



Capital Philately



Journal of the Philatelic Society of Canberra



The Philatelic Society of Canberra Inc.

(Founded 1932)

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Capital Philately

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Advertising rates are: full page \$40, half page \$25, quarter page \$15.

There is a 20% reduction on all rates for 4 consecutive issues.

Articles, letters and other contributions to *Capital Philately* should be sent to the Editor, either by mail to the Society address, phone (02) 6251 2180 (h) or e-mail addressed to darryl.fuller@dcita.gov.au

The Society gratefully acknowledges the financial support of the Australian Philatelic Federation and the ACT Philatelic Council.

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ISSN 0729-8765

CAPITAL PHILATELY

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EDITORIAL

I hope that all readers will enjoy my second attempt at editing *Capital Philately*. The first thing you will have noticed is that I have expanded it to twenty-four pages. This follows feedback from a few people that the journal always felt a bit thin. My only problem as editor is that this will require fifty percent more material. I am working on this and in particular I am keen to continue with some regular one to two page articles on areas of interest to members. As a start this month I have included Machins and postcards. I also have some ideas for other regular spots but I need to discuss it with potential coordinators. If any readers have any ideas please let me know. I am going to try to make this the most interesting non-specialist philatelic society journal in Australia. A big task.

You will notice that one of the articles, on Costa Rican airmails, is in a different font size. This is partly for technical reasons and in part as an experiment. Some readers have felt that **12 point** type is too large and that **10 point** will allow more flexibility. Again, as editor, this will mean finding more material but does present an opportunity. Please let me know what you think and if there is a preference one way or the other then I will go with the majority. I am also in the process of buying a new computer which will give me much more flexibility in production and design. I hope to produce all future issues on one of the desktop publishing packages. This will hopefully be my last effort using Microsoft Word.

As most of you will be aware Australia 99 is only just over five weeks away as I write this. This is an excellent opportunity for one and all to visit an international stamp exhibition. Please take the opportunity as they don't come around too often. The last one was Ausipex in 1984 where I worked for the whole ten days and ended up with very sore feet from standing all day. But this aside they are great fun where you can see some amazing material, both in the frames and at the dealers, meet those dealers and fellow collectors that otherwise you would not see, and of course add to your own collection. This time around I will

working again, but only part-time, for the same dealer. I will also be looking at as many displays, dealers and attending specialist meetings as I can. I helped arrange a meeting for the British Caribbean Philatelic Study Group and I am looking forward to meeting some of the people that I have only ever corresponded with in the past. I am also an exhibitor so I have decided to attend for the entire exhibition, thanks to my very understanding wife. In the next issue I will provide a full article on the exhibition including photographs and the results of local members.

As both president and editor I have the opportunity to discuss issues of concern to the members. An issue I would like to briefly touch upon is that of catalogues in the library. In the past we have relied on donations of old catalogues. This worked well until about five years ago. Now, few people regularly buy new catalogues and the ones in the library are quite out of date. The Committee has discussed this issue and we would like to start buying new catalogues possibly on a rotating basis so that no catalogue is more than three years old, barring those catalogues that are issued less frequently. We believe that a complete set of Gibbons, Scott and Michel would cover the needs of members. This will not be cheap and I would appreciate some feedback from members on this issue. I have even thought that maybe some members would be interested in donating say five dollars a year to a special catalogue fund so that current catalogues are available – beats paying \$150 for Gibbons red catalogues each year!

Please keep the material rolling in and if I tap you on the shoulder to contribute please remember that without contributions the journal will fade away. The previous editor once said that if he ever had to write a whole issue he would stop being editor. I think that this is a sensible position and I too will step down if this occurs. But I have faith that this won't happen and that all of you will come to the party.

MEMBERS' EXHIBITION RESULTS

ILSAPEX 98 JOHANNESBURG 20-25 OCTOBER 1998

Ed Druce	Postal Stationery of NSW	Gold plus Special Prize
Ed Druce	Postal Stationery of Basutoland	Vermeil
Ian. McMahan	New Zealand Postcards & Lettercards	Large Silver
Dingle Smith	Aerophilately of Jamaica	Silver Bronze
Ian McMahan (ed.)	Postal Stationery Collector	Silver

ITALIA 98 MILAN 23 OCTOBER – 1 NOVEMBER

Tom Frommer	Famous Pilots and Famous Flights	Vermeil (83)
Ed Druce	Earth: This is Your Story	Vermeil (80)
Ian McMahan (ed.)	Postal Stationery Collector	Silver (73)

19 – 24 March 1999

AUSTRALIA 99

Set Sail For The Most Exciting World Stamp Expo Ever

In a first for philatelic exhibitions, the whole show will be themed maritime heritage. Melbourne Exhibition Centre on the Yarra River, will be the hub of the philatelic world in March 1999, with over 70,000 visitors expected to visit the show.

WE INVITE YOU TO COME ABOARD

**VALE – EDITH SCHECKENBACH
1933-1998**

Sadly for her family and the Society another of our well respected and much liked members died in November, following a long fight with cancer. It is with some sadness that I write these words following so quickly on the death of Bernard Murtagh. Edith's funeral was very well attended by both family and friends, including a number of members of the Society. She was well respected and liked by those who knew her. In my letter of condolence to her family I believe my statement that all Societies need a member like Edith best sums up Edith. She was always willing to lend a hand, would take on the difficult jobs and always had time for others. The following words are abridged from those in her requiem mass.

Edith was born on 23 February 1933 in the small village of Lanz in what is now Czechin. During her early years she learnt well from her mother the arts of sewing, cooking and how not to waste anything. In the autumn of 1946, her family moved to the city of Kempton in the Allgau, Bavaria at the foot of the Alps. Edith worked as both a domestic servant and in a factory before she gained acceptance to a nursing course. She finished her nursing course at a large and well-respected hospital in Mannheim in the southwest of Germany, before taking a position in the Baumann Klinik in Stuttgart. She was very proud of this as the Baumann Klinik was considered the world's best orthopaedic clinic at the time. She nursed many patients back to health who had been given up by lesser doctors, including one delightful but badly injured little girl called Isolde. Her memory of Isolde was so dear that Edith named her first daughter after her.

In 1956, while still in Stuttgart, one of Edith's friends had a ticket to Australia but was scared to go and meet the fellow who had sent it. Edith's circle of friends drew lots to see who would go to that far away land. Edith won (or lost) and came to our fair shores. Edith arrived in Melbourne but eventually accepted a job as a domestic servant in Sydney. This did not suit her and she attempted to return to nursing. Her qualifications were not recognised and she enrolled as a nursing student at Concord Repatriation Hospital. Edith finished her nominal four year course in two years having, of course, done it all before.

In 1958, through a newspaper advertisement she met a cheeky young fellow named Edmund Scheckenbach. Eddie was working on the Snowy Mountains Hydro-Electric Scheme and they only met occasionally over the next few months. Eddie asked her to marry him, and despite being under some pressure at the time, accepted and moved to Canberra to get married. They had their reception in the Blue Moon Café, the grandest place to have a reception at the time. They moved to Sue City, a construction village, now underwater on the Tumut river. Eddie at the time was working at the T2 power station and dam. Their first child, Isolde, was born at Cooma base hospital in 1960. At the end of 1961 Eddie and Edith moved to Canberra where Eddie began building their house in the (then) outer suburb of Deakin. Three more children were born, Alan in 1961, Kerry in 1964 and Max in 1969.

Edith gravitated back to health care in the late 1970s working with handicapped children and as a community nurse. It was during the early 1960s that Edith took up stamp collecting with a passion and gained many new friends. Edith was also willing to put a lot into the Philatelic Society of Canberra and was always willing to help. She helped with our biennial conventions and even served on the Committee as treasurer at a time when we could not find anyone willing to do the job. The fact that she was willing to take on this onerous position was typical of her attitude and dedication. She will be sadly missed by all who knew her and the Society has lost a valued and much loved member.

Rest In Peace

COSTA RICA AIRMAIL: STAMPS, FLIGHTS, AND AVIATION RELATED MAIL 1921 TO 1930

Air Commodore Richard Gurevitch, AO

Introduction

The early years of Costa Rica air mail services was very much interlinked with the United States Army Air Corps and Marines operating in Central America, although some other important flights did take place in the period. In so far as the US military aviation elements were concerned, Costa Rica was a great place to visit: the climate in the highlands was quite benign after the steamy tropics of the Panama Canal Zone and Nicaragua, and the people were most hospitable. This led to a number of special US military flights being undertaken with their special cachets on the mail carried. Whilst it can be argued that much of the mail was primarily philatelic in nature, the flights themselves did contribute to the development of airmail postal services in the region.

In many countries, mail carried by air required the use of adhesives annotated as 'airmail'. Costa Rica produced airmail adhesives from the mid-1920s, but also has the distinction of producing a special semi-official adhesive for prepayment of an airmail surcharge for its first airmail flight. That adhesive does not have the wide recognition it deserves.

Costa Rica's geography influenced the routes taken by the early flights. The mountain ranges north of San José caused flights from San José to Managua in Nicaragua to be routed first to the east to Limón and then northwest to Managua rather than taking a more direct route. The map below shows the countries contiguous to Costa Rica and some of the significant cities in the region.



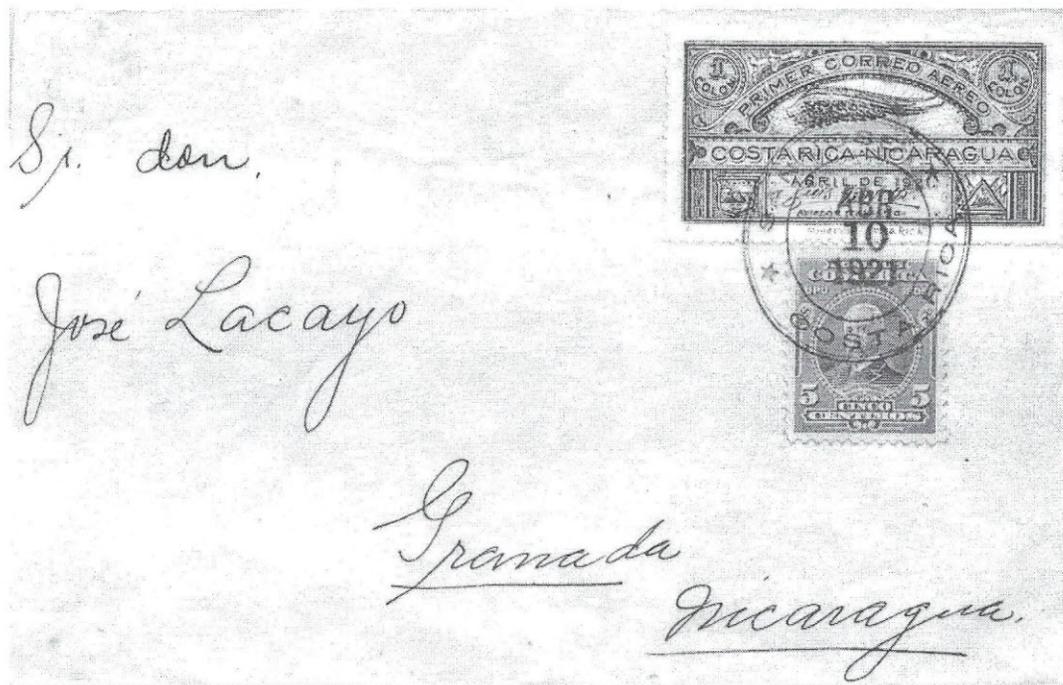
Costa Rica and contiguous Countries

This article provides a brief overview of Costa Rican early airmail stamps, flights, and aviation related mail until 11 March 1930 when Costa Rica obtained its first regular airmail service as part of the FAM 5 route. It is difficult to separate the airmail stamps from the airmail flights as several of the stamps were produced for use on the mail on specific flights. Hence the two aspects are dealt with collectively in a chronological order.

1921 Venditti Flight

The Italian aviator Luis Venditti attempted the first Costa Rican airmail flight from San José to Managua in Nicaragua on 10 April 1921. The flight was unsuccessful and he was forced to make an emergency landing at Limón. The mail was sent on to Nicaragua by train. About 200 letters were carried ¹.

San José to Granada Nicaragua: sent 10 April 1921 (date of flight) - received 14 April 1921.



An additional charge of 1 colon was levied, over the normal postage of 5 centimos, for mail carried on the flight. 600 semi-official 1 colon stamps were produced for that purpose by Minerva at San Jose using lithography and printed in sheets of 50 (10 x 5) in two colours, green and orange-yellow. The stamps around the edges of each sheet were imperforated, and internally the stamps were rouletted gauge 13½. The stamps were un gummed.



Bogus 1 colon stamps were produced from the genuine printing stone but printed in lilac and yellow-orange.

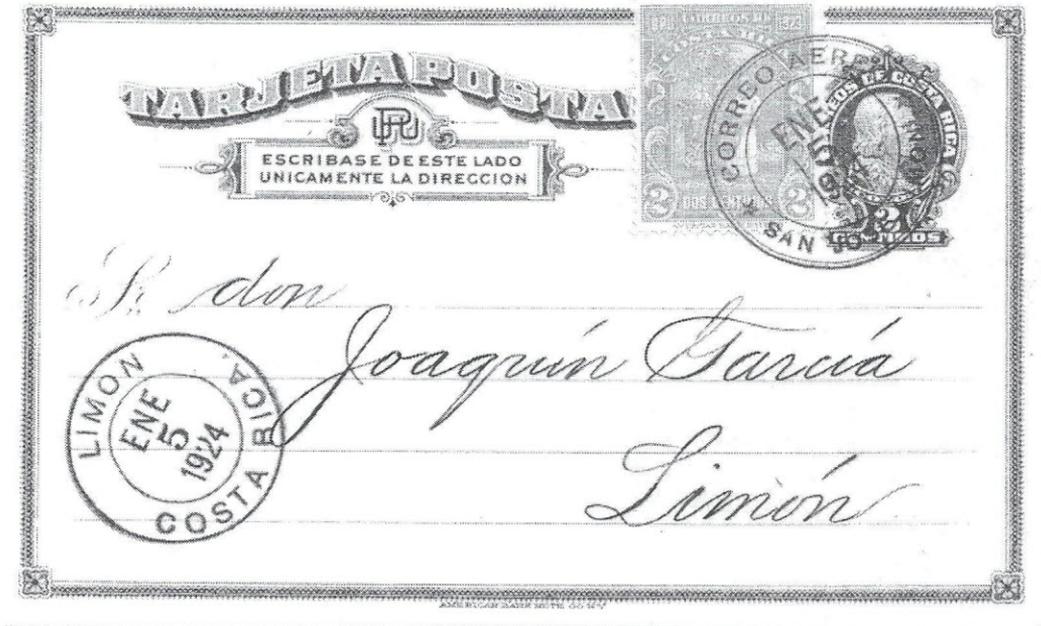


¹ Müller Airmail Catalogue.

1924 Floods

Extremely heavy rains fell in January 1924 which blocked the railway line between San José and Limón, the main port on the East Coast of the country. The US Minister in Costa Rica, Roy Davis, arranged for Panama Canal Zone based US Army Air Corps (USAAC) aircraft to be dispatched to San José to fly mail to Limón. Flights were made on five days – the 5, 7, 11, 12 & 13 January. On the last two days, the landing ground at Limón was so badly cut up as to prevent the aircraft landing and the mail sacks were dropped from the airplane. About 46,000 items of mail was carried over the five days.

A special cancellor was used inscribed '★ CORREO AEREO ★ SAN JOSE - LIMON'. No special fee was charged for the dispatch of the mail by air.



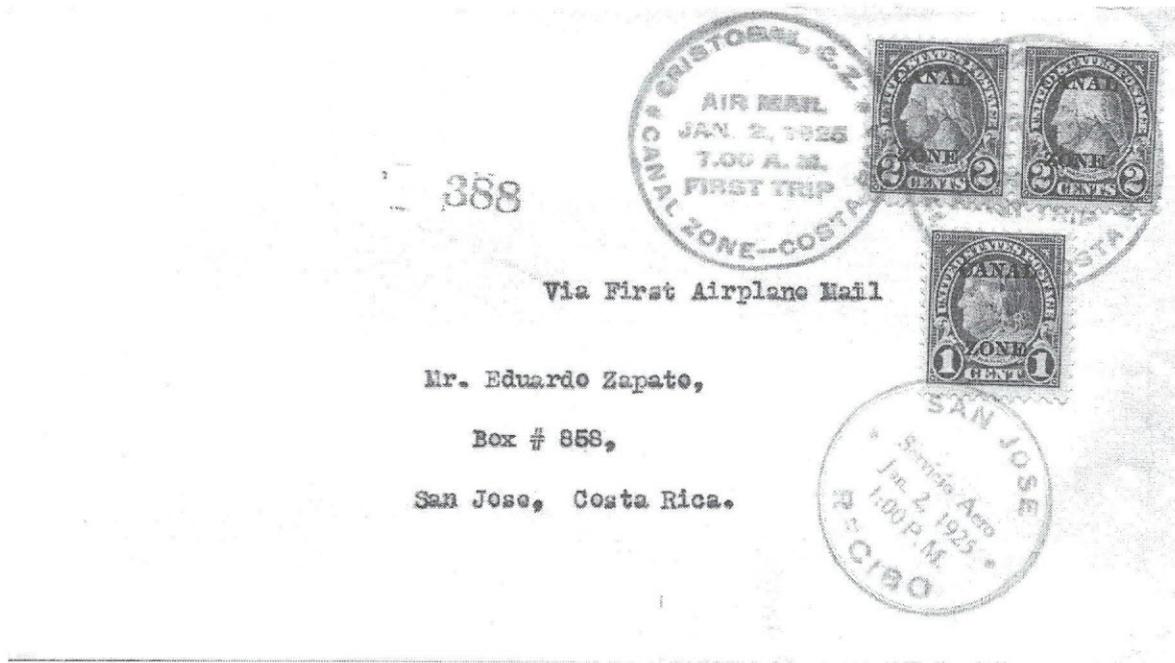
San Jose to Limon: sent and received 5 January 1924



Postmarks over the five days that the airmail service was provided.

1925 Return Goodwill Visit of US Army Air Corps

One year after the Limón airmail deliveries, the USAAC aircraft based at France Field, Cristóbal², Canal Zone made a goodwill return visit to Costa Rica. Mail was carried from the Canal Zone to San José and on the return flights: the mail was numbered and stamped with special cachets to denote their carriage. 937 items were flown to San Jose and 522 on the return flights.



Cristóbal CZ to San José CR: sent and received 2 January 1925 – 937 items carried.

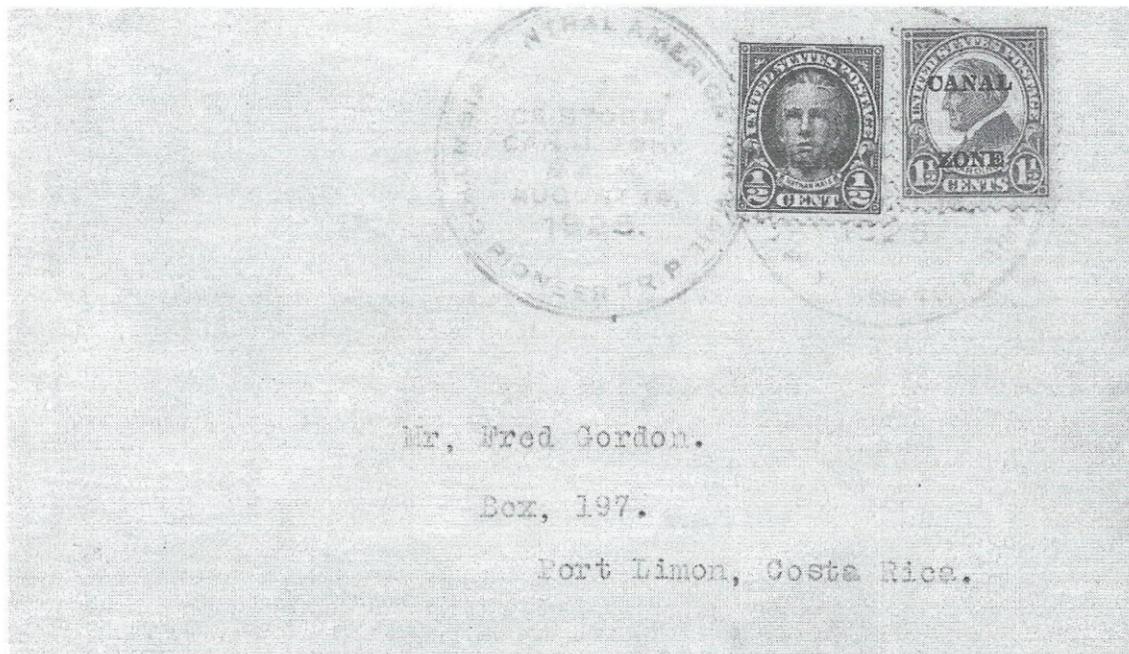


San José CR to Cristóbal CZ: sent and received 4 January 1925 – 522 items carried.

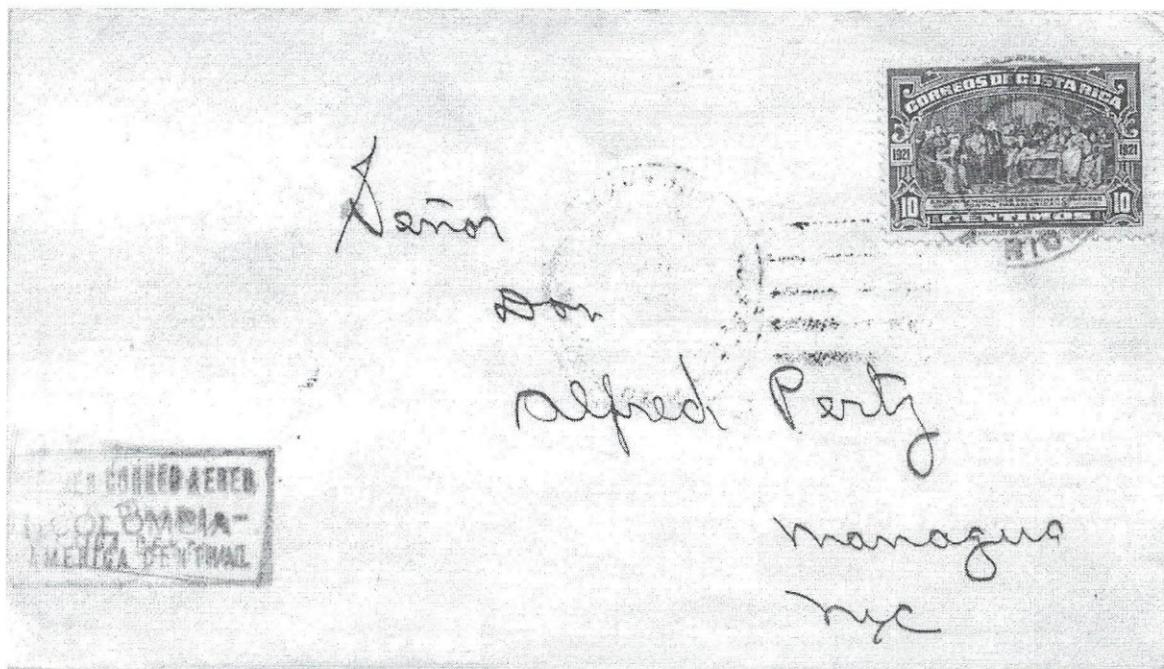
² Cristóbal is another name for Colón.

1925 SCADTA Survey Flight

In August 1925 the private Colombian airmail company undertook a survey flight of Central America and the Caribbean in two Dornier-Wall seaplanes. A small quantity of mail was carried on the flights to and from Costa Rica, and such mail was annotated with special cachets. The inward Cristóbal to Limón leg was flown on 14 August 1925 and 25 items of mail were carried. The outward Limon to Managua leg was flown on 16 August and 20 item were carried.



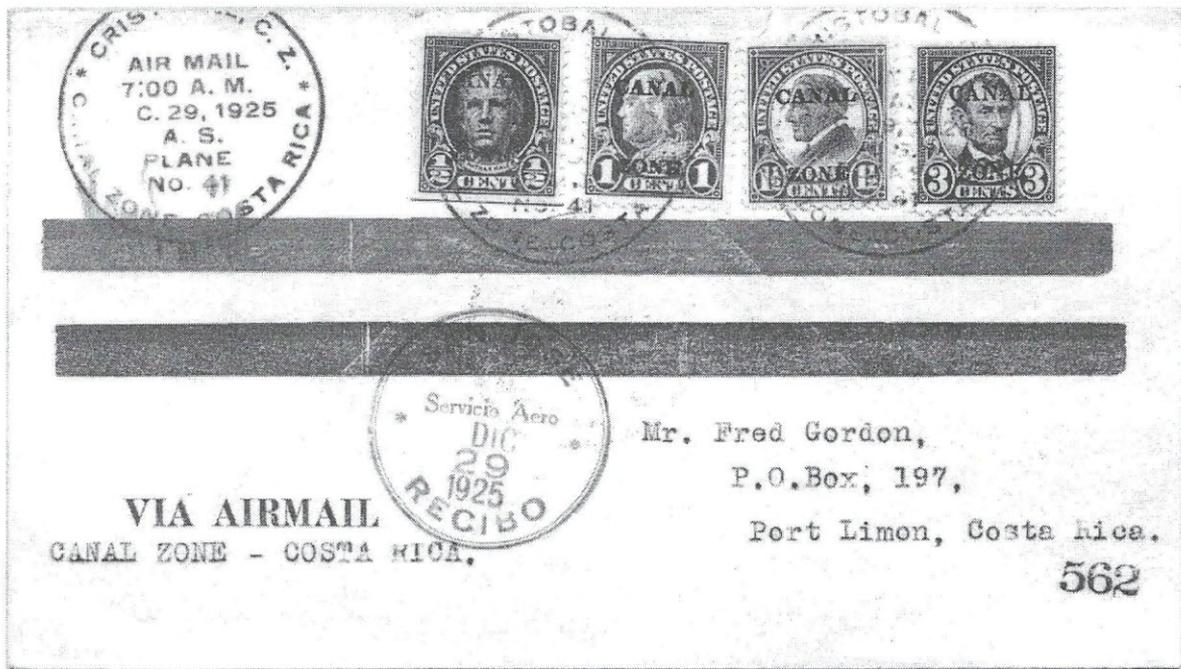
Cristóbal CZ to Limón CR: sent and received 14 August 1925 – 25 items carried.



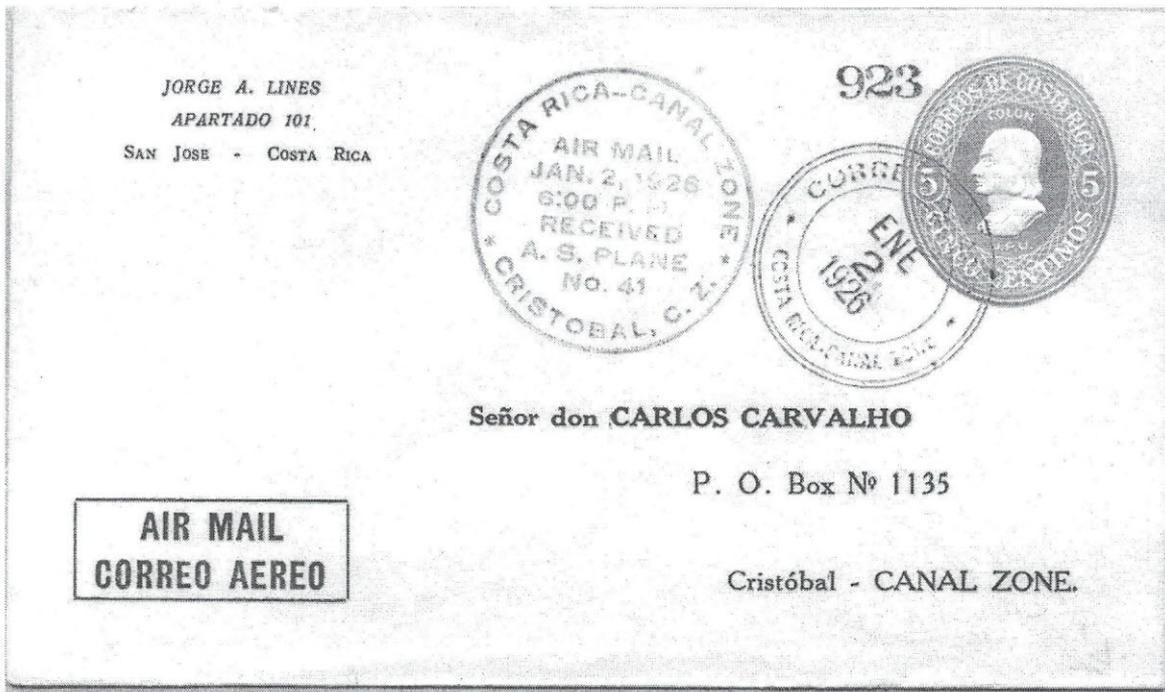
Limón Costa Rica to Managua Nicaragua:
Sent on 16 August 1925 and received by the Post Office on 17 August 1925 - 20 items carried.

1925 - 1926 Second Return Goodwill Visit of US Army Air Corps

The January 1925 USAAC goodwill was repeated at the end of year. (I imagine that the Army pilots had such a good time the previous year that they timed their visit to remain at San José for the New Year celebrations). Mail was carried from the Canal Zone to San José and on the return flights, and again the mail was numbered and stamped with special cachets. 1501 items of mail were carried from Cristóbal to San José and 1365 items on the return flights.



Cristóbal CZ to San José CR by airmail 29 December 1925
San Jose to Limón by surface mail on 30 December 1925
1501 items carried.



San José CR to Cristóbal CZ: sent and received 2 January 1926
1365 items carried

1926 First Airmail Stamp

Costa Rica's first airmail stamp was issued on 3 June 1926 even though there was no regular airmail service within or from the country until 1930. Initially the stamp was used for the first class surface route to Europe, although it was used on experimental mail services in Costa Rica before 1930.

The 20 centimos blue stamp was produced by Waterlow & Sons in the United Kingdom. The stamps were printed in sheets of 100 units and perforated gauge 12½. 500,000 stamps were printed. Die proofs in black, and multicoloured blue and green, as well as imperforated plate proofs in blue, and multicoloured blue and green, and perforated plate proofs in green are to be found. Most proofs are overprinted 'Waterlow & Sons Ltd Specimen'.



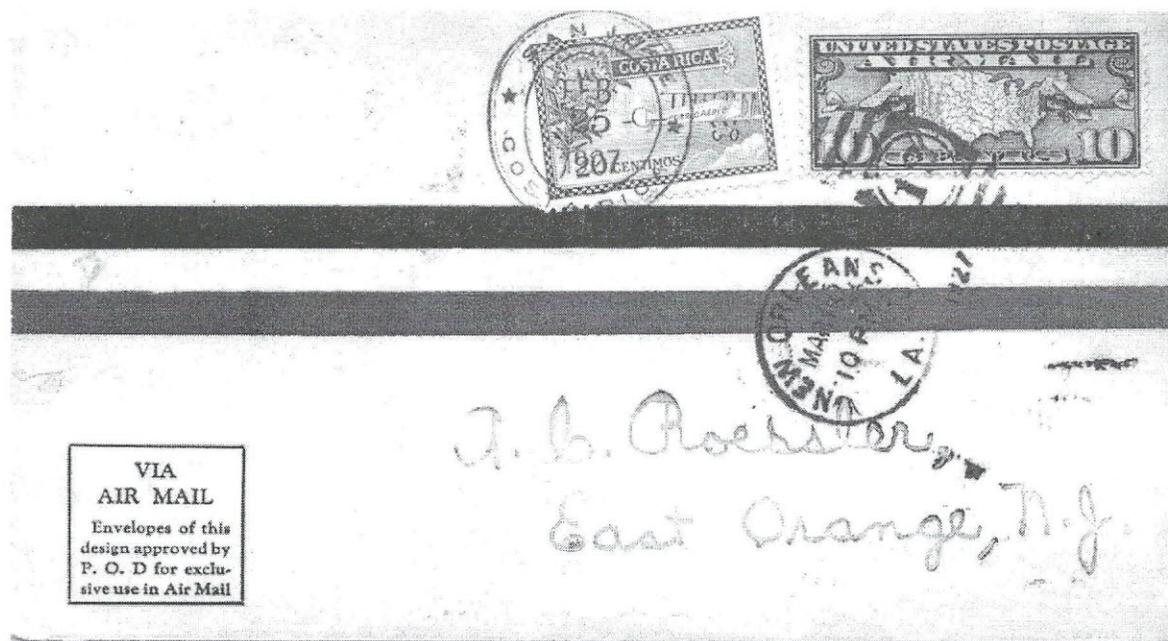
Die Proof in Green and Pale Blue



Plate Proof in Green



Issued Stamp in Pale Blue



Usage of 20 Centimos stamp in conjunction with a US Airmail stamp for airmail within the United States. The letter was dispatched from San Jose on 25 February 1927 bearing both the Costa Rican and US stamps. It would have been carried by train to Limon and then by ship to New Orleans, arriving on 10 March. From New Orleans it would have gone by train to Chicago (12 March), then by air to its destination. At the time the US Post only accepted articles for airmail postage prepaid with US airmail stamps.

1927 US Army Air Corps Pan-American Flight 1926-1927

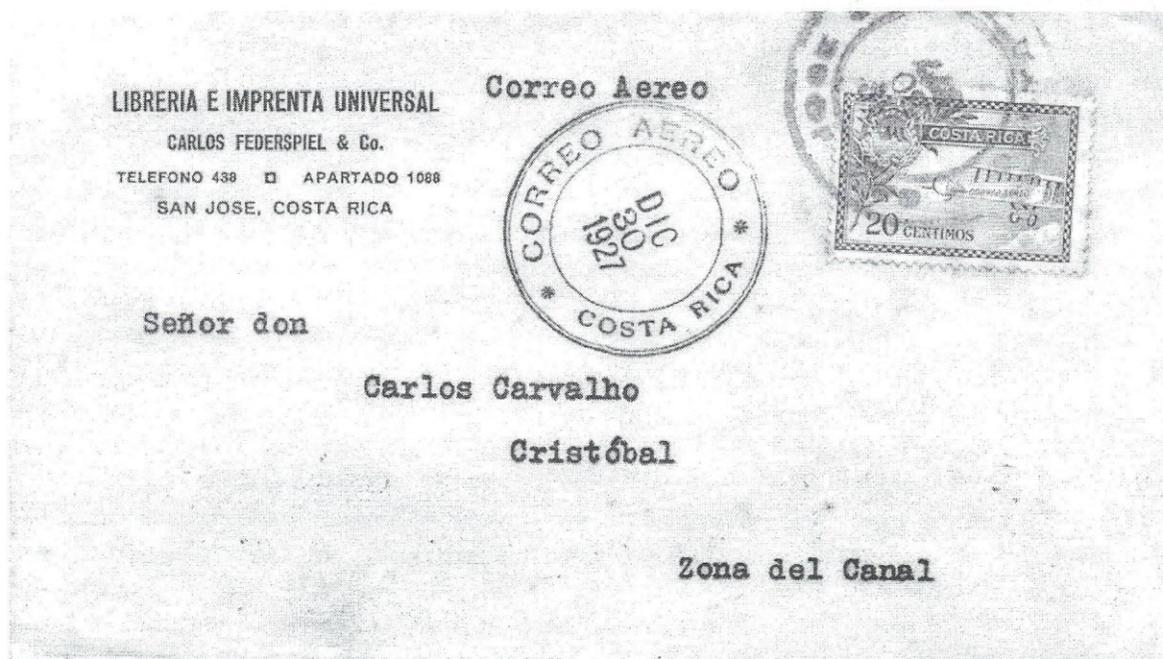
A flight of six USAAC aircraft led by Major Dargue undertook a goodwill flight of the Caribbean, and South and Central America visiting 24 countries between 21 December 1926 and 2 May 1927. Round trip mail was carried which was franked at each destination and signed by the pilots. Some other mail was carried between locations.



San José CR to Cristóbal CZ: sent 17 January 1927 and received 18 January 1927.
Signed by Roy Davis, US Minister in Costa Rica. 10 items carried on the leg of the flight.

1927 US Army Air Corps Emergency Relief Flight

In December 1927 flood briefly cut the rail link between San José and Limón. One emergency flight was made from Frances Field in the Canal Zone to San José by US Army pilots Williams and Tercy carrying relief supplies to flood victims. On the return trip a small amount of mail was carried back to Cristóbal, and postmarked with both the normal San Jose and the Costa Rica airmail circular-date-stamps.



San José CR to Cristóbal CZ: sent and received 30 December 1927.

THE ARCHIVAL VALUE OF POSTAL ITEMS – PART 3

by Tom A. Adami

(Editor: This is the third installment of Tom's interesting discussion on a fascinating topic.)

A cover may contain other clues. The cover may use the familiar *c/o* abbreviation to indicate if the addressee was residing in the care of another person. In the late nineteenth century squarish envelopes were recommended for ladies. A carelessly addressed cover was a sign of discourtesy. An etiquette book of that era explained how to address a hand delivered cover to acknowledge that it was relayed by an acquaintance or friend. It also showed how to indicate that the cover was *...sent by a messenger from one friend to another residing in the same place.* Wells, Richard, A. *Manners Culture and Dress of the Best American Society* (Springfield, MA: King, Richardson & Co., 1891), 176-7.

Stamps in Archives in Australia (1998) Richard Peck Curator of philately, postal & printing technology, Powerhouse Museum, Sydney. richardp@phm.gov.au

Australia is currently (1998) in a fairly good position regarding stamp items in its various archives because these are recognised as being of worth by archivists and there are professionals to whom archivists can turn for guidance.

The Archives Office of NSW contains the Colonial Secretary's correspondence, the originals of which were inspected by a select group of philatelists in 1987 which led to production of "The Postal History of NSW 1788-1901" published by The Philatelic Association of NSW. Many hitherto unrecorded datestamps before 1850 were recorded. Visitors to the search room are issued with microfilm of the fronts of documents only.

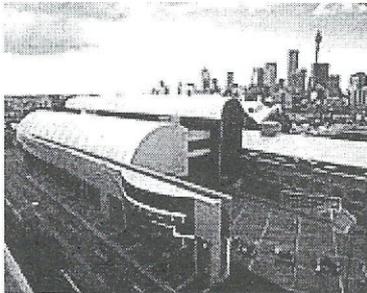


Figure 1 - The Powerhouse Museum in Sydney, NSW. The PHM has many philatelic items in its collection.

The archives of the NSW Government Printer are also housed in the AO of NSW including many original essays and proofs. Also housed with this collection is the postal stationery collection of the NSW Post Office, both of which are currently being catalogued by the writer of this article.

The stamp portion of the former NSW PMG collection was handed over to the Australian Post Office sometime after federation and although there were plans for stamp museums these only came to fruition after the appointment of Phil Collas as philatelic adviser in 1947. Phil systematically went through original files and detached original material to create the PO Archival Collection. This was first made available to the public at the GPO Canberra from 1983 which was replaced by the current National Philatelic Collection in Melbourne. Input from professional philatelists has meant that this collection now encompasses the first printed sheets of each stamp issue.

When Papua New Guinea gained independence in 1975 Australia Post presented its portion of the archival collection. However a fire some years later in Port Moresby destroyed a large part of this. Fortunately it had been microfiched with the archival collection.

Stamp printing archives of the former Australian Note & Stamp Printers are kept by the Reserve Bank of Australia whose head office is in Sydney but some records are still kept at Craigieburn in Victoria. Most original dies have, I understand, now been transferred to the Australia Post archival collection. Postal records which are of a paper or pictorial nature were transferred to Australian Archives at various times. Artefacts and objects were acquired by the

Capital Philately

Powerhouse Museum in Sydney in 1997 include postal uniforms, postal furniture, instruction manuals, datestamps, obliterations and wax seals and posting boxes (the latter groups on loan).

The Australian Archives in Canberra contains Treasury records. I inspected these over a 2 day period in the mid 1980s. These contained some proof material (including an essay for a postal card about 1909 using the die of the 2 pound Victorian stamp!). Unfortunately they were withdrawn by Treasury sometime later and destroyed!

Australian Archives in Victoria also contains many of the records of the former Central Office (Melbourne) of the Australian Post Office, though few stamps were discovered there. Collections of stamps have been presented to the State Library of NSW by HL White (1922), to the Australian Museum in Sydney by Miss AA Vickery (1942) and this is now on loan to the Powerhouse Museum and will soon be available on the internet. Sir William Dixson had a stamp and coin collection of note and this has been catalogued as part of the Dixson Library in the State Library of NSW complex.

Noted aerophilatelist EA Crome donated/sold material to the National Library of Australia (where it is currently housed in the manuscripts section and was catalogued by a consultant) and the Museum of Applied Arts & Sciences in Sydney, now the Powerhouse Museum.

Other philatelic collections include those in the West Australian Museum (fully catalogued by part-time curator, Brian Pope who authorised a well presented volume on the subject), the Museum of Victoria (a colonial stamp collection). A collection formerly in the State Library of South Australia is currently being transferred to the History Trust of SA. Extensive railway records from South Australia are also being currently researched and catalogued by a group of philatelic volunteers and will eventually result in a publication.

Material in private hands in many ways deserves to be at least recorded and catalogued. While the Ray Chapman Collection was purchased by Australia Post there are other collections of Australian colonial philately which should be recognised in some way as part of the national treasure. A start was made in 1988 when a Bicentennial grant enabled recording of significant company and private archives (including my own collection relating to the introduction of the franking machine into Australia).

Organised philately also holds records of merit. The Australian Philatelic Federation (formerly Australian Stamp Promotion Council) contains records of the creation of philatelic products. The Philatelic Association of NSW (Philas) in conjunction with Australia Post NSW conducted a survey of all postal markings current in NSW in 1982 and has the originals and many philatelic societies and stamp clubs hold records of importance.

The operation of the Moveable Cultural Heritage Act also has a bearing on what is considered of national significance. Stamp exhibitions often have records for insurance purposes of significant private collection displayed.

Perhaps it is opportune for the APF to open a register of significant philatelic records and collections?

Further information -

- National Postal Museum [US] <http://www.si.edu/postal/paper.gif>
- Postal Historian Page [UK] <http://www.findpostalhistory.com/BRITISHPH/history.htm>
- Post Office Archives & Records Centre: Freeling House, Mount Pleasant Complex, London. EC1A 1BB. Tel:071-239-2570

References -

- US Archives listserv at Miami University, Florida ARCHIVES@MIAMIU.ACS.MUOHIO.EDU
- Powerhouse Museum web site <http://www.phm.gov.au/scripts/webdbs/collone.idc?id=114&cat=7>

Please Note: The views expressed in these messages are not necessarily prescribed to by the author or the publisher of this article.

ELUSIVE MACHINS – HAVE YOU GOT ANY OF THESE?

Albert Farrugia

One of the appealing features of collecting Machins is that the knowledgeable collector will be able to form a relatively specialised collection of single stamps at little cost. Purchase of a fair amount of kiloware will reveal, with time and patience, many of the varieties listed in the specialised works by Deegam and others.

However, any illusions about achieving completion without the usual accompanying penury are speedily lost when one comes to look at the scarcer items in the Machin field. At the level of the basic singles, which is what most collectors go for as adjuncts to their GB collections, some items are already pretty scarce and hence, expensive.



Of course, most GB (and Machin) collectors want a copy of the 1/2 p stamp with left phosphor band from the relevant pane in the Wedgwood booklet (left – the 1/2 p LB is the stamp under the 2 1/2 p). A copy with good perforations in unmounted mint condition generally retails for about \$A50 in the local market, although recent movements in the Aussie \$ has forced up the price. This is still a bargain compared to what you have to pay in the UK. The scarcity of the 1/2 p is basically a result of its unique phosphor arrangement and the relatively small print run associated with Prestige Booklets, particularly the early ones.

Yet, as discussed by Derek Butterfield in *Machinations Vol 1 No 6*, there is no reason why other single stamps should not have a comparable value on the basis of scarcity. This includes stamps such as the 10p from the “Christian Heritage” booklet which are highly sought after and yet catalogued at much lower values. This particular stamp may be distinguished from its common counterpart through examination of the value type, which has narrow elements in the booklet stamp (II).



However, these Prestige Booklet singles, which tend to see little postal use, are by no means the scarcest basic Machin singles. Pride of place is occupied by the lithographic regional issues of the early to mid 1980's. The Northern Ireland 17 p printed by Questa in the so-called type 2b format of the provincial emblem is currently catalogued at £90 by the Machin Collectors' Club Catalogue which claims to reflect retail prices in the UK.



Aussie dealers' lists currently come at approximately 70% of this figure. The issue is found on Advanced Coated Paper with two types of the emblem – 2a and 2b. Although these differ in the arrangement of the pearls in the crown, it is much easier to distinguish them on the basis of the background, which is screened in the 2a and blocked in the 2b (see article in *Machinations Vol 1 No 3* by Derek Butterfield). As the difference in price is about 90 fold, it's worth making the effort.

The 31 p from Scotland printed by Waddington also comes in two types – 1 and 2 – and the lion emblem is quite different. Type 2 is easily distinguished by the lion's tongue being practically attached to the mouth, as well as in other differences. Again, this clocks in at £90, making these two items the scarcest basic Machin singles. Short availability periods and modest print runs were presumably responsible for making these stamps as expensive as a reasonable penny black..



Type 1



Type 2

Despite these scarce items, it is still possible to achieve a complete collection of basic singles without going broke. However, if one goes for other areas such as errors, be ready for

poverty. Errors of phosphor, paper and perforation are keenly sought after. The latter type can be dramatic. Imperf pairs and blocks are interesting, but shifts can produce some fascinating effects, such as the Questa Machine Booklet shown, which was recently offered by a UK dealer for a four figure sum – in sterling! The normal perforation arrangement (left) was shifted upwards (right) placing the ellipse in the upper portion of the stamps. A remarkable example of what can go wrong in stamp production.



So be aware that riches beyond your wildest dreams may be awaiting you when you're picking through your next batch of kiloware, or perhaps purchasing a booklet to send a postcard home when you're next in the UK.

Good luck!

Albert Farrugia

Machin Interest Group

of the Philatelic Society of Canberra

Collectors interested in the Machin series should join. The group's newsletter *Machinations* is issued bi-monthly and contains a wealth of useful information for the Machin collector.

For more information contact Albert Farrugia on 02 6295 7487
or look in the internet at <http://www.tip.net.au/~albfar/mig.htm>

AUSTRALIA POST MULTI PARCELS AND ELECTRONIC LODGMENT AND DELIVERY SYSTEM (ELADS)

Ian McMahon

Australia Post has introduced a range of innovations to help businesses with the time consuming process of consignment notes for sending parcels. Australia Post information states:

Multi Parcels is a major innovation in the small freight market. It allows a multitude of parcels to be consigned to one address without the need for a consignment note. Taking the place of consignment notes is an ingenious barcode label system.

It represents a huge savings in paperwork, meaning of course, savings in time. For example, our barcode system, ELADS (Electronic Lodgment and Delivery System) is the means by which we can automatically record the lodgment and delivery of every parcel. That means very high levels of security and reliability for your peace of mind.

The savings that can come from having a paperless despatching process are just part of the story. Our rates are also very competitive and flexible too. You can choose to pay on the basis of weight or volume, depending on what suits you.

As a further saving, we also give you a free copy of our computer software package which links your computer with our system. This simplifies and improves the accuracy of billing, and does away with even more paperwork.

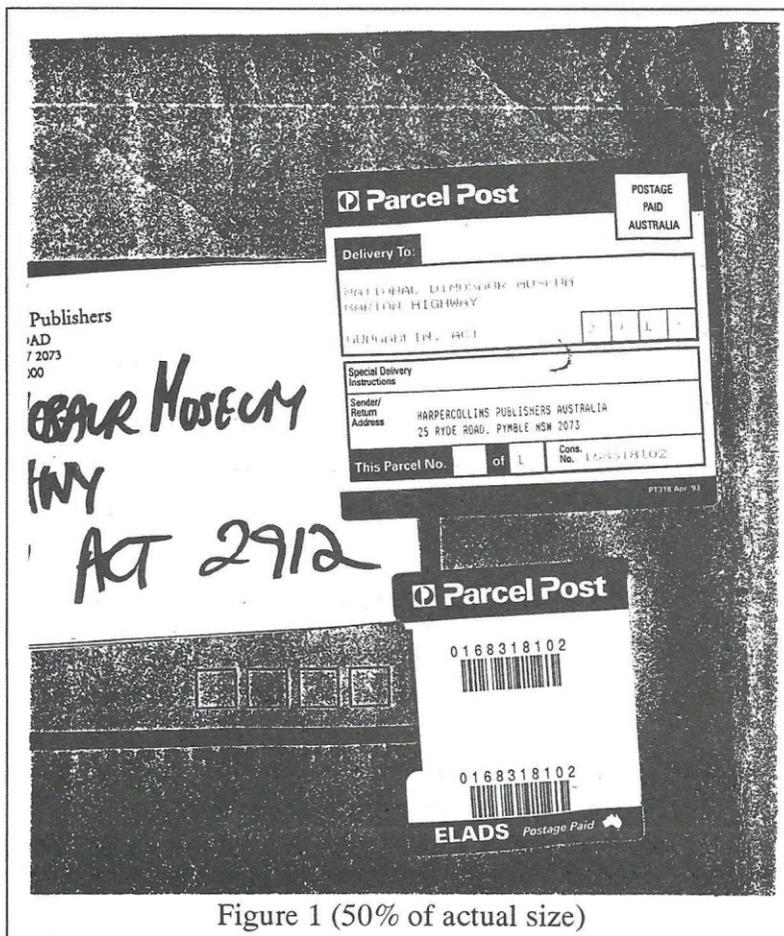
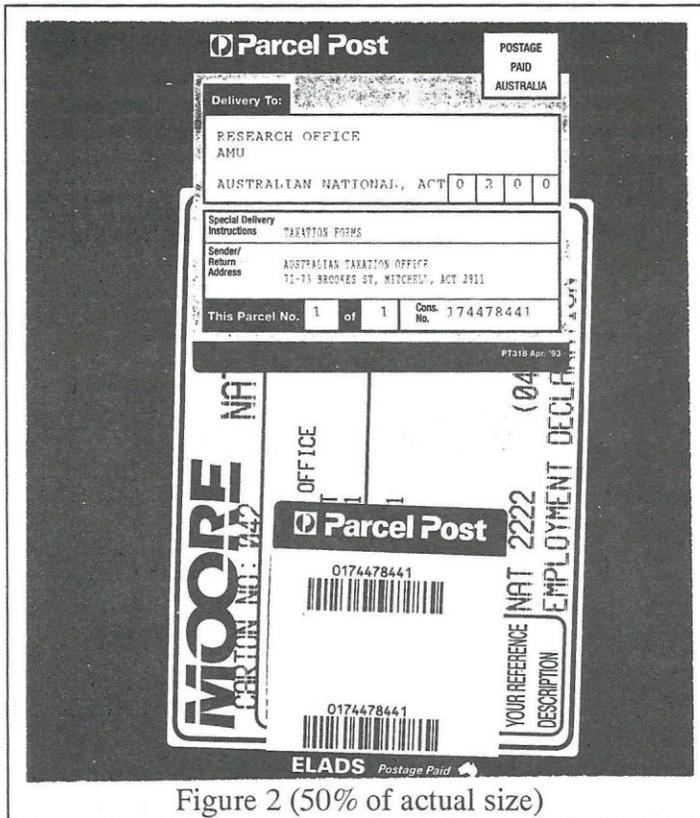


Figure 1 (50% of actual size)

You enter the details of the consignment onto your computer. Even down to address details for individual parcels. We also supply you with barcode and address labels to attach to your consignment. When the consignment is complete, you simply download the data onto a diskette and hand it over to our driver. So, when your consignment is lodged at our Parcel Centre, the lodgment details are transferred electronically into our computer system. When your consignment is delivered a signature is recorded and the barcode is scanned by the driver.

Also, our unique Cash-to-Collect service is the faster way to receive payment of your consignments. This



exclusive method allows consignments to be paid on delivery (cash or cheque). We then provide you with a payment summary and a cheque for the total payments on a daily or weekly basis. In short, you get paid a whole lot faster.

Two examples of the use of the system and the labels used are illustrated. The first (Figure 1, courtesy of Bruce Parker and Jennie Creagh) are ELADS labels used on a parcel addressed to the National Dinosaur Museum, while the second (Figure 2) was a parcel addressed to the ANU.

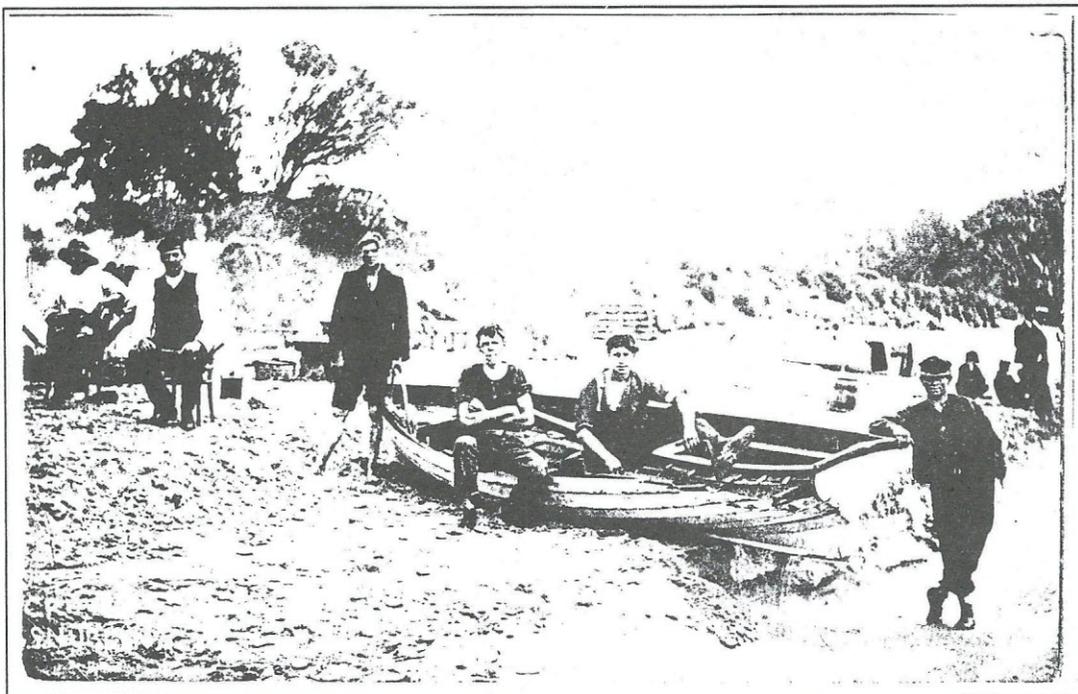
MY FAVOURITE POSTCARD

Graeme Broxam

Members of the Society's Picture Postcard Collectors' Group collect postcards for a myriad of reasons. Some collect 'topographically', views of the regions from where they originally came, or were captivated by, after visiting them. Others collect specific types of greetings and portrait cards for their artistic beauty, or specific topics that interest them such as transportation. This is the first of a series of brief articles bringing some examples of this fascinating area, only recently acknowledged as being of genuine philatelic interest to a wider audience of Society members.

My main area of postcard collecting is shipping, a collection which largely began because of my need, as an amateur publisher specialising in Tasmanian maritime history, to access suitable illustrations for my books and articles. In fact, it is almost impossible to select any individual card as a 'favourite', for they are all fascinating images from a past era. Commercially printed cards are generally the most attractive to the casual viewer, but I prefer the often limited-run real photographic cards produced by local photographers cashing in on recent events.

The actual card I have selected for this article is an example of the latter, and we can date it as 8 October 1910. It shows the rather forlorn crew of the regular Hobart-Tasman Peninsula steamer *Nubeena*, the 20 year career of which had come to an end the previous night when she stranded on Roaring Beach near Cremorne on South Arm, just east of the entrance to the Derwent River. Captain John Franklin, seated on the left, had gone below to deal with some paperwork, leaving a deckhand, no doubt one of the likely lads seated on or standing



alongside one of the steamer's boats, at the helm. He managed to get off-course and ran the vessel aground, where she soon sank into the sand and became a total wreck. The boat in the picture was badly damaged when knocked against the steamer during the evacuation, although all hands and the livestock on board landed safely. Captain Franklin has every reason to look glum in this photograph – no doubt he anticipated the several months' suspension of his master's certificate that he was to get for his indiscretion.

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FORMULA AEROGRAMMES OF THE BRITISH COMMONWEALTH – PART 2

Darryl Fuller

The big question with most of the formula aerogrammes discussed in this overview is whether they were actually issued by the post office. Given their similar styles and types I believe that most of the formula aerogrammes similar to those illustrated in Figure 6 (part 1)



Figure 7 Formula Aerogramme sent from Northern Rhodesia in 1948

and Figure 7 were sold by the post office. The example illustrated in Figure 7 adds to the proof that this was the case. It was sent from the Senior Postmaster at Livingstone in Northern Rhodesia on 15 July 1948 and is an official reply to a request about the availability of postal stationery in Northern Rhodesia. It states that only registered envelopes are available. Further it states that a 6d stamp is placed on air letter forms which suggest that this formula was sold by the Post Office. The first aerogramme with an imprinted stamp was issued on 4 June 1949.

Closer to home a number of formula types are known which were issued by the post office and have the country name on them. Further they are often used in the Territories of these countries. A good example of this is illustrated in Figure 8. This is a New Zealand Air Mail Letter Card posted from the Cook Islands on 12 November 1949 and sent to Canada. It is franked with the requisite Cook Island stamp. These New Zealand formula aerogrammes were used by New Zealand, Fiji and the British Solomon Islands. Figure 9 illustrates a similar example, a Fijian Air Mail Letter Card in an almost identical style to the New Zealand aerogrammes. However, this example was posted at Tarawa in the Gilbert and Ellice Islands on 6 September 1947. The Gilbert and Ellice Islands are interesting because they

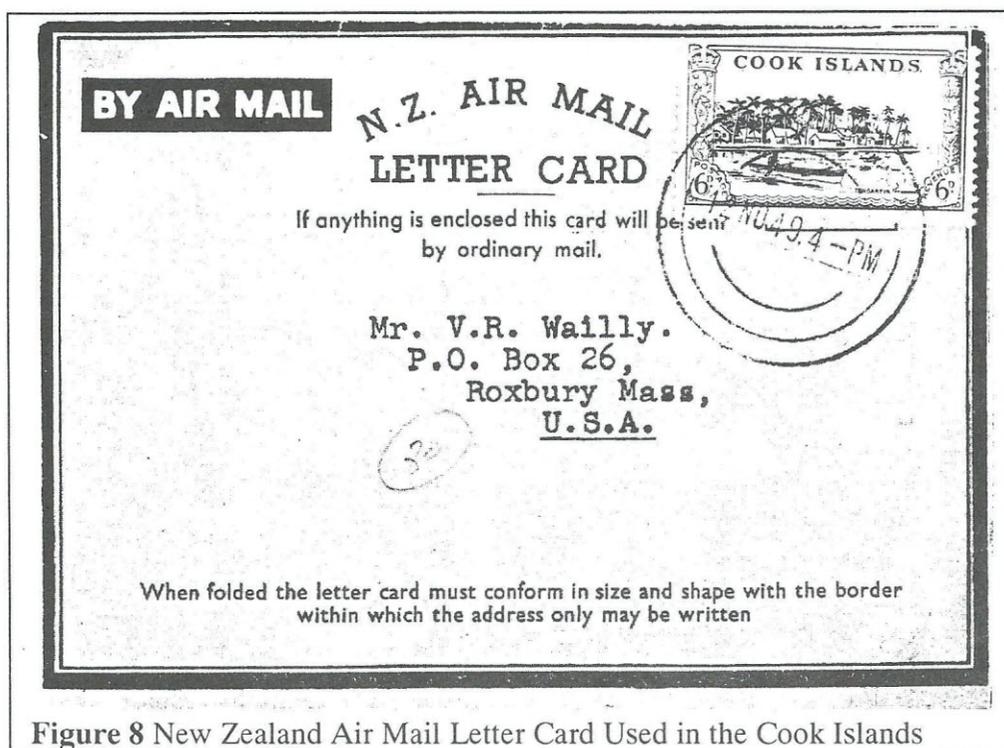


Figure 8 New Zealand Air Mail Letter Card Used in the Cook Islands

continued to use formula aerogrammes for some time. Apsley issued a common type of formula aerogramme that was approved by the Postmaster General but it is not clear whether they were issued by the relevant post offices. I would guess that they were both sold by some post offices in some countries and also sold privately by stationers. An example of a typical Apsley aerogramme is illustrated in Figure 10. This example posted at Tarawa on 24 October 1964 is franked with the stamp that was issued to commemorate the first regular air service on 20 July 1964.

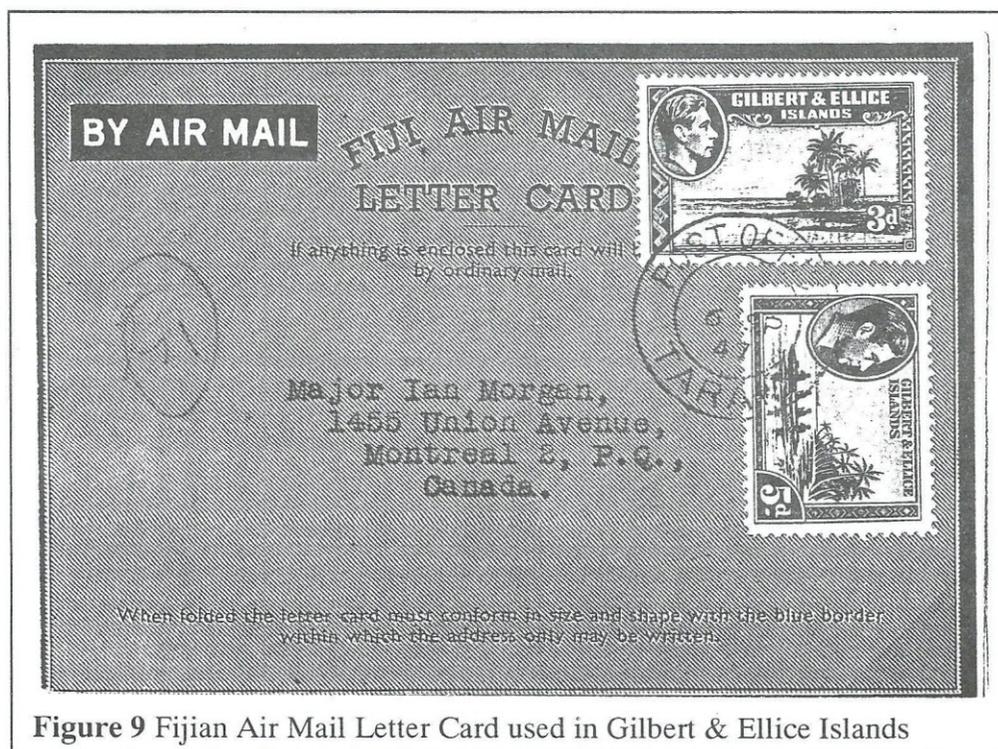


Figure 9 Fijian Air Mail Letter Card used in Gilbert & Ellice Islands

Continuing with the Gilbert & Ellice Islands for one last but interesting example of a formula aerogramme. This time a commemorative formula aerogramme that was issued by the postal

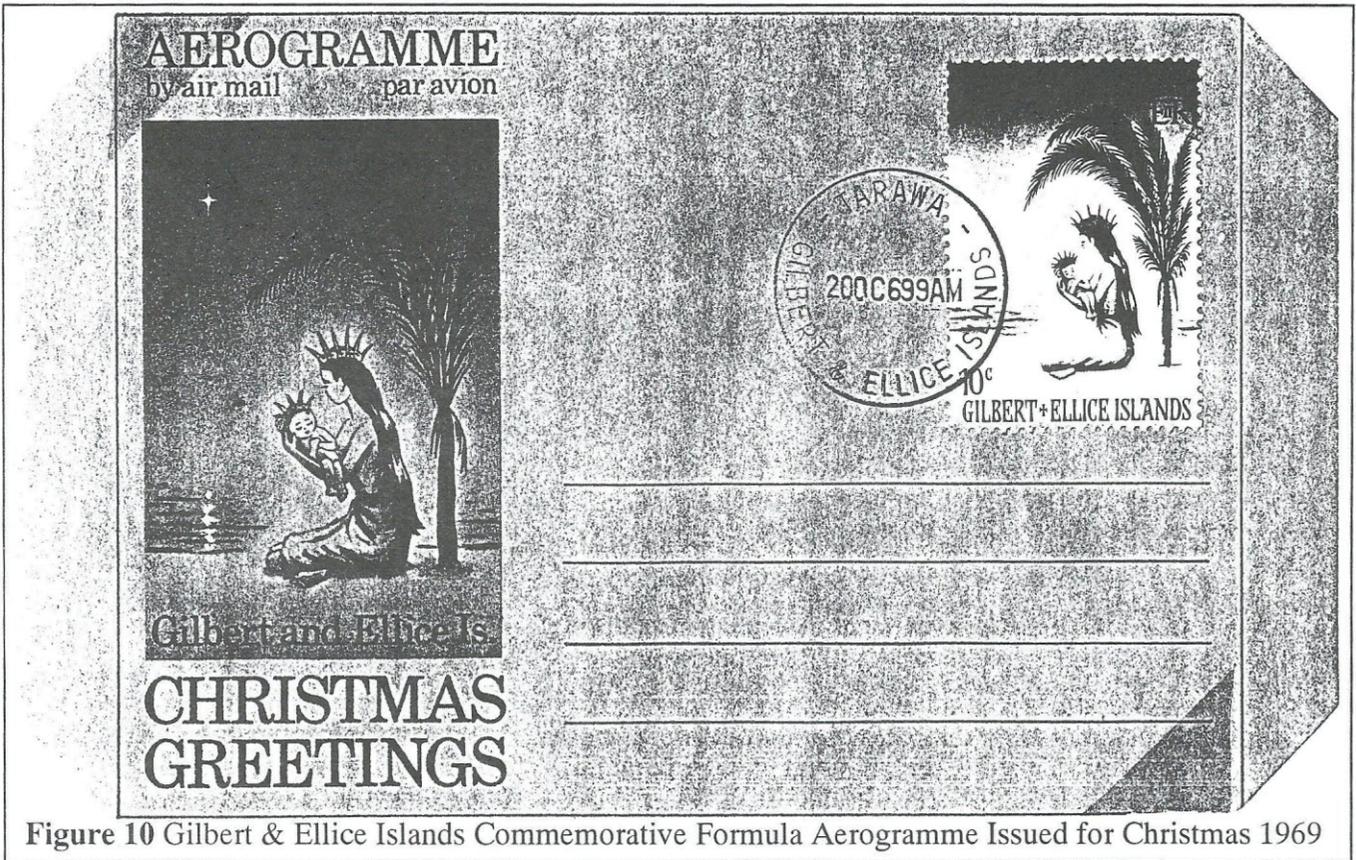


Figure 10 Gilbert & Ellice Islands Commemorative Formula Aerogramme Issued for Christmas 1969

authorities. This is unusual and I cannot think of another example from this period (but some must exist) and tourist related examples are known from African countries which I will illustrate later in the article. Figure 10 illustrates a cancelled to order example of the Gilbert & Ellice Islands 1969 Christmas formula aerogramme, the design illustrated on the aerogramme being the same as the issued stamp.



Figure 11 Australian Territories Formula Aerogramme used in Norfolk Is.

Australia issued a few formula aerogrammes for use in our own Territories and these were often the equivalent Australian aerogramme but with no value indicium. Figure 11 illustrates a nice example of one of these formula aerogrammes used in Norfolk Island in 1949. It is a fairly scarce usage and is fully commercial.

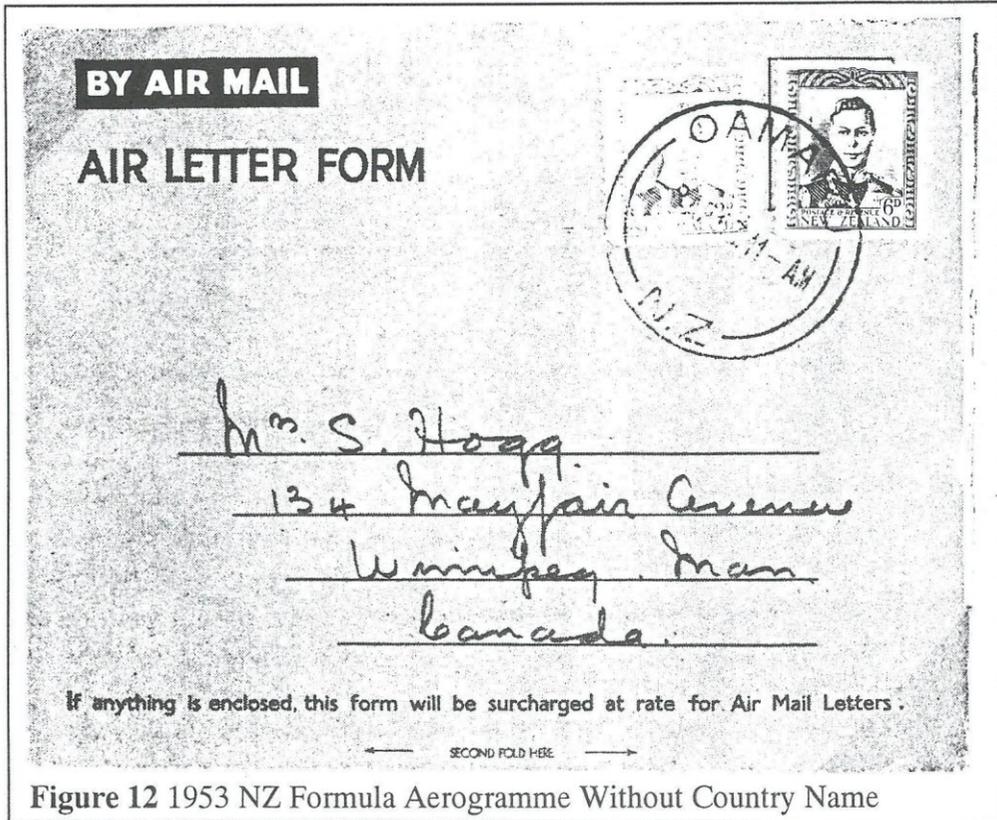


Figure 12 1953 NZ Formula Aerogramme Without Country Name

New Zealand has a long history of using formula aerogrammes which were issued by the Post Office. Figures 12 and 13 illustrate two examples of differing types, the latter being printed by Croxley. (to be continued...)

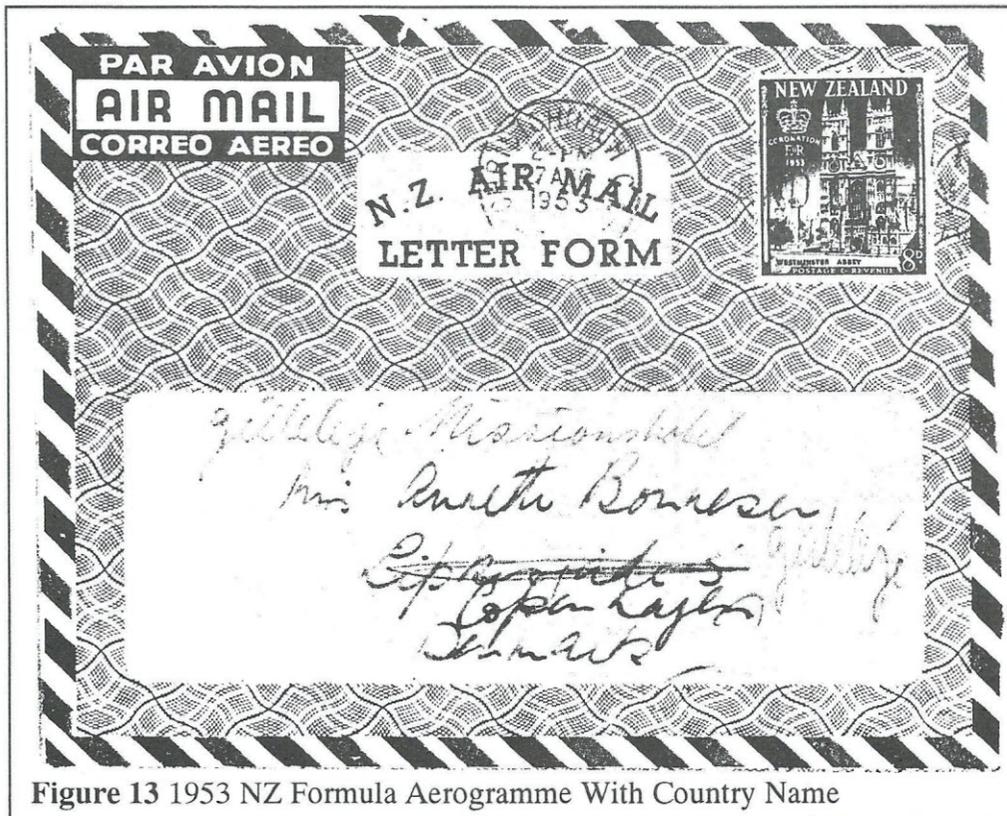
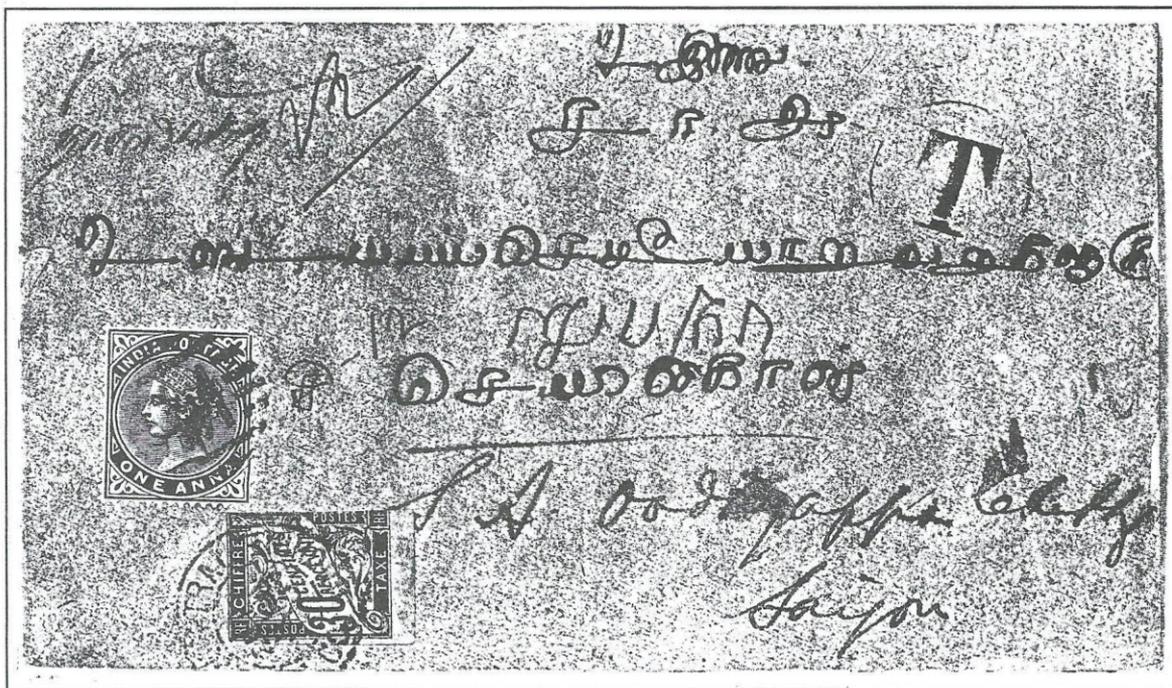


Figure 13 1953 NZ Formula Aerogramme With Country Name

THE TREASURES OF CANBERRA STAMP MARKET DAYS

Darryl Fuller

You may wonder, what treasure that I am talking about, but the illustrated cover is an excellent example of the finds that you can make at the Philatelic Society of Canberra's monthly stamp market days. I have not researched the cover fully but the following summarises some obvious detail. The cover was posted in late June in 1900 and appears to originate from Madras (assuming the M in the barred oval stands for this) in India and was sent to Saigon, Indochina. The cover is backstamped TRICHINOPOLY/KONAPET, NEGAPATAM and SAIGON. Fortunately the cover was underpaid and received the large T, tax marking, and is further franked with a standard French imperforate 30ctm postage due. Such postage dues were regularly used in French Colonies. This example is cancelled with a



light postmark that reads in part COCH... An attractive and moderately valuable cover that would repay further research. However, the point I would like to make is that I picked this cover up in one of our regular stamp market day dealer's five dollar boxes, that of Pittwater Philatelic Service.

John and Tracy Pearson of Pittwater Philatelic Service are regular attendees at the Canberra Stamp Market Days, as well as supporting Capital Philately by being regular advertisers. The stamp markets are held on the second Sunday of each month at the Griffin Centre in Bunda Street. Opening times are 10am to sometime after 4pm, depending on business. Pittwater's regular position is immediately obvious as you enter the room because of their 'wall' of stamp books containing their worldwide stock. John uses a white-board at the rear of their stand to highlight all of their latest acquisitions. An idea other dealers should consider. They cater for all budgets from their 5c box through to classic kangaroos.

John is an active collector himself, specialising in the issues of the Australian Colonies. He has exhibited at several clubs and is an enthusiastic member of the Australian States Study Circle of the Royal Sydney Philatelic Club. (He also has an excellent stock of Australian Colonies.) John founded Pittwater Philatelic Service in 1991 and it grew so quickly that

Capital Philately

Tracy had to leave her teaching job in 1993 and join the business on a full-time basis. They are now doing their bit for Australia by exporting to 31 countries on six continents.

Their stock is quite comprehensive and they can help with postal history, FDCs, postal stationery, postcards, cigarette cards, perfin, postmarks, worldwide polar covers, space covers and much more. They have a wide range of stamps and an excellent stock for 'thematic browser'. Most importantly they are constantly buying material so that their stock is always fresh and interesting.

John and Tracy produce four regular lists for mail order clients: Australia & Territories; Australian States; New Zealand; and South Pacific Islands. Of course they are always interested in buying and if you have better material for sale will gladly do a free valuation at the Canberra Stamp Market day. They can be contacted by telephoning (02) 9974-5507, faxing them on (02) 9974-1177 or by mail at PO Box 478, Avalon Beach, NSW 2107. They are members of APTA (formerly ASDA), SCDA and APS.

Whilst I don't make it the Canberra Stamp Market days as often as I would like, whenever I do I have always been struck by Tracy's ever present smile. By supporting Pittwater Philatelic Services and the other regular dealers at the monthly stamp markets you are also supporting the Philatelic Society of Canberra. And you never know, there may be other gems to be discovered in other five dollar boxes.

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