference for names of the main islands in the group.

The book includes a select bibliography, notes on the authors, and acknowledgements. Perhaps an historical table or time-chart would have been useful for ease of reference. The lack of an index is a regrettable omission, given the range of subject matter covered.

This brings us to some concluding thoughts. Judged by the book's subtitle - a philatelic and postal history to 1979 - the authors have certainly achieved that aim. In summary, they have produced an interesting and comprehensive coverage on the subject, with much authoritative detail on philatelic and postal matters, compiled for the first time in one volume.

This book can be recommended as essential for collector's reference, and it is to be hoped that it will encourage readers to undertake research and further study.

Derek Brennan

SPECIALIST PHILATELIC SOCIETIES

EAST AND WEST AFRICA STUDY CIRCLES

Ian Faber

This account contains information on two separate specialist societies, the West Africa Study Circle and the East Africa Study Circle.

The West Africa Study Circle

The West Africa Study Circle was formed in 1951 with the amalgamation of existing small specialist study groups. The WASC is the international specialist society for the study of stamps, postal stationery and postal history of the geographical area known as British East Africa. This also covers the successor states as well as the period of British occupation of Togoland and the Cameroons, the islands of St Helena and Ascension and the British Postal Agencies in Madeira, Tenerife, St Vincent (Cape Verde Islands) and Fernando Po. The WASC is based in the United Kingdom although its members are spread worldwide with a small number in Australia.

Of great benefit to any member of a specialist society, such as WASC, is the availability of detailed new research and new finds that are not normally reported in the popular philatelic magazines. The WASC makes this information available to its members through its attractively produced journal, *Cameo*, which is published twice a year and which has now reached whole number thirty-three. Members were delighted when *Cameo* was awarded a silver medal at Stamp World London 90. The following titles of articles from the latest number of the journal are illustrative of its general scope; 'West African Forces - extracts from War Office files' and 'The BOAC 'Clare' crash off Bathurst, 1942'. *Cameo* also contains auction realisations and literature reviews.

Each member also receives a copy of the Circle's membership directory which includes addresses and interests to assist members to contact one another. A catalogue of the Circle's library is produced although unfortunately, items cannot be loaned to overseas members. In addition to the journal, an occasional newsletter keeps members informed of display meetings and other news while a twice yearly auction provides an opportunity to obtain good material at reasonable cost. The catalogue is distributed well in advance to allow postal bidding.

The Circle has a group of country editors responsible for the co-ordination of the study of individual countries within the region. The publishing of monographs is one of the Circle's more recent activities. Works dealing the King Edward VII and King George V issues of the Gold Coast and the cancellations of that country have appeared in recent years. Two books, on Gambia and Sierra Leone have been published in association with Robson Lowe and the RPSL respectively. The most recent publication (1990) deals with the postmarks of Sierra Leone, 1854 - 1961 while a study of the Nigerias up to the formation of the Nigeria is proposed.

The membership secretary is John Miles, 70 Salisbury Road, Canterbury, Kent CT2 7HH, United Kingdom. The current overseas annual subscription is £14.00. Those applying for membership are requested to supply the names and addresses of two referees preferably of professional or well known philatelic status.

The East Africa Study Circle

In outline, the aims of the East Africa Study Circle (EASC) can be described as the recording and publication of information pertaining to the philately and postal history of Kenya, Uganda and Tanzania with all their forerunners and ramifications. The EASC was founded in 1979 and has a membership of 154 which includes six members from Australia.

The Circle's loose-leaf publication, *B.E.A.*, is produced thrice yearly and is now in its fifth volume and comprises some 550 pages. Back copies of *B.E.A.* (volumes 3 and 4) are still available in either bound or unbound format. In the absence of any definitive handbook on the area, the bulletin provides a wealth of information not readily available elsewhere. Of particular value to me personally, as an avid East African enthusiast, were articles on 'East African Civil Censor Handstamps' the 'Postal Slogans of East Africa' and 'The Railway Postal Agencies of Tanganyika'. In past years, invaluable check lists have appeared on 'Uganda Handstamps 1898-1962', 'The Ordinary Mail Cancellations of Colonial Kenya' and 'The Postmarks of Tanganyika 1917-1964'.

Auctions are held twice a year with provision for postal bidding although large bulky lots are reserved for room bidders. Good sections on postal history and postmarks are usually available. Estimates are conservative and in numerous cases, competition is very keen. A library list is provided to members who may borrow any item on payment of postage both ways. Members also receive a copy of the membership list.

Recent publications include 'British India Mailboats 1890-1905' and a reprint of 'Uganda' by Charles Phillips which was first published early this century. Two handbooks on Uganda handstamps and Kenya cancellations are in preparation.

Further details of the East Africa Study Circle are available from the Hon. Editor/Secretary, Ray Dunstan, Chantry Court, 1 The Close, Warminster, BA12 9AL, United Kingdom. The current subscription for overseas members is £10.00.

The writer would be pleased to supply additional information and to loan copies of both *Cameo* and *B.E.A.* to members of the Philatelic Society of Canberra.

Continued from p.56.

1895, Aug 30 *Wm Cameron Bros and Co Ltd, Melbourne.* Tender for advertising on Post Office postcards.

1895, Nov 13 *Govt. Printer* Advertising on the back of postage stamps and telegram forms - conditions to be imposed in connection with the right of advertising.

1898, Nov 14 *Secy, GPO London* Notifies that live bees are now admitted into the United Kingdom by parcel post. Enquires whether Victoria will admit same. NOTE: On the same date. a similar entry is recorded in the South Australian Branch register. The subsequent regulations only relate to queen bees.

1910, Oct 13 *PMG.* Approval for postage stamps of various states to be valid for prepayment of postage throughout the Commonwealth from and including today.

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**AUSTRALIAN PRINTED TO PRIVATE ORDER POSTAL STATIONERY
PART 4 - ADDENDUM**

Ian McMahon

This article gives details of printed to private order stationery which has come to light since the previous articles published in 'Capital Philately' (Vol 8 no 3, Vol 8 No 4 and Vol 9 No 1). Any further additions or comments on the listing are welcome. These can be sent either to the Editor of 'Capital Philately' or direct to Ian McMahon at PO Box 783 Civic Square ACT 2608. I thank Torsten Weller and John Matthews for their contributions to this addendum.

Printed to private order stationery covers private stationery which are stamped by the post office. Officially issued stationery bearing additional privately printed advertising or designs have not been included in this listing.

While Australia Post no longer accepts private stationery for the impressing of stamps, company logo and address details will be printed on the current non-denominated definitive stamped envelopes for the payment of a small additional charge provided sufficient quantities are purchased.

ENVELOPES

Kangaroo and map

½d green

Warden Harry Graves Ltd

1d red

White Mercantile Agency

Rosella's Preserves

Moore's Timber Yards

2d Grey

Melbourne and Metropolitan Board
of Works

Vacuum Oil

King George V sideface

1d red

Westbury Municipality

**King George V embossed
octagonal die, no 'postage'
in design**

½d Green

Howard Smith Ltd

Harry Shelley, Sydney

1d red

Rosella Preserving Co

Bushells

Adelaide Electricity Supply

1½d brown

Adelaide Electricity Supply

1½d brown + ½d sideface

Vacuum Oil

**George V embossed octagonal
die, with 'postage' in
design**

1d purple

Doery and Tilley Boot Wholesalers

1½d red

Sydney Harbour Trust

Great Boulder Goldmines

SA Woollen Co

Hobart Savings Bank

1 d green

NSW Housing Board

1 d brown

Allan's

Shire of Berwick

Shire of Orbost

King George V oval

1d green

Shire of Barrarbool

Shell Oil Sydney

Burns Philip and Co

KFP Appliances

Capital Philately

1½d red
David Jones, Sydney
Sub-Treasury Sydney
Brighton Municipality

1d green + 1d green
Shell Oil

2d/1½d red
Goodyear Tyres

**King George VI oval
1d green**

Goodyear
Colac Dairying Company
Hobart Savings Bank

1½d green
Colac Dairying Company
James Alston
Hobart Savings Bank

2d green
Norman Bros

2d mauve
PMG PM340

1½d green + 1d brown
London Stores

2½d red
Colac Dairying Company

**King George VI round die
3½d red**
City of Geelong

**Queen Elizabeth II
3d green (large die)**
Colac Dairying Company

3½d orange (large die)
Mackay "Silentruba" Products Pty
Ltd

3½d orange (small die)
Queensland Pastoral Supplies
Colac Dairying Company
Melbourne Metropolitan Board of
Works

PO Box 156 Newcastle
Silentruba Products

4d plum (large die)
Caltex Oil
Commonwealth Steel Company

4d plum (small die)
P O Box 156 Newcastle
Shell Company

5d dark blue
Holdenson and Nielson
Fresh Food Pty Ltd
Shire of South Barwon
Neptune Oil Co

5d light blue
Moffat-Virtue Ltd
Denny Lascelles Ltd
PO Box 869J Melbourne
Price Waterhouse
Dalgety and Co
PO Box 156 Newcastle

5d red
Ronald J T Payne

5c orange
Rocla Concrete Pipes

10c red
Australian Scout and Guide Stamp
Collectors Society

POSTCARDS
Kangaroo and map: 1d Red
'Lactogen' (Bacchus Marsh
Concentrated Milk Co Ltd)
Vacuum Oil
Paterson, Laing and Bruce Ltd
Sydney

**King George V Sideface
1d red**
Paterson, Laing and Bruce Ltd
Sydney
Sanders Rehders and Co Ltd

**George V embossed octagonal
die, no 'postage' in design
1d red**

Capital Philately

B Marsh Milk Co
Registrar General, NSW

George V embossed octagonal
die, with 'postage' in
design
1d green
Bennett and Fisher

1½d brown
Registrar General, NSW
J Kitchen and Sons

King George V oval
1d green
W Menz and Co
Adelaide Cooperative Society
Adelaide Electricity Supply
Bennett and Fisher

1½d brown
Registrar General, NSW

King George VI oval
1d green
Bennett and Fisher

1½d green
Victorian Education Dept

Queen Elizabeth II
5d light blue
Polish Philatelic Society

7c magenta
100th anniversary of the birth of
Strezlechi

LETTERCARDS
Kangaroo and map
2d/1d red
Victorian Education Department

George V embossed octagonal
die, with 'postage' in
design
1½d red
Bulford and Sons
Reid Brothers Adelaide

LETTERSHEETS
George V sideface

1½d brown
James Moore Timber Merchant

WRAPPERS
Kangaroo and map
2d grey
The Tasmanian Mail

Queen Elizabeth II
2½d dark blue
Sydney Stock Exchange

OFFICIAL DIES
ENVELOPES
Kangaroo and Map
1d red
Victorian Deputy Commissioner
of Maternity Allowances

King George V sideface
1d red (dotted 'OS')
Customs

1½d brown (solid 'OS')
Queensland Maternity Allowances

King George V embossed
octagonal die, with
'postage' in design
1½d red
Sub-Treasury Sydney

King George V oval
1½d red
Sub-Treasury Sydney

POSTCARDS
King George V sideface
1d green (Dotted 'OS')
Commissioner of Taxation, Perth
Victorian Education Department

1d green (Solid 'OS')
Victorian Education Department

1½d/1d green (Solid 'OS')
Victorian Education Department

1½d brown (Solid 'OS')
Victorian Education Department
Customs and Excise Office