



Capital Philately

Incorporating PASTCARDS *and* Machinations.

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Inside this Issue:

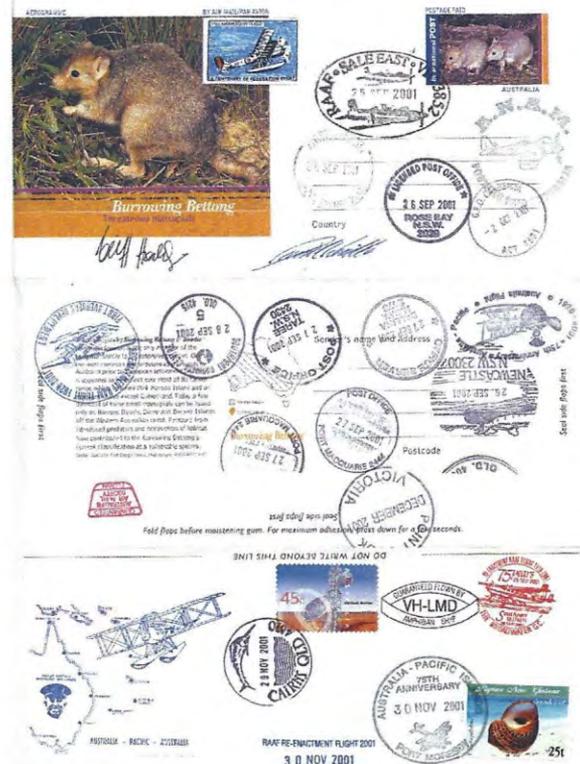
Arthur Bergen and
Pacific Island Flights

Israeli Revenues Part 2

Human Powered
Transport

Machins

and more.





The Philatelic Society of Canberra Inc.

(Founded 1932)

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CAPITAL PHILATELY

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Capital Philately

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March 2009 – Editorial

This latest issue of *Capital Philately* has a reprint of an article that was recently published in *The Cover Collector*. As most will be aware this journal has an editorial policy whereby we do not reprint articles from other journals, with rare exceptions. This article is one of those rare exceptions. It is in fact part two of an article of which the first part is not relevant to the story, as far as it concerns the Australian Capital Territory. The author, Michael Moore, who is a member of the Philatelic Society of Canberra, agreed to rewrite the article so that it made sense as a stand alone article. The author felt, and I agreed, that this article would be of wide interest to local collectors and deserved a far wider audience of people within the ACT than it would gain in *The Cover Collector*. He was also keen to see it in full colour as he felt the illustrations had particular merit. I feel sure you will enjoy this article and I know one local collector who was fascinated to find an air cover from Australia that had actually landed on fresh water, as opposed to sea water.

I have also continued my series on the revenues of Israel and included illustrations of some of the fascinating items that can be found. Whilst I appreciate that not all of you have an interest in revenues, it is an up and coming area, with Israel illustrating the fascinating array of modern material that is available in many countries. The postcard article on transportation, mainly human powered, is illustrative of just how fascinating postcards can be with a huge variety of topics. There is a lot of social history in postcards and the array of images found would be very difficult to duplicate. We also have another article on Machins with the British Post Office always finding new ways to make this series one of the most diverse of all time. I hope you enjoy this issue.

Darryl Fuller

*The following article is reproduced in its original format from its previous publication in **The Cover Collector**:*

Arthur Bergen and The Pacific Islands Commemorative Flights – Part 2 – 2001

Michael Moore



Figure 1

Introduction

This article is also published in *The Cover Collector*, journal of the Australian Cover Society, No. 19, March 2009. Dingle Smith saw an early draft and suggested it would be of interest to members of the Philatelic Society of Canberra.

It is not usual for *The Cover Collector* or *Capital Philately* to reprint articles. This is, rather, a combined printing in two journals, of March 2009. It is an article of interest to both Societies, and of both of which the author is a member.

This is, in fact, Part 2 of an article. The two parts concern quite different commemorative flights and each can be read alone. Part 1, however, has additional background information about Jack Koch, Nelson Eustis and Arthur Bergen. It explains why I have often used the given name of Arthur Bergen and occasionally that of Nelson Eustis. PSC members can read Part 1 in the PSC library.

The unexpected highlight of the 2001 flight was a landing on Lake Burley Griffin. *The Canberra Times* published three excellent photographs of the occasion and gave permission for their use in this article. The publication of this account in *Capital Philately* may help preserve, among local philatelic and general readers, the memory and significance of the event.

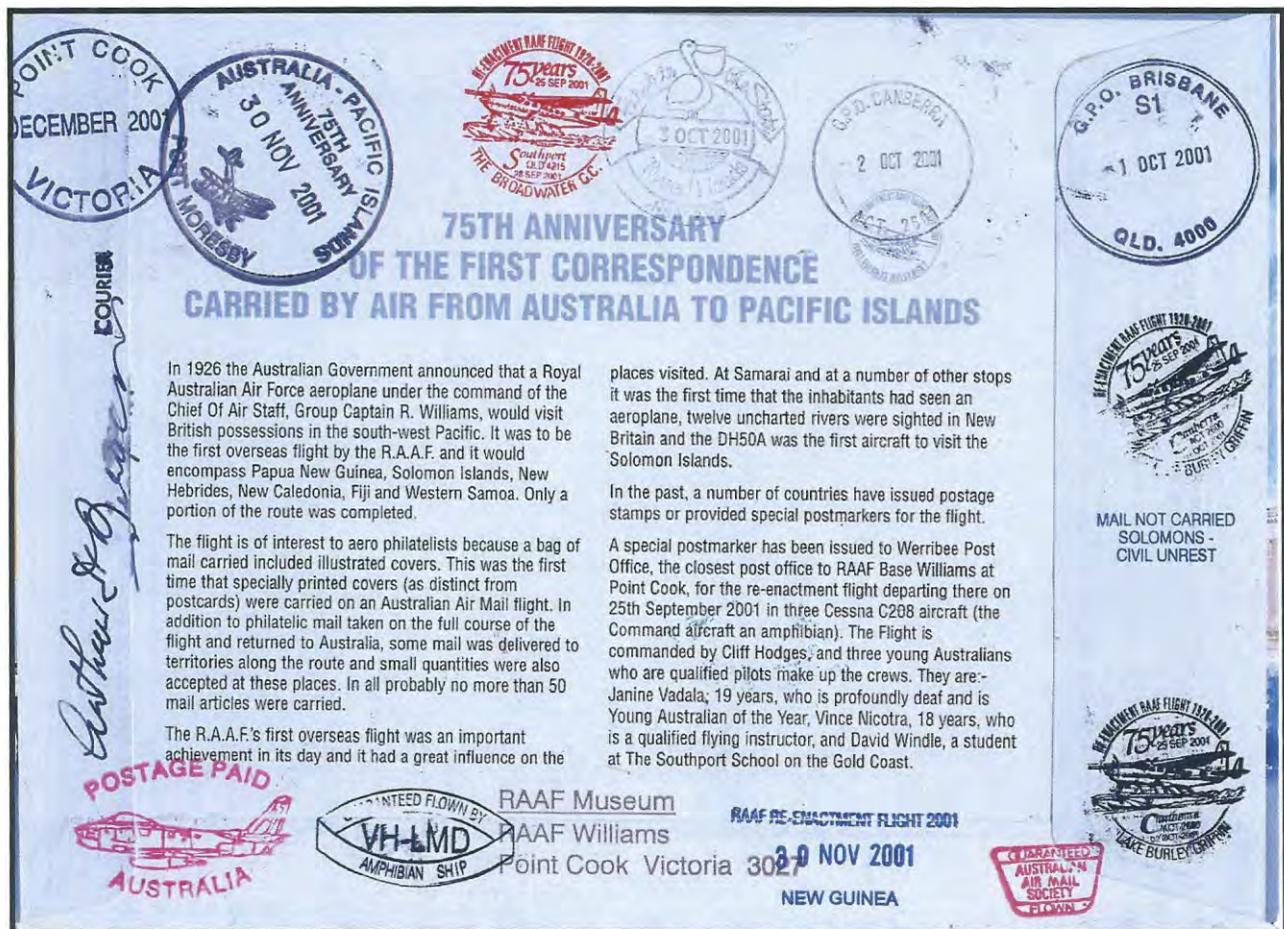


Figure 2

Pacific Flights – 1926, 1976, 2001

Part 1 of this article gave brief details of the 1926 Pacific Flight flown by Group Captain Richard Williams. It then detailed the 1976, 50th anniversary, commemorative flight, the covers associated with it, and the involvement of the *Australian Cover Society* Patron, Arthur Bergen.

In 2001, RAAF Warrant Officer Cliff Hodges, Air Force Cadets Training Officer and “Detachment Commander, 2001/2002 Flights”, arranged a 75th Anniversary flight. He hoped the flight would travel from Point Cook, via PNG, to the Solomon Islands.

He chose a crew of two young co-pilots who might hopefully carry on the tradition and fly a Centenary event in 2026. These were 18 year old, qualified flying instructor, Vincent Nicotra and 19 year old Janine Vadala, a qualified pilot. Ms Vadala, who is hearing impaired, had been named as Young Australian of the Year for 2001. David Windle, a student at Southport, was present on some of the stages.

Warrant Officer Hodges largely funded the flight.

As with the 1976 commemorative flight, he hoped to recoup much of the expense through the sale of souvenir covers. However, the stamp market had “moved on” from 1976, and this hope was largely unrealised.

2001 Flight Cover

W.O. Hodges published the cover shown, front and back, as Figures 1 and 2. This is a very large cover, 228 X 166 mm. This cover type was advertised by Cliff Hodges at \$100 each.

Hodges also published an unofficial (i.e. not published by a coin or stamp issuing authority) PNC (Philatelic Numismatic Cover) with a RAAF aluminium/bronze medallion. These were advertised for sale at \$110. *Australian Pictormarks®* records that 3,000 of the covers and 1,000 of the PNCs were produced.

The cover at Figures 1 and 2 has Cliff Hodges’ signature on the front and that of Arthur Bergen on the back. This example was serviced by Arthur and has backstamps additional to those on the “official” version marketed by Hodges. These are discussed below.



Arthur Bergen

Arthur (at age 87!) became involved, so was the only person to have flown on both commemorations. He wrote to me, from Southport on 3 December 2001:

I have not departed from this life ...I became tangled up in the RAAF re-enactment flight and things didn't work out as I had expected.

I headed down to Werribee and met up with three others and an amphibian a/c – we left Point Cook and in a series of land and water landings (2 or 3 each day) arrived in Brisbane. Then made a special flight to Canberra to land on lake Burley Griffin (sic) – the first a/c to land there.

Back to Brisbane the same day and this is where funds ran out! I returned home – then received a request to return to Surfers Paradise to continue with the trip as far as Port Moresby. I was going to turn it in but then thought that I may as well continue as I may later regret not having done so.

So we went to Port Moresby via Cairns – met up with the philatelic boys there – had mail processed OK – I came back to Surfer's yesterday – now am booking my fare home – broke!!

They say you can't take it with you (so I am not going) but... I guess the best thing to do is to do what you want to do (within reason).

At my age I should have more sense than to gad about.

The Flight

Cliff Hodges chartered a Cessna “Caravan” aircraft similar to that shown in Figure 1. The charter included an experienced commercial pilot. This company pilot was (and remains) deliberately anonymous. Some accounts (see below) indicate that Hodges was the pilot. This was not generally so. Many landings were made on rivers and inlets which required considerable experience with seaplanes.

As it transpired, the flight went only as far as Brisbane. However, mail of various types was ultimately carried as far as PNG and the Solomons. One of the purposes of this article is to explain the covers associated with this event and how and where they were flown.

The flight left Point Cook on 24 September 2001 and flew via Sale (Victoria), Jervis Bay, Rose Bay (Sydney), Newcastle, Taree, Port Macquarie, Ballina, and other intermediate stops on the NSW coast. It reached Southport, Queensland on 28 September.

Sel Pfeffer, a long-time *Stamp News* columnist, joined the flight on 1 October and flew from



Figure 3 - front

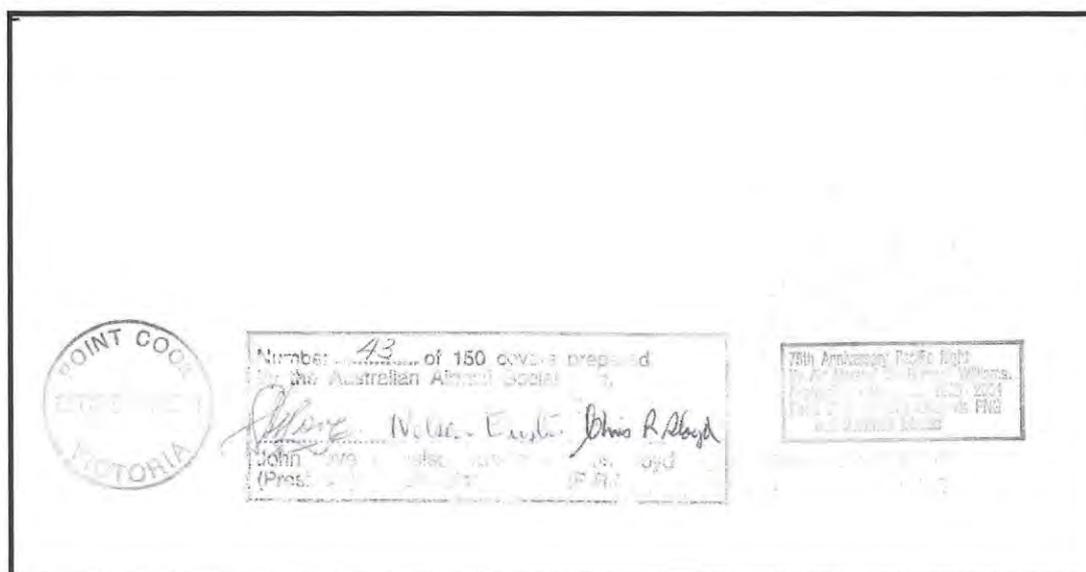


Figure 3 - back

Coolangatta, Queensland, the short distance to Brisbane where “Arthur Bergen and I caught a taxi to the GPO for postmarking the covers”, and return. Sel wrote a short account in his “Focus on Framas ...” article in *Stamp News*, December 2001/January 2002, p. 30. The article included three coloured photographs. One photograph shows the crew on that day, all identified except the anonymous company “co-pilot”, standing in front of the aircraft.

Sel reports that the flight was met at Brisbane by the Gold Coast MLA, Lex Bell and “all the TV channels”. Apart from Sel’s own brief account, however, the event went largely unnoticed by philatelic collectors.

Special Postmarker

Australia Post provided a special pictorial postmarker for this flight, APM 34080. This was issued at Werribee, Victoria somewhat dubiously said to be the closest Post Office to Point Cook.

The cover at Figure 1 has postal markings with this same illustration, though smaller, dated Southport, Queensland, on 28 September 2001 and Canberra on 2 October 2001. Rather clearer images of these two “postmarks” are on others of the covers illustrated.

These are not official postmarks. The standard reference work on Australian pictorial and commemorative postmarks is Eury and Woolley, *Australian Pictormarks®*. The criterion used for listing a postmark in *Australian Pictormarks®* is that it be advised in the *Australia Post Stamp Bulletin*. Such official advice allows collectors

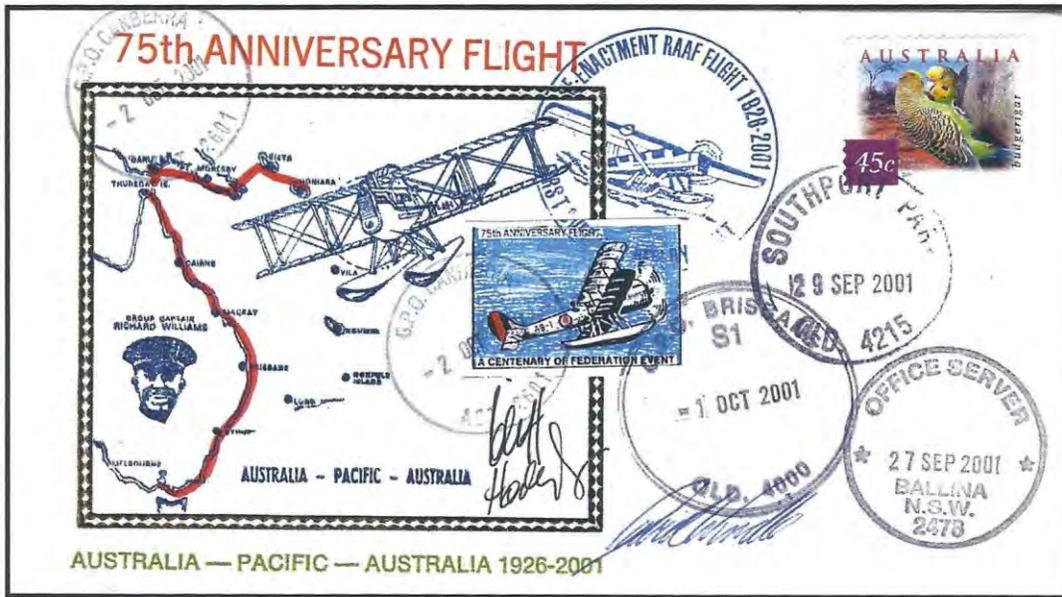


Figure 4 - front



Figure 4 - back

to obtain impressions. Neither of these two "postmarks" was officially advised, and hence, neither is catalogued.

Accounts of the 2001 Flight

(The back of Cliff Hodges' cover shown as Figure 2 includes some details of the flight. This text, however, was necessarily prepared prior to the flight and even the little it does record, is not wholly accurate.)

The Australian Air Mail Catalogue (AAMC), 2002 edition, has two accounts of the covers associated with this venture. Nelson Eustis was the AAMC Editor and Arthur Bergen was an Associate Editor. In spite of this (or perhaps partly

because of this) the AAMC accounts beg as many questions as they answer. The AAMC records:

"2001 (24 September) – Numbered and signed souvenir covers arranged by the Australian Air Mail Society for the 75th anniversary of the RAAF Pacific flight by Sir Richard Williams were postmarked with pictorial commemorative cancels at Werribee (V), Port Moresby and Honiara (Solomon Is). The covers were franked with the stamps of the three countries and impressed with a number of cachets.

2262. Australia-PNG-Solomon Islands (unofficial), (150) - \$20

2262a. Vignette, blue and black, mint - \$5

2001 (24 September) – Souvenir covers were



Figure 5 - front

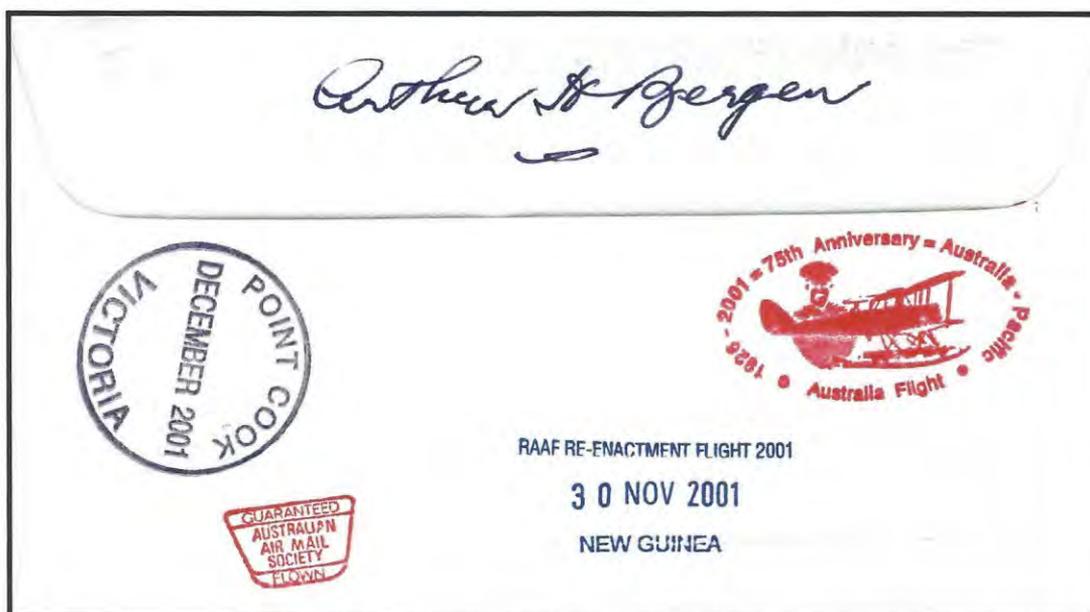


Figure 5 - back

carried in a Cessna Caravan Amphibious, VH-LMD, from Point Cook via various towns including Canberra in a flight intended to commemorate the 75th anniversary of the 1926 RAAF Pacific flight by Sir Richard Williams. Pilot was Cliff Hodges. The flight terminated at Southport (Q). Covers were later taken to Port Moresby and stamped with a cachet indicating the covers would go no further.

2263. Australia-PNG (unofficial) - \$10”

AAMS Covers

When Nelson Eustis learnt of this intended flight he contacted Arthur, suggesting that Arthur

should go, to maintain the link with the Australian Air Mail Society. Nelson prepared 150 covers, modifying the cachet which had been printed for the 1976 flight. Many of these covers were pre-ordered.

An example of these AAMS covers (or at least of those eventually released – see below) is shown, front and back, as Figure 3. Frank Pauer kindly made available this example of what is a scarce cover. Nelson arranged that Arthur would carry, as courier, and arrange postmarking, of these Air Mail Society covers.

The fate of these original AAMS covers is detailed below.

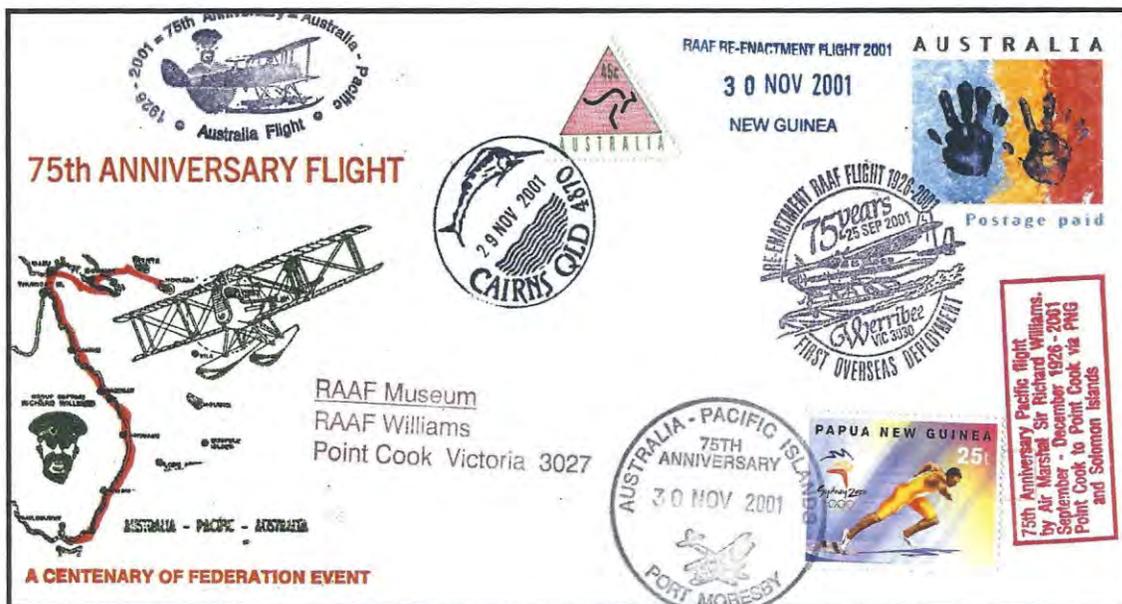


Figure 6 - front



Figure 6 - back

Bergen Covers

Arthur produced and/or serviced several types of covers for this flight. Those he serviced are discussed in the next section.

Arthur personally printed a range of cover types with the cachet shown at Figures 4, 5 and 6. This basic cachet was illustrated and discussed as Figure 9 in Part 1 of this article. It was made for Jack Koch who gave it to Arthur in 1976. Originally it showed the route and the 1976 island stops which can still be seen on the 2001 version. Arthur modified the block to show the intended route of the 2001 flight through Thursday Island and Daru, thence to Kieta and Honiara.

The covers at Figures 4 and 5 are printed on envelope stock also designed by, and printed

for, Jack Koch. These have an embossed, gold, rectangular, border, prepared for the later addition of a cachet. When Jack Koch died he left tens of thousands of these mint envelopes, many of which Arthur acquired and has since used for many types of covers.

Both the fronts and backs of the Figure 4 and Figure 5 envelopes are shown. The various destinations and postal markings are discussed below.

Figure 6 shows another printing of this cachet. It is overprinted onto the Indigenous Global Art Exchange, Postage Prepaid Envelope. Arthur printed this cachet in various colours. The intended 2001 route is in red.

The flight was an official Centenary of Federation Event. Some of Arthur's covers, e.g. Figure 6,

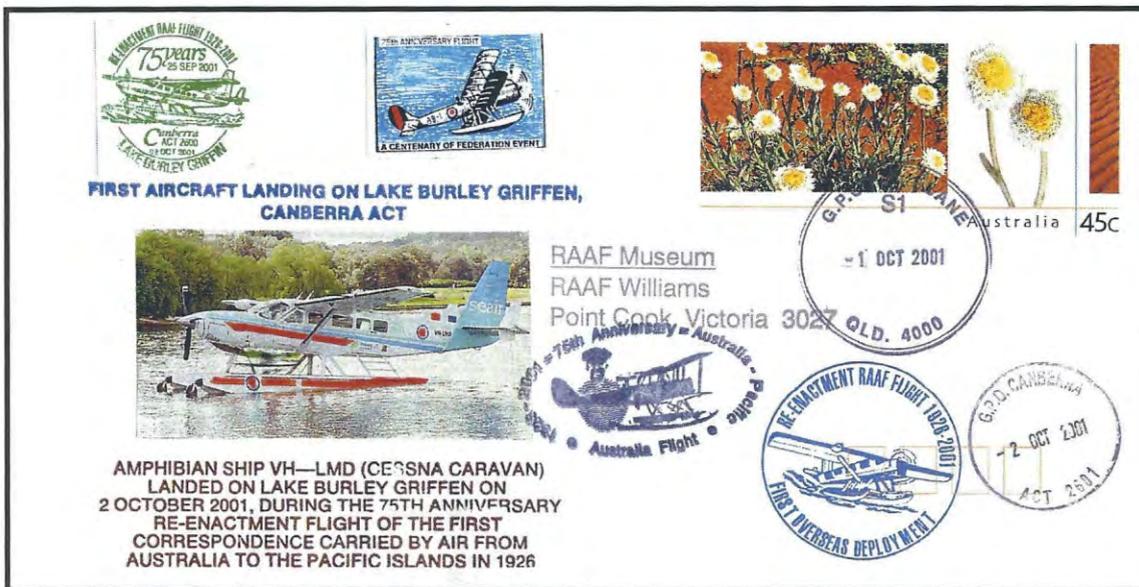


Figure 8 - front

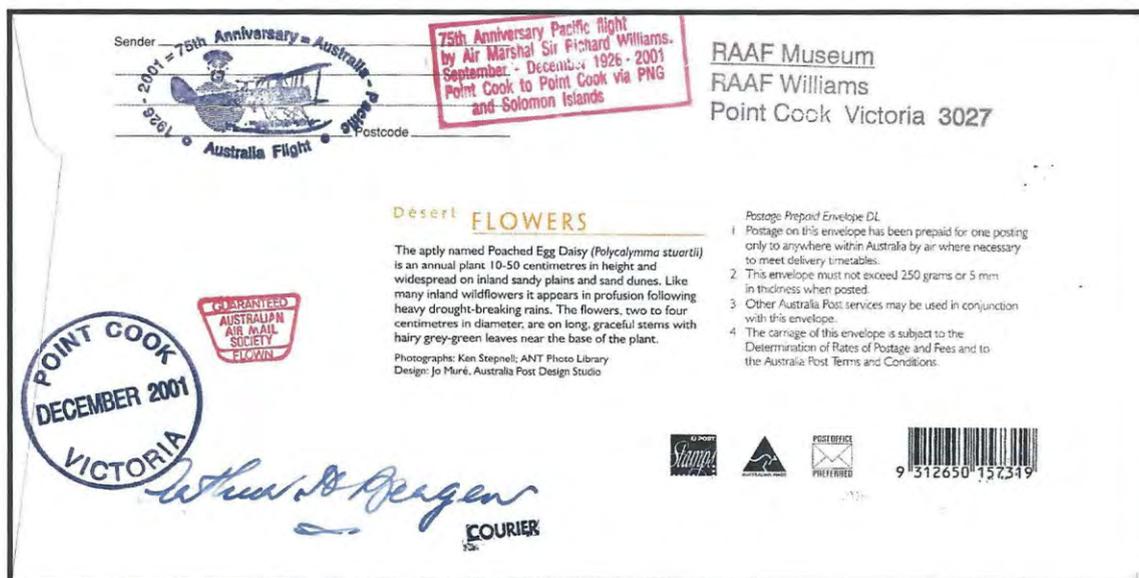


Figure 8 - back



have this text; others do not.

Serviced Covers

As well as the covers he printed, Arthur serviced for his own use (i.e. mainly for “the boys down at the Air Mail Society”) many examples of the “flight cover” such as that shown as Figures 1 and 2.

This “flight cover” produced by Cliff Hodges would seem to be the “unofficial” cover catalogued by the AAMC as Number 2263. Ten dollars was a very low value to put on an item which was for sale only a year earlier at \$100.

Figure 7 shows an “opened” aerogramme with a spectacular array of postal markings. Similar examples exist made on each of this series of “Threatened Marsupials” aerogrammes.

Signatures

For the last several years, Arthur has adopted the practice of signing the backs of each cover he prints. Hence he has signed the covers at Figures 4 and 5. He has not signed the Prepaid Envelope or the Aerogramme as they are not his publications. It is unusual that he has signed the Cliff Hodges “flight cover”.

On the fronts of the covers at Figures 4 and 7 are the signatures of Cliff Hodges and David Windle.

The signatures of the Executive Officers of the Air Mail Society, on the AAMS covers, were applied after their journeys.

Souvenir Labels

The covers shown as Figures 1, 4, 5 and 7 have a souvenir label (or “vignette” or “cinderella”) showing the 1927 aircraft. These were adapted from the label printed by Ted Roberts for the 1976 flight. Arthur redesigned and reprinted these labels. He reversed the direction of the 1976 aircraft image and added red and blue colours. The original text was taken out and replaced by “75th Anniversary Flight / A Centenary of Federation Event”.

So that it would be obvious that this was an adapted printing, and by whom, Arthur added a “registration number” for the aircraft. This was “AB 1”.

The Australian Air Mail Society covers do not have Arthur’s label.

Brisbane to Canberra

After arriving in Southport, Cliff Hodges made a late decision to fly to Canberra. He had apparently heard that Lieutenant General Peter Cosgrove, then Head of Army, was interested in the flight. General Cosgrove was keen to meet the flight as he had been inducted as Australian of the Year in the same ceremony as Janine Vadala had been made Young Australian of the Year.

On 2 October 2001 the aircraft flew from Brisbane to Canberra and made the first aircraft landing on Lake Burley Griffin. General Cosgrove welcomed the flight and received a framed copy of the “flight cover”.

This historic event was written up at some length in *The Canberra Times* of 3 October 2001 with three photographs, taken by the *Times* photographer, Martin Jones.

The photographs are reproduced by permission of *The Canberra Times*. One shows the aircraft landing on the lake. The second shows General Cosgrove meeting Cliff Hodges, with Janine Vadala framed in the shot. Behind him are the company pilot and, just visible, Arthur Bergen.

The third photo showed Arthur, engaged in his special task and passion – proudly holding aloft “the Mail” en route to the GPO for cancellation. This photograph has been reproduced on the front cover of this issue.

This should have been a major publicity coup for the venture. General Cosgrove was, at the time, one of the highest profile Australians. However, it went virtually unreported outside Canberra and, again, virtually unnoticed by philatelists. I then lived in Lara, Victoria, and was first told about the event, some weeks later, by ACT member, David Daw.

The aircraft returned to Brisbane on the same day.

Arthur had examples of the then current “Desert Flowers” PSE cancelled at Brisbane GPO on 1 October and Canberra GPO on 2 October. He later added the illustration, a detailed text and other cachets to make a very attractive souvenir cover, an example of which is shown, front and back, as Figure 8.



Future of the Flight

Cliff Hodges told *The Canberra Times* reporter, "It's cost me so far \$74,000," but he hoped, "people will start getting behind me and I'll get all the way around to the Solomon Islands". On return to Brisbane, however, some sort of crisis point, no doubt mainly financial, was reached and the commemorative flight was effectively terminated.

Arthur returned home to Adelaide in early October. Many of his covers for the flight do not show postmarkings beyond Brisbane as, at that time, it appeared that this would be the end of his journey.

AAMS Covers

Arthur reported to Nelson Eustis that he had been unable to carry the Australian Air Mail Society covers past Brisbane. When they had been given to Arthur, these AAMS envelopes had blank backs, so Arthur had duly secured transit postmarks similar to those shown on the back of the cover at Figure 4.

Nelson thought these unsuitable. He had intended to put on the backs, the cachets shown in Figure 3. Further, those who had pre-ordered covers would expect stamps and postmarks of PNG and the Solomon Islands. Nelson had these original AAMS covers destroyed.

Another batch of AAMS covers was printed. These were taken to Port Moresby by regular Qantas service on 30 November and to Honiara by Air Nuigini on 10 December. There they had

stamps affixed and were postmarked as shown on Figure 3.

Commemorative "Flight" – to PNG

Cliff Hodges soon realised that his "flight cover" would have to go at least as far as Port Moresby to be sold as commemorating a "Pacific Islands" flight. As Arthur was well known to "the philatelic boys" at Port Moresby, Cliff appealed to Arthur, in late November, to come with him to Papua New Guinea. Arthur agreed and they travelled to PNG by a regular Qantas flight on 29 November 2001.

En route Arthur had many of his own covers marked with a transit postmarker at Cairns. However, Australia Post had been none too pleased to learn that so many post offices had earlier applied postmarkers to the backs of covers (e.g. Figure 4) and to aerogrammes (e.g. Figure 7) and not over stamps. It insisted that Arthur affix new letter rate stamps for postmarking at Cairns.

At Port Moresby, PNG stamps were affixed to some of Arthur's covers and some of Cliff Hodges' flight covers. A PNG pictorial postmark was applied to the PNG stamps, as shown on Figures 6 and 7. The postal officials also agreed to apply this postmarker directly onto other envelopes, not over stamps, as at Figures 2 and 5.

The AAMC account quoted above indicates that the flight covers were "stamped with a cachet indicating the covers would go no further". I assume this is the small rubber stamp on the

centre right of the back of the cover at Figure 2: “Mail not carried Solomons – Civil Unrest”.

Extra “Postmarks”

Many of the apparent postal markings on covers associated with this event have already been discussed. Many additional markings are on the covers.

Most of these are not “postmarks” but are cachets made for either Nelson Eustis or Cliff Hodges. These include the oval shaped cachet stamped in either black or red on the fronts or backs of most of the mail items. This was adapted from the 1976 official Australia Post pictorial postmarker.

One of these cachets deserves special mention. This is the large apparent “circular date stamp” of “Point Cook / Victoria / December 2001”. It is not a cds as it does not have a specific date. Nor is it from Point Cook! It is a cachet which was designed by and made for Nelson Eustis.

Others of the cachets are rubber stamped texts in general use by the AAMS (such as the “Guaranteed Flown” cachets) or made specifically for these flights.

Arthur was always a little disappointed that no Point Cook (airport) cancel was available for the

2001 covers.

In February 2003 Arthur came to Lara for the “Australian International Airshow 2003”, held at Avalon, only 6 km away. We also visited the RAAF Museum at Point Cook. They allowed us (at least they did not expressly forbid us!) to use their “RAAF Museum/ RAAF Williams/ Point Cook Victoria 3027” rubber stamp and even their “Postage Paid” marking showing a Sabre jet. Arthur was delighted, and applied these to about 100 of his 2001 covers (which he “just happened to have” with him). These markings are on the flight cover (as serviced by Arthur) at Figure 1 and on several of the other covers illustrated.

These were the final “postal” markings applied to covers for this rather unusual series of events and misadventures which, between them, were the “2001 Pacific Commemorative Flight”.

Thanks

I have already thanked many of those who helped with this article, at the end of Part 1. Of course, I must again, and specifically, thank Arthur for much of the information on the 2001 flight.

An Overview of Israeli Revenue Stamps – Part 2

Darryl Fuller

(cont. from December 2008)

Tenth Revenue Issue (Update)

As is wont to happen, as soon as I wrote that I didn't know the current status of the 1986 revenues, some information came to hand. It now appears likely that in addition to the values to 40 NIS, which were reprinted sometime in the last decade, the 60 NIS and 80 NIS may have also been reprinted and I am trying to confirm this. However, the much bigger news is that there has been a new printing, in 2008, of a number of these stamps including a new 4 NIS value. The stamps have been offset printed which means that the backgrounds look quite different (refer Figure 14). In addition, the Arabic writing above and under the value has changed. The values printed are 1, 3, 4, 5, 10, 20, 40, 60 and 80 NIS. The 4 NIS value is new and appears to have only been distributed to one post office at present. One dealer bought what were available which is not many, it would appear. The other values appear to be available at a number of post offices with the exception of the 80 NIS value, which has not been released. It would appear that changes to law mean that it is unlikely to be released as it is no longer valid to use denominations above a certain value on documents. In addition there are adequate supplies of the earlier printing available. It will be interesting to see whether any of this value appear on the market.



Figure 14

Radio License Fees

The fee payable for a radio license was one of the taxes carried over from the Palestinian Administration. Palestine charged a 500mil fee for a radio license but did not have a revenue stamp to pay this fee which was indicated on the actual license. Israel decided to keep this tax but increased the fee to 2 Israeli Lira. Figure 15 shows

Figure 15

an early license which has the fee indicated at upper left as 'License Fee, two Lira paid' in Hebrew. This is an example of revenue stamped paper.



The Israeli government obviously was very busy building the infrastructure of government and in many cases took a few years after 1948 to arrange to print a variety of revenue stamps, including radio license fees. In 1951 the first radio license fee stamp was issued - a 3I.L. value. Over the next ten years a number

of stamps were issued which increased in value to 14I.L. by 1961. One interesting aspect of these fees is that by 1957 if you paid the fee late a fine of 20% was charged. This is the reason for the 8.4I.L. stamp which is based

on the 7I.L. stamp with a 20% fine. Another factor that impacted on the license fee was the need to finance the Sinai campaign in the late 1950s. There was a range of defence taxes developed including an extra 3I.L. fee on radio licenses. A special 3I.L stamp was produced with a tank on it to pay this fee. It also exists overprinted 'Bul Betahon' (see Fig. 16) to indicate that the defence tax was paid. I am not sure why this latter overprinted stamp was produced but it is a rare stamp to find. By 1959 instead of having a separate stamp the defence tax was included in the fee for the license so you see stamps with values of 7+3I.L., for example.

Usage of these stamps is not hard to find as many examples of complete license books are known. None are overly difficult to get used except the very rare overprinted 3I.L. defence tax stamp. Mint stamps are a different story. The first two values 3I.L. and 5I.L. are easy and cheap but all the other values are scarce to rare and fetch up to three figures. There are two stamps unknown mint to my knowledge – the 6I.L. red and the 3I.L. tank stamps. The small folding booklet used to hold the stamps was available at the post office, as were the stamps, and they were designed



Figure 16



Figure 17

to have a new stamp added each year and cancelled. An example of one of these is shown in Figure 17 along with examples of several of the stamps. In about 1959 Israel was obviously short of the paper used to print the booklets and instead used old IBM punch cards to print on as shown in Figure 18.

Figure 18



Israel stopped using the radio license fee stamps in 1962 and went back to a license with the fee (15I.L. in 1963) printed on it, as shown in figure 19. For a while they continued to use variously coloured IBM punch cards for these licenses. I haven't been able to confirm it but I believe the fee on radios was dropped around 1970.

Service Fee Revenues (Agrah Sherutim)

Figure 19



These are an interesting set of stamps that have not been well studied until my own research in recent years. The service fee stamps were used to legalise documents such as birth and death certificates, vaccination forms and other medical forms. They were first issued in 1949 and stopped being used around 1960 when a more generalised set of Agrah stamps was used for a wide range of fees and taxes. Figure 20 shows a mint example of the 500pr value complete with tab. This design set the trend for a great many Israeli revenue

stamps with the stamp appearing on the customer's copy and the tab appearing on the provider's copy. In addition each stamp was individually numbered.



Wallerstein lists eleven values for these stamps from 50pr through to 6I.L. together with shades for the 200pr, 250pr, 500pr and 1I.L. values. My own study of the stamps indicates that the story is somewhat more complex than a simple set of eleven stamps with there being two distinct issues of the stamps. The stamps exist on two different watermarked papers, a range of perforations and rouletting combined with the two distinct printings.

Figure 20

The first issue, I believe, comprised the 50pr, 100pr, 200pr, 250pr, 500pr and 1I.L. values, together with a reprint of some of the 200pr, 500pr and 1I.L. stamps early on. The 200pr is the most noticeable reprint as it is a completely different green. What is distinctive about these values is the font and design of the numerals which have a large first numeral and small second and third numerals, as shown in Figure 21.

Figure 21



Perf B2 Deep Green



Perf B2



Perf B1



Perf B1



Perf C



Perf B1

Sometime in the 1950s, due to increased taxes and inflation I believe a decision was made to re-issue some of these stamps and add new higher values. The second issue appears to have comprised new printings of the 250pr, 500pr and 1I.L. values together with new 2I.L., 4I.L., 5I.L. and 6I.L. values. These stamps use a very different font and the low values have all three numerals the same size as shown in Figure 22. (please note that both figures 21 and 22 come from my exhibit and have a notation under the stamps which relates to perforation differences which go beyond this article.)



Figure 22

Figure 23

(please note that both figures 21 and 22 come from my exhibit and have a notation under the stamps which relates to perforation differences which go beyond this article.)

It is my opinion that these stamps are underrated and, in general, are not easy to find. It has taken me a lot of effort to get enough stamps to study as few people appeared to be collecting them back in the 1950s. These stamps, complete with tab and original gum, are great rarities and I have only recorded two examples to date. It is possible to find used copies of the values up to 1I.L. with the exception of the 100pr value which I have not yet seen. It appears to have been a makeup value and seldom used whereas the other values appear to have been used for a specific service. The 50pr is also a makeup value but is more readily available. Only the 200pr reprint in deep green is really hard to find. The higher values from 2I.L. up are much rarer and seldom seen, with only the 5I.L.

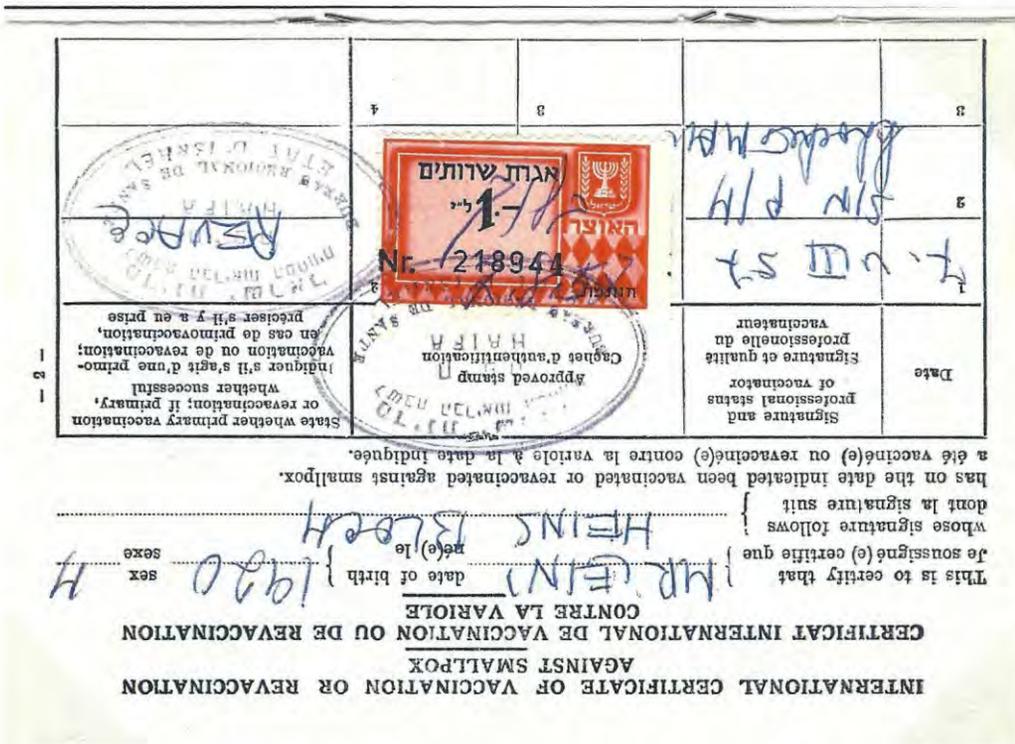


Figure 24

License Fee (Agrah Rishayonot)

Wallerstein lists a single stamp as a license fee stamp. It is illustrated in Figure 24 which shows both the tab and



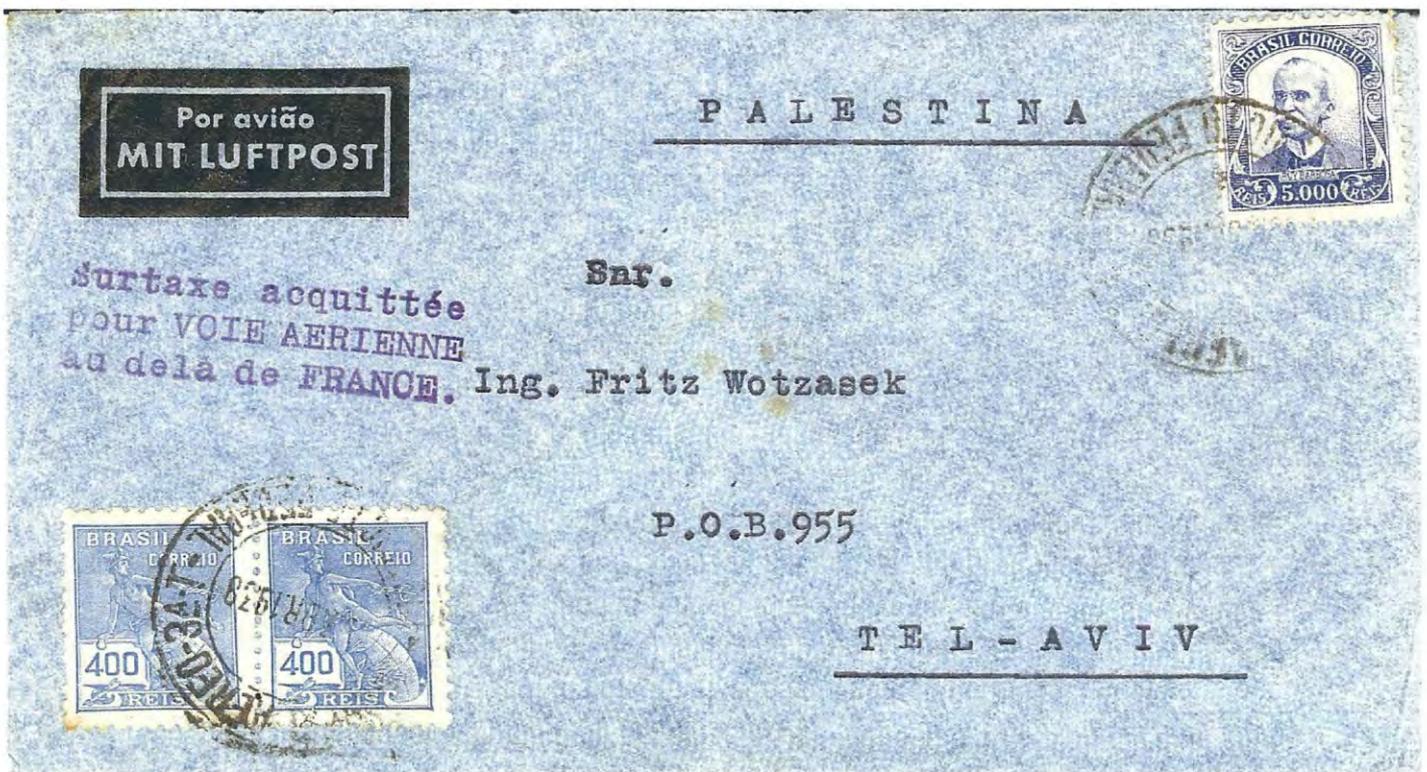
the stamp. Wallerstein doesn't state what the stamps were used for and I am yet to see one used on a document. They were used for licenses, but which licenses I am unsure as none of the driver's licenses I have seen from 1949 to the mid 1960s have a copy of this stamp on them. Wallerstein does note that the stamp exists overprinted (actually I think handstamped) agraph shirout which is singular and may mean license fee as opposed to license fees. The interesting thing about this handstamp is that it appears on all the copies I have seen. This stamp remains an enigma in some ways and is not overly common.

Interesting Airmail Marking

Darryl Fuller

As some of you will know I collect jusqu'à airmail markings of the world, for mail sent part way by air then placed in the normal mail system. When searching for such material I often come across related airmail covers. The cover illustrated is one such cover which I could not resist buying. In addition to jusqu'à markings you can also have au delà markings. Such covers usually travelled by ship or other surface mail to a place where it would be put into the airmail system to help speed its transit. I am considering including these in an exhibit of part-paid by airmail covers.

The cover shown was posted in Brazil in April 1938 for transmission to Palestine. The purple handstamp 'Surtaxe acquittée/pour VOIE AERIEENNE/au delà de FRANCE' basically means that a surcharge has been paid for this cover to travel by air onward from France to Tel Aviv. It may also have travelled by air to France. I need to do some work to find out what the airmail rates were at the time. It is a nice example of relatively modern postal history. I am pretty sure that you would be hard pressed to find another example of this marking in a hurry. More and more collectors are looking for such use which turns a \$2-5 cover into a three figure cover.



New Tricks from Reader's Digest

Darryl Fuller

Reader's Digest is always keen to get you to at least open their mail. In the past they have usually approached this by indicating on the outside of the envelope that you have won something, or at the least could win a large amount of money. Some of you will recall that the British Post Office issued a special Machin coil strip for readers to send their entries into the Reader's Digest competitions. These are now relatively valuable.

The cover illustrated is the latest attempt by Reader's Digest to get you to open the envelope. The envelope is printed to resemble one of the US express delivery envelopes. However, if you look closely you will note that it is a complete fabrication and is simply a piece of junk mail posted at the Australia Post off peak rate. The assumption being that you are more likely to open an item (supposedly) sent express mail. However, as most collectors who have some familiarity with the US postal system will know, this is not an express mail envelope. This is an interesting approach which probably has a greater success rate than a normal junk mail envelope. However, as some marketers know, one of the best ways to get a piece of mail opened is to put a stamp on it, and preferably more than one. It will be opened the majority of times.



PASTCARDS

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Forms of human powered transport

Peter Cheah

After reading the Lonely Planet publication Chasing Rickshaws by Tony Wheeler and Brian I'Anson (1998), this collector was stimulated to begin a thematic collection of post cards relating to human powered transport of people and goods. That publication and the Internet have provided useful source material for this presentation--which is mainly about the rickshaw and the trishaw.

The Rickshaw

What is a rickshaw? A rickshaw is a mode of wheeled human-powered transport where a runner, for a negotiated fare, pulls a two-wheeled cart that usually seats one person. The word *rickshaw* originates from the Japanese word *jinrikisha* (*jin* = human, *riki* = power or force, *sha* = vehicle) and when combined, literally means 'human-powered vehicle'.

Who invented the rickshaw? It is generally acknowledged that the Asian rickshaw prototype was 'invented' in Japan in 1873. A Jonathon Goble, an American Baptist minister resident in Japan, is said to have devised the contraption when his sick wife was unable to walk and needed some form of a conveyance to take her to places. Japanese historians have seriously challenged the 'invention' being attributable to this religious minister.

Popularity of the rickshaw: After their first appearance in Japan, hand pulled rickshaws rapidly spread to other Asian cities. They quickly gained ground in Shanghai, Hong Kong, Singapore and the parts of the Indian sub-continent. The rickshaw did not require fuel for a motor nor feed for an animal to draw it: all that was required was a pair of strong lungs, stamina and sturdy legs for hauling the 'vehicle' by a man.

What of the rickshaw's future? The day of the rickshaw has well and truly passed into history in most Asian cities. Dhaka, in Bangladesh, is the only city where the rickshaw will continue to play an important transport role for now. All levels of Dhaka society still happily use the rickshaw: they are plentiful, cheap, convenient and non-polluting. Recent estimates have put the number of Dhaka rickshaws at over a quarter million. This transport form provides a living for many.

The Trishaw (and its equivalent)

Bicycle peddled rickshaws replaced runner-pulled rickshaws in varying frequency in most Asian countries shortly after World War II. Bicycle rickshaws are also known by a host of different names.

Becak	Indonesia
Bicitaxi	Mexico

Sidecar trishaw	Singapore
Sai kaa	Myanmar

Cycle rickshaw	India
Cyclo	Vietnam
Pedicab	UK, USA
Pousse-pousse	Madagascar
Rintaku	Japan

San Lun Che	China
Triciclo	Macau
Trycycle, traysikal	Philippines
Trishaw (trisha)	Malaysia
Velotaxi rickshaw	Germany

The significance of the post World War II trishaw has well and truly passed and is now in doubt in most Asian countries, except for the Indian sub-continent. Where their small numbers still operate, they are tied mainly to the tourist industry. The day will come when some of their examples, like their predecessors, will only be found in museums and in private collections.

Examples of non-wheeled human powered transport

Hammock carriers: Hammock riding is where a person is carried on a ‘bed’ of sturdy flexible material strung between a single bamboo or wooden pole carried on the shoulders of 2 men. This Japanese postcard is post-marked 22 July 1905.



Spek-chinees

Java

Itinerant hawkers: These are hawkers carrying goods for sale in baskets counter-balanced on a single bamboo or wooden pole.

Coffin carriers: The old-style heavy coffin of a wealthy Chinese man or woman used to be physically carried by up to 24 men from the deceased’s home to the graveside at a fast walking pace. On



Funeral of a wealthy Chinese.

route, these coffin carriers often needed to interchange with another team of carriers for rest-breaks. Principal mourners, however, had the luxury of being conveyed in rickshaws following the coffin carriers.

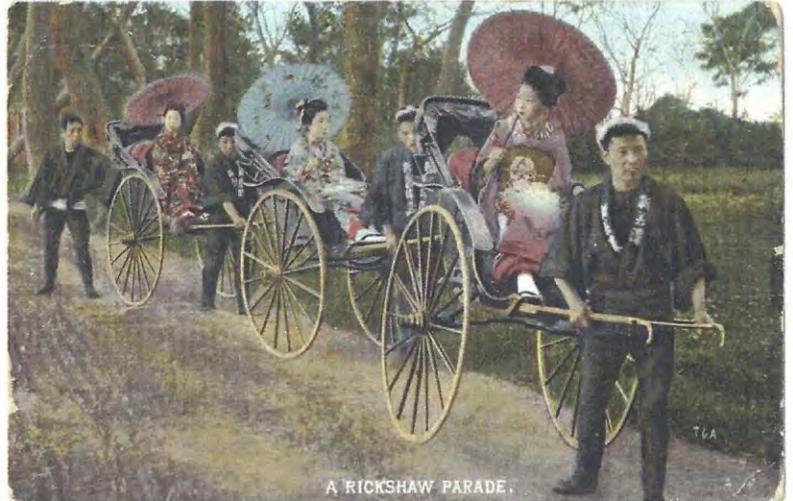
PASTCARDS



Cheese carriers: A curved wooden platform used for carrying rounds of cheese from cold storage rooms to an open-air cheese market in Amsterdam.

History of the Rickshaw in Japan

Japan is credited with the introduction of the Asian style



rickshaw as a mode of transport conveyance. By 1890, their numbers had peaked to around 200,000 units. Rickshaws quickly spread to other Asian cities from Japan.

The Hong Kong Rickshaw (passenger seat width 20")

Rickshaws were first imported into Hong Kong from Japan in 1874. At various times in the first half of the 20th century, their licensed numbers could be counted in the thousands. In its heyday, most rickshaws were used for general public transport, some were owned privately for the conveyance of family members and others owner-operated by large businesses for exclusive business use. A few were registered in the name of brothels and were used to deliver courtesans to clients.



The Macau Triciclo (passenger seat width 33")

Macau's cycle rickshaws are known as triciclos. The passenger compartment, with its generous 33-inch width (the largest of all rickshaw – trishaw derivations), is traditionally painted green and usually has a green hood. They are patronised mainly by tourists and casino goers. However, Macau, being the small state that it is, never had more than a couple of hundred triciclos at any one time.



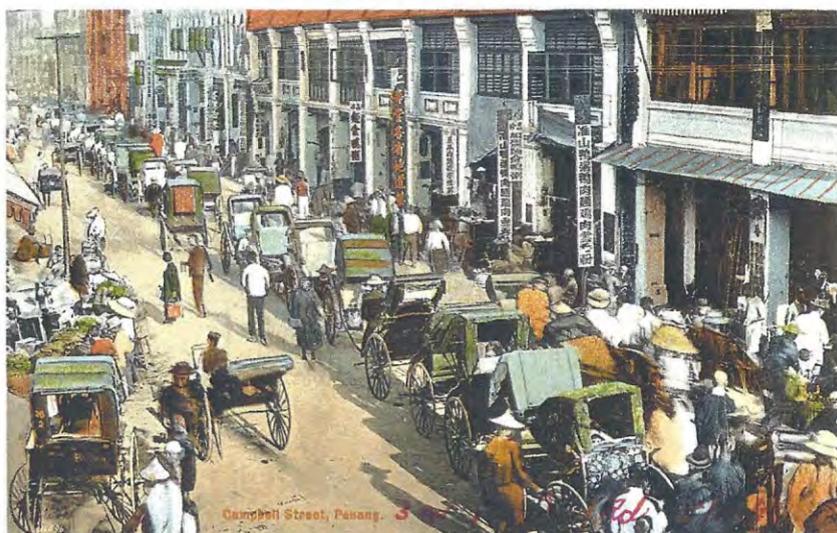
The triciclo's appearance is that of the front half of a bicycle 'mated' to the passenger compartment of a hand-pulled rickshaw. This is the reverse situation of the Penang trisha (see later). This postcard shows 4 hand-pulled rickshaws interspersed with triciclos waiting for customers.

The Penang Rickshaw

(passenger seat width approx 20")

The hand-pulled rickshaw or jinrikisha was introduced into Penang towards the latter stages of the 19th century. Their numbers peaked at just below 3,700 licensed units in 1903. The rickshaw provided the cheapest form of public transport in Georgetown until the end of World War II.

The large numbers of rickshaws 'parked' in the middle of Campbell Street (Penang's chinatown hub) is testament of the rickshaw's popularity. Another card shows a Malay family posing with the rickshaw puller. Today, hand-pulled rickshaws are only seen in some museums or in private collections.



The Penang Trisha

(passenger seat width 26")

In appearance, the Penang trisha (abbreviated from trishaw, and also known locally as a *beca*) is the reverse of the Macau trishaw. Out in front is a modified rickshaw compartment with a collapsible hood that is 'mated' to the rear half of a bicycle. The Penang trisha also has a feature not seen in trishaws of other cities. Most have a tubular fixture attached to the peddler's handle-bar for the placement of an umbrella to keep the sun and rain off the rider.

The trisha is still officially licensed as a 'jinrikisha' and was a common sight in the Georgetown area up to the later 1970s, but their numbers are dwindling. Trishas now generally operate in association with the local tourist industry.

The accompanying postcards show:

A trisha engaged in a school delivery service. Each trisha could carry anything from 6 to 10 children depending on their size and age. This service provided a regular income for the trisha man and saved the supervising parent time and effort.

A modified trisha that is a mobile



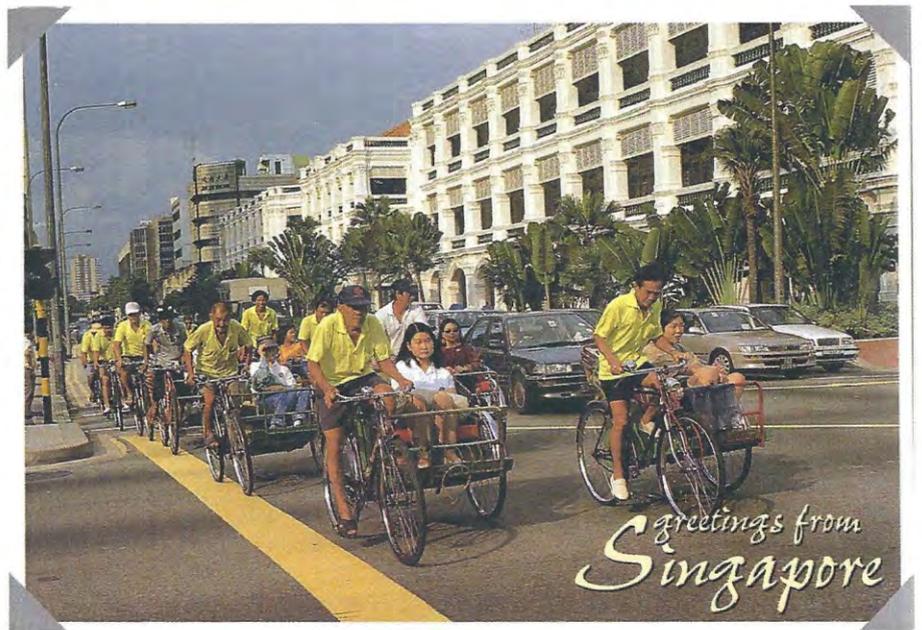


'shop': in this instance, it is the 'broom' man peddling his wares from street to street.

The Singapore Rickshaw

(passenger seat width approx. 20")

The Singapore hand-pulled rickshaw had its heyday in the last 2 decades of the 19th century and the first 4 decades of the 20th century. They began to be supplanted by the sidecar trishaw in the mid-1930s and were totally banned from operations in 1947.



The Singapore Sidecar Trishaw

(passenger seat width 25")

The Singapore sidecar trishaw is of simple design. It comprises a heavy-duty bicycle with a sidecar bolted onto the left side.

The sidecar trishaw has long ceased to be a common means of public conveyance. Those numbers that still operate are limited to conveying tourists from popular eating-places back to hotels, and the tourist industry



generally. A popular tourist feature is the day or night rides of Singapore where convoys of sidecar trishaws carry tourist passengers on designated tours of the lion city.

Sri Lanka (Ceylon)

The rickshaw was first introduced to Ceylon in 1883. As their numbers grew, they plied mainly in Colombo. All have long since been replaced by the auto-rickshaw (or tuk tuk).



The 2 accompanying cards show examples of European and local passengers posing with the rickshaw and their pullers.

Rickshaws — Colombo.

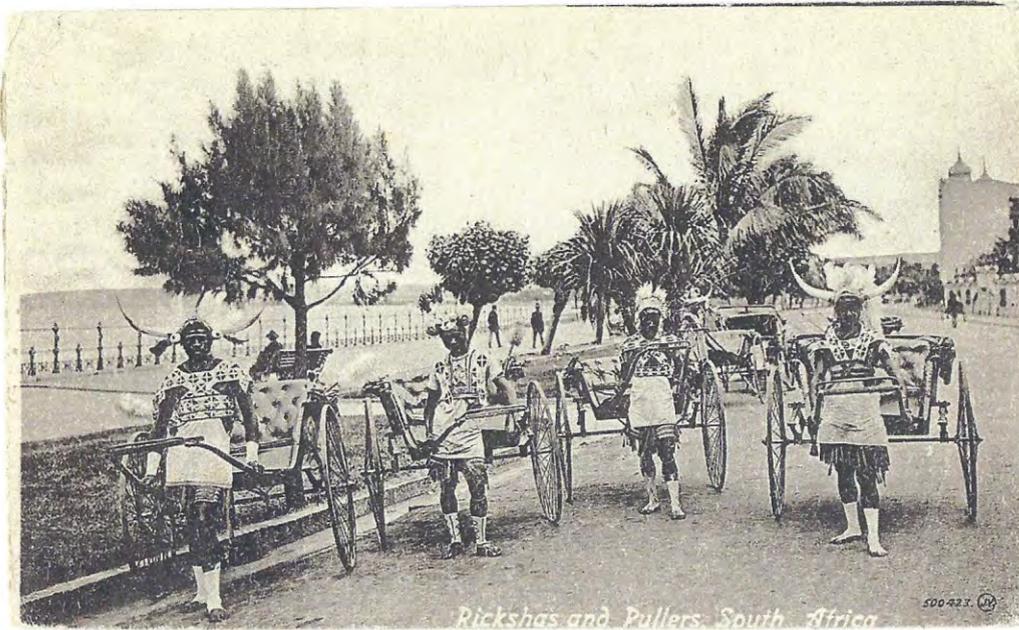


A Jinricksha, Durban.

The Durban Rickshaw

Rickshaws were brought into KwaZulu-Natal from Japan in 1893 by the sugar magnate Sir Marshall Campbell to provide transport for his wife. They have become a unique tourist attraction run by the Zulu population and have been incorporated into their culture.

There are now only 20 registered rickshaw-pullers in Durban. They are noted



for their magnificent head-dresses, resplendent with beads and other decorations: all are involved in the tourist trade only.



Other forms of human power transport

The first is that of the man in Vietnam conveying a huge pile of firewood on a bicycle, presumably for sale.

The second can be captioned as “Ms Snooty and the bellboy”. The venue is the lobby lounge of the Swissotel, Dalian, China.



MACHINATIONS

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Tony Luckhurst's Machin Report

Post & Go Machins and "Faststamps"



The stamps are being trialled in various areas throughout the United Kingdom. They are a replacement for the ill-fated Frama stamps in the 1980s. Unlike the Frama stamps some of these stamps will not carry a value but carry a service indicator. What makes them interesting to us Machinites is the use of the Machin head in the design.

At the machine (see left) the customer has a choice. The first option is to print off a stamp and use it there. For example you may wish to post a parcel. It would print you a label (below left) with the details on it and a price. This label is not unlike the white labels that a lot of post offices seem to use now. As these are not Machins I will not elaborate on them.



The more interesting option is that it gives you an opportunity to print Wincor-Nixdorf "Faststamps". These have the Machin head on them and a service indicator. The types that can be printed are:

*1st Class; 1st Large; Europe
 up to 20g; Worldwide up to
 10g; Worldwide up to 20g.*

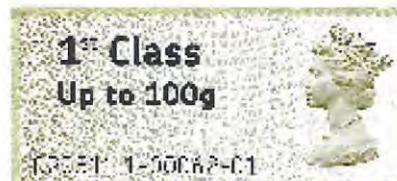


Fig. 1 1st Class



Fig. 2 1st Large

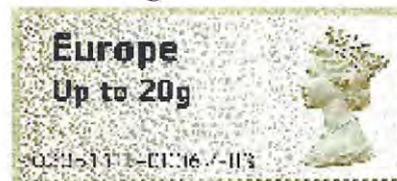


Fig. 3 Europe up to 20g

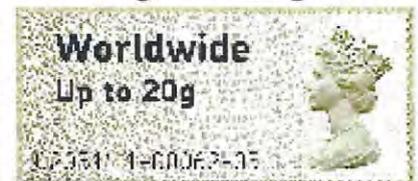


Fig. 4 Worldwide up to 20g

These can be printed individually or as strips. The maximum number of labels on a strip is 5, then the roll is guillotined. It is possible to get a strip of the 5 different types (I have noticed some dealers are already selling them this way).

More Security Features

Another development by Royal Mail, which ends up costly for us collectors, is reprinting the Machins with more security features. Their reasoning is the number of unpostmarked stamps being used by the public is losing them millions of pounds. The stamps will be reissued in self-adhesive format with slits in the stamp, as in shopping price-tags. This is designed to prevent people removing the stamps from the envelope and re-using them. The stamps will also have the text "Royal Mail" printed all over them.

Here is an extract from a quote from Royal Mail about the new Security Stamps issued in February:

Machinations

“The slits do not affect removal of the stamps from the backing sheet or from stamp books. An additional iridescent print working repeats the words ‘Royal Mail’ in a wave design in the background. The text is designed to be prominent only when viewed at an angle.

The new features will affect collectors of used stamps, as the new self-adhesive laminate does not allow stamps to be soaked from substrate. Whilst this is unfortunate for collectors of used stamps, it does reflect the need for Royal Mail to ensure that postal revenues are protected and costs are controlled.”

As far as our collecting goes it will mean we will need to keep the stamps on the envelopes or cut out around the stamp area and mount the stamp on paper in our albums.

The values that are currently being reprinted in this fashion will be:

1st; 1st Large; 2nd; 2nd Large; 50p; £1.00; £1.50; £2.00; £3.00 and £5.00

I expect the other values will be released this way in the future. To determine where these stamps come from, Royal Mail has purposely misspelled Royal Mail on one of the printings. This will give you many more items to collect - fortunately it's only on the 1st and 2nd class stamps from booklets, business sheets and custom booklets. As these booklets are now produced by more than one printer, there will be subtle differences in the slit. It'll be costly if you like to specialise.

It's that time - Postage Rate Hike (from April 6th)

The 1st class mail rate jumped from 36p to 39p

The 2nd class mail rate jumped from 27p to 30p

The 1st class large letter rate goes from 52p to 61p

The 2nd class large letter rate goes from 42p to 47p

The 20g airmail rate for Europe goes from 50p to 56p

The 10g airmail Worldwide (and postcards worldwide rate) goes from 56p to 62p

The 20g airmail Worldwide rate step goes from 81p to 90p

It is rumoured that apart from new 56p and 90p issues for England, Scotland, Northern Ireland and Wales there will be only 4 new Machin values to collect. These are: 17p olive-green, 22p stone, 62p red and 90p ultramarine. The 17p and 22p values are used to convert 2nd and 1st class small letters to 2nd and 1st class large letters respectively.

These stamps are NOT security stamps.

In 2009 there will be 4 new Prestige Booklets. We have already had 2 of these. There are another 2 later in the year. I have noticed these are not printed by De La Rue. This will mean differences in the Machin values. In the Darwin book from February the 5p stamp comes in a very dark shade. This is collectable.

Also there will be a series of Commemorative-Definitive booklets. These were popular previously and contain 6 stamps - 4 x 1st class Machin heads and 2 commemoratives. From 2009 the Machins will be security type.

Finally some good web sites to refer to (I quote them as references):

<http://machinmania.blogspot.com/>

<http://www.norvic-philatelics.co.uk/index.htm>

<http://www.gbstamps.com/>

<http://royalmail.com>



Fig. 5 Values currently being reprinted



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