



SIPA Bulletin

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Editorial

Year-end "Bonanza"

Dear Members, From our view ie, the Collector's (Philatelists) Point of view, it seems 2006 is going to be a great year.

Recently (5-10-2006) India Post has issued a set of four stamps on Endangered birds alongwith a miniature sheet. The collectors who thronged the philatelic bureaus on the day of issue to get the miniature sheet were given a pleasant surprise with an issue of four maxim cards on the theme. Of course, as it happens sometimes with India Post, some philatelic bureaus sold the set of four cards without stamps for Rs. 60/- and some gave out the four cards with stamps affixed and cancelled for the same cost of Rs. 60/- As the saying goes, some are born with the golden spoon.

Further, we are being told that some great things are yet to come within this year. A set of five stamps on one nature's beauty. ie, lakes of water from the unpolluted divine heights of Himalayas. Definitely they will turn out into a colourfully attractive item of collection.

Also it is very much in the news around philatelic circles that before the end of this year, a stamp is going to be issued, to arouse the human senses and make the surroundings aromatically a pleasant one. Yes, our own India Post is going to issue a sweet smelling stamp

with sandalwood odour, which will last a long time. It seems "India Post" is growing in stature in philately and we heartily welcome the trend, and wish to get introduced to new and new adventures in Philatelic production. We expect a hologram stamp in the near future.

Happy Collecting.

- Editor

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Our Second Sunday Meetings were held at the CPMG's Conference Hall, Anna Road, HPO, Chennai-600 002. (11:00 A.M. - 1:00 P.M.) regularly where about 30 members attended with president Shri Balakrishna Das presiding. Patron Madan Mohan Das spoke on "philately - recent trends" in Oct 2006

UNIVERSITY OF MADRAS

04.09.06

500

0.4 mill

The University of Madras is one of the oldest Universities of India and is among the handful to which the genesis of modern India's higher education system can be traced.



The origins of the University of Madras can be traced to a public petition signed by 70,000 citizens, and presented on 11.11.1839 by the Advocate General, Mr. George Norton, urging the need for an English College in Madras city. Following on this a University Board was constituted, in January 1840, with Mr. George Norton as its President. However, a formal educational policy for India was formulated only as 'Sir Charles Wood's Education Despatch' of 1854. As a sequel, the University of Madras, which had been organized on the model of London University, was incorporated by an Act of the Legislative Council of India on 5th September 1857.

The University of Madras, has now grown into a large teaching-cum-affiliating university with 17 schools and 6 departments of post graduate teaching and research, 133 affiliated colleges, and 48 approved research institutions.

The University also offers distance education programmes in many disciplines through the Institute of Distance Education.

The University has also established the International Centre of University of Madras (ICOM) to fulfill its policy to promote the free flow of students from other nations to India, as well as allow Indian students to get educated in other nations.

The University has signed MOUs with as many as 31 other Universities including many foreign universities. Nearly 150 sponsored research projects funded by various agencies are being carried out in the University departments. The National Assessment and Accreditation Council (NAAC) has accredited the University at the 5 star level in 2000.

The University of Madras is spread over 6 campuses at Chepauk, Marina, Guindy, Taramani, Chetpet and Maduravoyal. Its motto is "Doctrina promotes (one's) innate talent". And among the many illustrious alumni who have come out of its portals, mention must be made of Sir. C.V. Raman, Shri S. Chandrasekhar, Dr. S. Radhakrishnan, and Dr. M.S. Swaminathan.

Theme: Education, Institutions, Buildings, Architecture

L. V. PRASAD

05.09.06

500

0.4 mill

Akkineni Lakshmi Vara Prasad, popularly known as L.V. Prasad, strode the Indian cine world like a colossus. Actor, director, producer and scriptwriter, L.V. Prasad was involved with various facets of film-making right from the days of the early talkies.

Memorable for their dramatic story-lines, social themes,

and compelling performances, these included Hindi classics like "Jeene Ki Raah", "Milan", and "Khilona". L.V. Prasad himself acted in 13 films, directed some 30 films, and produced 25 films in three languages.

Born into an affluent agricultural family in Andhra Pradesh, L.V. Prasad Akkineni Sriramulu and Basavamma. A pampered child, he had a dream that took him to Bombay at the age of 22 years. In Bombay, L.V. Prasad's first job was with Venus Studio.



Thereafter he joined Indian Pictures and landed a small role in the film "Star of the East". Subsequently, he joined the Imperial Film Company and worked in the first Hindi talkie, "Alam Ara" (1931). L.V. Prasad also acted in the first Tamil talkie ("Kaidas"-1931), and the first Telugu talkie ("Bhaktha Prahlada-1931).

The closing of the Imperial Film Company landed L.V. Prasad in financial troubles and he had to take up a job as gatekeeper in Bombay's Krishna Cinema hall. Little did he know then that one of his films, "Khilona", would run for 25 weeks into its silver jubilee in the same theatre. L.V. Prasad's first film as Director was "Grihapravesham" (Telugu) in 1945. Lakshmi Productions was formed in 1955 and "Ilavelpu" (Telugu) was its first production. Then came the founding of Prasad Productions in 1956 which opened with "Sharda" (Hindi).

Thus, over the years, L.V. Prasad made great strides in the film industry and for his cinematic achievements he received numerous awards and honours, including the Dada Saheb Phalke Award, conferred on him in the year 1986.

L.V. Prasad also involved himself in charitable causes. In 1986 he donated one crore rupees and five acres of land to establish the L.V. Prasad Eye Institute in Hyderabad.

L.V. Prasad breathed his last on 22nd June 1994, but the legacy of his films lives on along with his gift of vision care for India's teeming poor.

Theme: Personality, Cinema

INDIAN MERCHANTS' CHAMBER

07.09.06

500

0.8 Mill

Established in 1907, the Indian Merchants' Chamber is one of the oldest and most active Chambers of commerce in the western region of India, promoting trade and industry and a harbinger of change and economic growth.

When the Indian Merchants' Chamber was established the country was in political ferment.



The founders wanted to work towards liberating Indian industry, trade and commerce from foreign domination, and the Chamber was in the forefront of the Swadeshi Movement. In recognition of the

Chamber's signal role Mahatma Gandhi had accepted the Honorary Membership of the Indian Merchants' chamber, which is the only Chamber in the country to enjoy this privilege.

The Indian Merchants' Chamber has a membership of more than 2,50,000 members from large, medium and small-scale sectors, including manufacturing units, trading organizations, professionals etc. The Chamber represents a wide spectrum of industrial, servicing, and trading activities including banking, tourism, taxation, management consultancy, telecom, information technology, etc.

The chamber is a non-profit organization and provides a platform for exchange of ideas between representatives of trade, business and pivotal role in shaping Government policies.

The Chamber has been very active in promoting India's business in international markets, and projecting India as the land of new business and investment opportunities. It has so far signed over 75 MOUs with leading overseas Chambers of Commerce and Industry from about 60 countries all over the world. Closely associated with the International Chamber of commerce and the International Fiscal Association, the Chamber also took initiative in organizing Overseas Indian Conferences 'India Calling' at Asia Pacific Business Summit in 2004 at Singapore, and India-Gulf Partnership Summit in 2005 at Dubai. Taking a step forward towards globalization, the Chamber has set up two offices abroad, one at Dubai and the other at Singapore to represent India's interests abroad.

Theme: Economy, Finance, Organisation Buildings

INDIA-MONGOLIA: JOINT ISSUE

11.09.06 1500,1500 0.8 mill each

Relations between India and Mongolia are characterized by strong civilization bonds stretching back to three millennia. Over the centuries, literary and spiritual exchanges between the two countries have enriched our cultural ties. The 109 volume Kanjur and the 224 volume Tanjur at the State Public Library, Mongolia are a vivid testimony to our rich literary exchanges. Buddhism remains a very strong link between the two nations.

These historical links have been renewed and strengthened following the emergency of Mongolia as a modern nation state in the 20th century. After establishment of formal diplomatic relation between the two countries on 24th December, 1955, India has played a supportive role, which facilitated international recognition for Mongolia on its admission as a member of the U.N. in 1961, as also Mongolia's entry to various other international bodies including international financial institutions.

The government of India has also extended modest development assistance to Mongolia, and four Indian-aided institutions have been established in Mongolia. These include Rajiv Gandhi School of Art and Production set up in 1996, Atal Bihari Vajpayee Centre for Excellence in Information and Communication Technology set up in 2000; Indo-Mongolian Joint Higher Secondary School established in 2003; and a Chair on Sanskrit and Buddhist Studies at the



Mongolian National University set up in 2005.

As part of the commemoration of 50 years of establishment of diplomatic relations between the two countries, a large number of activities were planned and executed. The joint Issue of Commemorative Postage Stamp by the respective Postal Departments is one such commemorative event.

The theme of this philatelic commemoration is the rich tradition of arts and crafts of the two countries. One of the stamps depicts an early 20th century bronze replica of the equestrian deity Rao Dev from Bastar, Madhya Pradesh. The extremely fine ornamentation of the bronze idol, cast in the lost wax technique and executed by a Ghadva metalsmith, is typical of the folk metal images from the Bastar region of India. The other stamp depicts an ancient sculpture of a horse from Mongolia, an archeological finding from the Bronze Age. The bronze cast statue was found in Murun city of Huvsgul province of Mongolia.

Theme: Joint-Issue, Arts, Crafts, Houses

ENDANGERED BIRDS OF INDIA

05.10.06 500,500,500,500. 3.0 Mill each

The earth sustains myriad forms of life. but not all forms have survived down the ages. Many animal species have become extinct, and many more are endangered.



The greatest threat to animal life today is posed by the rapid shrinking of Physical habitat, largely due to the pressures of human population growth around the world: while hunting and trapping have already depleted the numbers of many animal species, it is the large-scale transformation of landscapes, the leveling of forests, the filling up of swamps and marshes, and so on, which have left many creatures with literally no room to live or breathe in. Environmental pollution and

Chemical pollutants have also wrought havoc with the habitat, while pesticides and insecticides have contributed to the decimation of small animals while also affecting their ability to breed.

1. Manipur Bush -Quail, "*Perdica manipuraensis*"

Inhabits stands of tall grassland and feeds in groups in the open, on grass seeds, wild lentils, and insects. Once endemic to the wet grasslands of north east India, there has been no confirmed sighting of the bird since 1935.

2. Lesser Floerican, "*sypheotides Indica*":-

A large bird of the bustard family and the only member of genus sypheotides. Inhabiting grasslands including standing fields of cotton and millets, the birds feed on grain, green shoots, seeds and beetles.

3. Greater Adjutant Stork, "*Leptoptilos dubius*":-

A large wading bird of the stork family Ciconiidae, the birds is found in the tropical wetlands of north and north-east of India. This is a huge bird, typically 145 to 150 cm tall with

a 250 cm wingspan. The birds feed mainly on frogs, large insects, reptiles, lizards, and fish.

4. Nilgiri Laughingthrush, "Garrulax Cachinnans":-

Endemic to the Nilgiri hills, this species feeds on insects and berries especially wild raspberry and hill guava. A noisy bird, its call is a spirited 'laughing', off repeated. It breeds during february to july and makes a cup shaped nest of grass, rootlets, moss etc. in a bush or a small tree.

Theme: Fauna, Birds, Endangered birds.

MADHYA PRADESH CHAMBER OF COMMERCE & INDUSTRY

12.10.06 500 0.4 mill

The Madhya Pradesh Chamber of Commerce & Industry, Gwalior has served for the growth of the trade, Commerce and Industry not only for the State of Madhya Pradesh but also for whole of the nation. Acting as a bridge between the Central and State Government, the Chamber has taken the lead in bringing about far reaching change in terms of economical and industrial growth in its 100 years of existence.



It was the then Ruler of the princely state of Gwalior, Maharaja Madhav Rao Scindia (First), who conceived the idea of setting up of such an organization that would provide a forum for the sharing of expertise and exchange of ideas

between the business groups and the tools of governance. His idea crystallized during his visit to Europe, where he saw the functioning of such institutions. With this noble motive, this institution was established in 1906 with 24 members, with an aim to facilitate the industrial and overall development of the region.

The Madhya Pradesh Chamber of Commerce & Industry, Gwalior is associated with the Federation of Indian Chambers of Commerce & Industry (FICCI), New Delhi and is also a member of the Federation of Madhya Pradesh Chambers of Commerce & Industry (FMPCCI), Bhopal. Beside trade associations, various commerce and industrial entities of the country constitute this prestigious organization. Presently there are approximately 2000 members on its roll.

The stamp design depicts evolution of coins in and around Gwalior and adjoining parts of central India. Coins, as a token of currency, symbolize the growth of commerce and economic activity, and reflect stability and prosperity of the issuing states. The stamp features coins of Madhav Rao Scindia, Gwalior, 1886 A. D., 1/2 paise, Holkars of Indore, Shivaji Rao issued in the name of Shah Alam II 1886-1903 AD; 1/4 rupee, Independent India 20th Century, 1/2 anna, 1954, Vikramajit Mahendra, Orcha, issued in the name of Shah Alam II, 1796-1817 A.D., Silver rupee issued in the name of Shah Alam II, Holkars of Indore.

Theme: Industry, Organisation, Coins, Industry.

BISHWANATH ROY

31.10.06 500 0.4 mill

Shri Bishwanath Roy, a veteran freedom fighter was born into a farming family at village Khukhundoo in Deoria district of Uttar Pradesh, on 10th December 1906. Son of Shri Jagat Narain Rai, he got his early education at a village school and went on to do his matriculation from Gorakhpur. Thereafter he joined St. Andrew's College, Gorakhpur, where he came to be elected Secretary of The Hindu Chhatra Sabha, an association of students dedicated to the Swadeshi Movement. After graduation, he joined the Law College at Allahabad in July 1929. An ardent admirer of Mahatma Gandhi, Bishwanath Roy also came into close contact with revolutionary leaders like Sachindra Nath Viswas, and was inspired to dedicate himself to the cause of freedom for his country by the sacrifices of revolutionaries like Ram Prasad Bismil.

In 1928 Pandit Jawaharlal Nehru founded The India Youth League and Bishwanath Roy was elected as a member of the executive committee of this League. He continued to work for the League, in close association with its next President, Smt. Kamala Nehru. As a student of law he participated in the 'Civil Disobedience Movement' launched by Mahatma Gandhi in 1930 and organized a complete strike in his collage. While hoisting the tricolour flag at Ghantaghar at Allahabad, he and his associates were fired upon by the police, resulting into killing of two of his colleagues on the spot, and Bishwanath Roy was arrested and imprisoned. Resisting the pressure of family and friends to turn him from his chosen path and lead a comfortable life, Bishwanath Roy joined as a soldier of the 'Hindustan Socialist Republican Army' founded by Chandra Shekhar Azad. His activities during this period are shrouded in secrecy, but were dangerous enough for the British to hunt him down and imprison him from 1940 to 1946.



During this period, he came in contact with Pandit Jawaharlal Nehru who convinced him to abandon his violent activities and follow the path of non-violence, and inducted him into the India National Congress.

After independence also Bishwanath Roy continued to serve the nation and founded several schools and colleges in Deoria, and wrote numerous articles for leading newspapers. His published works 'Rashtriya Gadar' and 'Kranti Vad' also testify to his abiding commitment to the interest of the nation above all else.

Elected as a Member of Parliament for a record five terms, from 1952 to 1977, he also served as Deputy Minister of Labour, Employment and Rehabilitation in the Central Government, apart from being associated with numerous public and Government bodies.

Shri Bishwanath Roy passed away on 27th August 1984, at Benaras.

Theme : Freedom fighter, Education, Revolutionary.



TRAVANCORE - COCHIN

THE ANCHALS AND POST OFFICES OF COCHIN AND TRAVANCORE TO 1949.

FRANK M. COWEN & J. DEVASYA.

PART 2

Before proceeding with the story of the United States Anchal which came into being on July 1, 1949, some background is necessary. Anchal, (spelled thus on all Cochin stamps and Travancore stamps since. Travancore adhesives of 1916 also has this spelling). Anchel (Found on Travancore adhesives before 1947 with the exceptions, noted above) Anchall, (has been seen on recent postal Notices) Unjel, (found in old Travancore records and was still carved on several Anchal Offices prior to absorption by the Indian Post Offices in 1951) or Anjal is a Malayalam word equivalent to Post. Hence, The Anchal is The Postal System and an Anchal Office is a Post Office. Its exact derivation is in doubt, but two plausible explanations, either of which may be correct, have been advanced: (1) The strong Portuguese influence in the Malabar region in the 16th Century may have contributed the word AGGELOS (angel) meaning messenger which was converted to Anchal in the vernacular; (2) The other possible derivation may be from the Sanskrit word ANJA meaning ORDERS, a discussion of which is included in the historical outline presented below.

THE TRAVANCORE ANCHAL

A reference to the early Travancore anchal may be found in Shungoonny Menon's HISTORY OF TRAVANCORE which states that "in 959 M.E. (Malabar Era) See Appendix A for an explanation of the Malabar Calendar. (1784) His Highness Rama Varma after his return from Rameswaram improved the Anchal and established it on better principles." Thus the Anchal was well established in the 18th Century making it one of the oldest postal systems to continue without interruption to the present day.

Unfortunately much of the early history is lost but we do know that its original functions were confined to the transmission of (1) flowers from outside stations to the sacred temple of Sri Padmababha Swami, the tutelary deity of the Royal House, (2) vegetables and other sundries to the Palace for the daily use of the Royal Family, and (3) official communications between officers of the Government. These functions still formed an important part of the Travancore Anchal Department business in 1949.

It was probably in the days of the border wars, during and following the Moghul invasions of Northern India in the 16th and 17th Centuries, that the Travancore Anchall was founded. The Malabar States were required to maintain a constant vigilance lest the "barbarians" engulf the South. The Dewan (Prime Minister), Ramayan Dulava, was in constant contact with the Maharaja, Martanda Varma Kulasekara Peraval Raja, and the ANJA (orders) of the latter were carried by a system of runners. This was followed by the establishment of other main lines to various principal outposts or stations from the capital in Trivandrum and the enlargement of the system to include the functions listed above. The story of what followed was typical of the growth and extension of other posts.

By 1844 the Travancore anchal was staffed by a general superintendent, two paymasters, two clerks, a cashier, two

peons, fortyseven Anchal Masters and 170 runners. The salaries were extremely low by modern standards and runners were fined if requisite speed was not met during a delivery. The total extent of mail communications was 365 3/4 miles.

In 1024 M.E. (1848-49) the Department, which had heretofore been confined to Sirkar (Government) business, was opened to Government Servants and citizen petitioners the private letters of the servants and the Petitions of the inhabitants being carried free. The petition was, and still is, an important Indian practice which the subjects of a government are able to present their grievances to the proper officials. The result of this extension was the usual abuse of a privilege, many anonymous petitions being received. This practice was stopped when petitioners were required to attest in writing to the satisfaction of the Anchal Masters that the petitions were only legitimate grievances to the authorities.

The posting of private letters was first permitted in 1036 M.E. (1860-61), only three years after the establishment of the first British Post Office in Alleppy. A rate of one chuckram (Travancore Currency is explained in Appendix B) per item (letter, card, parcel, etc.) was charged irrespective of weight and distance. Separate receipts were granted for every letter posted and a record of all items sent by the service was kept. This same year saw the introduction of express letter service at the rate of one fanam per mile and the distinction between letter and BHANGHY (Parcel) mails was established.

The Period, which immediately followed, was one of rapid growth both in size and efficiency of the Anchal Services. Postage on letters and parcels was regulated in 1037 M.E. (1861-62) along with the appointment of four inspectors who travelled about making reports to the Anchal Superintendent. Toward the close of this Malabar year NADACOOPLY at the rate of 1/2 chuckram per letter permile on letters delivered beyond a radius of two miles from the Anchal Office, was first introduced. Branch offices were set up the following year to handle mails from smaller towns and less-densely populated areas. These offices were originally entrusted to tobacco or salt merchants who collected the mails and despatched them to the nearest post office.

The Madras Circle was one of four created in 1854 and included 33 sudder (head) offices and 97 subordinate offices in 1859. Both Renouf (appendix 1, "Encyclopedia of British Empire Postage stamps," Vol III) and Cooper ("Early Indian Cancellations") indicate that the four post offices mentioned above existed in 1854. The dates given by us are from "The Travancore State Manual."

These early offices were followed by a gradual extension of postal service throughout the two states with the resulting competition with the Anchal System. The British offices served at least two functions: (1) British resident were given a means of communication with their government and businesses in British India and Great Britain. (2) The natives of the states were given an opportunity to communicate with the rest of India and the world, a function not permitted to the State Anchals. A third and, perhaps more subtle, function was to help force the hand of the Maharajas in abolishing their private posts which competed with that of the Central Government and presented postal reform and unification.

In 1882, at the instance of the Postmaster General, Madras, a postal treaty appears to have been concluded between Travancore and the British Government on a one

year tentative basis with a view to bringing the Anchal system into a fuller reciprocity of action with the Imperial Post. Nothing appears to have come of this, because in 1892 the Madras Government suggested amalgamation of the Travancore Anchal with the Postal system. The suggestion was turned down even though the neighboring states of Mysore, Pudukotta, and Banganapalle had followed, or would soon follow, suit and abolish their State systems. As late as 1906 the Philatelic Journal of India, X, 224-226, continuing this crusade, backed by the late Sir. C. Stewart-Wilson, the noted philatelist and Postmaster General of India, noted that "There are at present two Native States (in Southern India) which retain an independent postal system of their own, i.e., Cochin and Travancore. Though otherwise advanced in their methods of administration, they are in this respect far behind other Native States in the South of India." The article continues by stating that Mysore, Pudukkotta and Banaganapalle amalgamated their Anchals with the British posts in 1889, 1894 and 1900 respectively. It then points out that Travancore is the larger and wealthier province of the two and that its Anchal does a considerable amount of non-postal work in connection with the state boat service on the lagoons, there by justifying its continued existence. In the case of Cochin, however, the author shows no mercy. He first points out the small size of the State and the concentration of the inhabitants in certain areas, most of which are no more than ten miles from "foreign" territory. A second and stronger point relies upon financial reports of the Cochin Anchal which showed that it had annual receipts of about 9000 rupees and expenditures of about 13,000 rupees, leaving a deficit of roughly 4,000 rupees a year. The article further notes that at the turn of the century, the State objected to an extension of the British postal service but soon altered its policy and existed side by side "to the bewilderment of the public and to the benefit of no one except a few half-educated servants of the Anchal."

Although the PHILATELIC JOURNAL OF INDIA CONTINUED ITS DRIVE FOR A UNIFIED POSTAL system in India, both the governments of Cochin and Travancore, along with many other feudatory states, continued to sponsor, and in most cases expand, the services of their posts. To the feudatory states' credit it should be noted that they valued their relative independence from Britain, the postal service being one expression of independent proof to his people and the world that he was an independent ruler.

THE MODERN ANCHALS OF COCHIN AND TRAVANCORE. On the eve of integration in 1949 the Anchals of the two Madras States of Cochin and Travancore had become modern, fairly efficient postal systems. Both states had established Anchal Savings Banks, accepted money orders (Hundis), and conducted C.O.D. (V.P. = Value Payable) services. In addition to the normal tasks of handling all classes of mail, they provided registration and express (special delivery) for certain classes and collected postage due on unpaid or underpaid articles. Anchal carriers included railway, motor bus, and lake-boat lines. Mail was delivered by uniformed Anchal men and dispatched from hundreds of Anchal Offices scattered

throughout the States. Dead-letter offices were established for undeliverable mail.

The Anchal Departments were organized along modern lines, the chief officer being titled Superintendent of the Anchal Department. Both Cochin and Travancore issued complete postal guides (titled THE COCHIN ANCHAL GUIDE and TRAVANCORE ANCHAL GUIDE) respectively and provided their Staffs with Anchal Manuals which outlined Anchal procedure. Circulars and revisions in Anchal Laws.

The Cochin Anchal Offices were divided according to the Cochin Taluks (counties) with one head office located in the administrative town of the Taluk and several sub and branch offices under its direct control. There were six Taluks named Cochin, Kanayanur, Mukundapuram, Trichur, Talappilly, Chittur and Cranganur respectively. The total number of offices in 1945 was 99. Ernakulam, the capital of Cochin, was the Head Anchal Office for Cochin Kanayanur Taluk.

In 1945 the Anchal Offices of Travancore were grouped into eight Divisions titled Padmanabbhapuram, Trivandrum, Quilon, Mavelikara, Alleppey, Kottayam, Muvatupuzha and High Range respectively. Each Division included several Head offices in the principal towns and sub offices, under the jurisdiction of these head offices, in the smaller places. The total number of Head and sub Offices was 377 at this time.

It is not generally known that for some years, dating back to the 19th century, the Anchals of Cochin and Travancore had exchanged mails, the Anchal postal, paper of each state being recognised in the other as a legitimate payment for the service. The two departments kept records of all mails exchanged and balanced their books much as the independent nations of the world do through their Universal Postal Union in Berne, Switzerland. No extra charges were imposed for this service. Somewhat later money orders were exchanged, exchange offices being provided at Ernakulam in Cochin and Always in Travancore for this purpose. Since Travancore currency was expressed in cash, chuckrams, and fanams whereas neighboring Cochin employ the Indian system of pies, annas and rupees, the Travancore Anchal provided special money order forms expressed in Indian currency for monies sent to Cochin.

Thus it is not surprising that citizens of the two feudatories when given a choice of utilising the services of either the British Post Offices or the Anchal Offices, usually chose the latter for internal mails. It was not only a matter of local pride but, more realistically perhaps, the fact that the cheaper rates of the Anchals gave the citizens more for their money. The cheap rates were so firmly implanted in the minds of citizens more for their money. The cheap rates were so firmly implanted in the minds of natives that the Indian Government in 1950, as we shall see, was loath to remove them immediately and continued to grant concessions even after the abolishment of the Anchal immediately and continued to grant concessions even after the abolishment of the Anchal

System in 1951, a move unprecedented in the history of the Indian Post Office.

1. The Independent Period (July 1, 1949-March 31, 1950).

No crystal ball was necessary in order to predict that once the British left India, the old order of things was due for a change. The Dominion of India, proclaimed on August 15, 1947, immediately fell to the task of consolidating the sprawling empire into a unified federal state. The feudatory princes with their some five hundred little principalities were a thorn in the side of the Congress Party. Many of the Princes were openly hostile to change; others, more unlighted

perhaps, went along with the policies of Patel. Many received important Government Posts as a result. Two of these latter gentlemen were rulers of the States of Cochin and Travancore. With the concurrence and guarantee of the Government of India a covenant was drawn up and signed by Rama Varma, Maharaja of Travancore, at Trivandrum on 24th Ma, 1949 and Rama Varma, Maharaja of Cochin on 29th May, 1949. There are 22 articles in this covenant. Several are reproduced in Appendix D, 1, which have a bearing on the Postal History of the United State.

**TABLE I ANCHAL RATES OF THE STATES OF TRAVANCORE-COCHIN
(July 1 1949-3 March 31, 1951) 4**

| Class Restrictions | New Rate | Old Cochin | Old Travancore | Indian Rate (1950) |
|---|---------------------------------|-----------------------------------|-----------------------|--------------------|
| (1) Not exceeding | 1 A. | 9 p. 10 | 12 0. | 2 A. 1 |
| (2) Each additional total Fraction thereof | 6 P. | 6 P. | Note 2 | 1 A. 1 |
| Cards Single | 4 P. | 4 P. | 6c | 9 P.1 |
| Book Pattern, | | | | |
| (1) Not exceeding | 6 P. | 6 P. | 12 c | 9 P. |
| Sample Packets | | | | |
| (2) For each additional 5 tolas or fraction | P. | 4 P. | | |
| Newspapers | | | | |
| (1) Not exceeding (Registered) 8 tolas (see Note) | | 2P. | 2P. | Note 5 |
| (2) 8 - 20 tolas | 4 P. | 4 P. | Note 6 | Note 9 |
| (3) for each 20 tolas or fraction | 4 P. | 4 P. | | |
| Parcels 8 | | | | |
| (1) Every 40 tolas or fraction thereof | 4 A. | 3A.4 P. | Note 9 | 6 A. |
| TAX | | | | |
| (1) Unpaid letter or Packet | | | Double Rate | |
| (DUE) (2) Underpaid letter or Packet | | | Double the Deficiency | |
| Registration | | | | |
| (1) Letters, Cards, Books, Patterns, Parcels | | 3 A. | 2 1/2 A. | 4 A. |
| (2) Acknowledgement of Receipt | | 1 A. | 1 ch | 2 A. |
| (3) Attested Copy of Original Receipt | | 3 A. | 3 A. | |
| (4) Complaints on non-delivery | | 1 A. | 7 ch/mile | |
| Express | | | | |
| (1) First mile | 6 A. | 6 A. | 1 ch 2 A. | |
| (2) each addl. Mile or fraction | 4 A. | 4 A. (14 ch. night) | | |
| Late letter or Card | | | | |
| (1) per item | 6 P. | 6 A. 1 ch | 2 A. | |
| Insurance | | | | |
| (1) To Rs. 50/-Value | 2 A. | | 1 ch | (to Rs. 100/-) |
| (Hundies) (2) each Addl. Rs. 50/- or fraction | .1 A. | | | |
| (Money Orders) (2) | | | | |
| Rs. 5/- to Rs. 10/- | 2 a. | 1A-6 P.11/2ch. (for each Rs. 10/) | | |
| (3) Rs. 10/- to Rs. 15/- | 3 A. (for each Addbn. 4 1/2 ch. | | 2 A. | |
| (4) Rs. 15/- to Rs. 25/- | 4 A. Rs R/, 9 P.)6 ch. | | | |

A = Anna(s), P = Pies, c = Cash, ch = Chukram (&).

In effect the Covenant set up the United State of Travancore and Cochin as of July, 1, 1949, and transferred all rights, authority and jurisdiction belonging to the Rulers to the United States. The Maharaja of Travancore was designated as Raj Pramukh (Prince-President) of the State for his lifetime, and he was given the power to promulgate ordinances as a sort of emergency legislation until the Legislature of the United States could act. The latter body could control or supercede these ordinances by proper action. Thus the stage was set for the great drama already outlined in Chapter I.

One of the last act of the Maharaja of Travancore was the issuance of the Royal Proclamation of June, 28, 1949 (14th Mithunam, 1124 M.E.) which made Indian Currency legal tender throughout the state of Travancore as of June 30, 1949, the last day a royal proclamation could be effective. Simultaneously the Travancore Anchal rules were modified accordingly by a notification (June 28, 1949) which changed the postal rates from Travancore to Indian currency and made them equal to those existing in Cochin as of July 1, 1949. The new rates are listed in Table I along with the old Travancore and Cochin rates. The rates charged by the Indian Post Offices for similar services are given in comparison.

1. One anna for first tola (4 1/2 oz.), local rate. Each additional tolas, 1 A. single cards (local), 6 P.
2. 1 - 5 tolas, 1 1/2 ch. Each additional 5 tolas, 1 1/2ch.
3. Every 10 tolas or fraction thereof. Maximum for books, 400 tolas; pattern sample packets, 40 tolas
4. Three Pies each additional 2 1/2 tolas.
5. 10 tolas 3 pies; 10 to 20 tolas, 6 pies; each additional 20 tolas 6 p.
6. 8 to 40 tolas, 12ch; each additional 40 tolas, 12 ch
7. Changed to weight restrictions in Note 5 on April 1, 1950.
8. Registration compulsory, in excess of 440 tolas. Limit: 600 tolas; 500 tolas in High Range Division.
9. 10 tolas, 3 ch.; 20-40 tolas, 4 1/2ch; each additional 40 tolas, 4 1/2ch.
10. It is believed that this rate was raised to 1 A. just previously to July 1 1949.
11. Only a single Tax was levied in Cochin and Travancore on unpaid or deficiently paid official mails.

In addition, this same notification announced that Anchal stamps of 2 pies, 4 pies, 6 pies, 1 anna, 1 1/2 anna, 2 annas, 3 annas, 4 annas, 6 annas and 8 annas; Ordinary envelopes of 1/2 anna and 1 anna, and single cards of 4 pies value were to be provided to and sold by the Anchal Offices. As discussed in the following chapter, the sudden release of this notification allowed the Travancore Anchal authorities less than three days to prepare and distribute new adhesive stamps and postal stationery to the numerous Anchal Offices in Travancore by July 1, 1949.

Even to the dawn of this day saw several of the lower values available at the stamp windows of Anchal Offices. In Cochin, of course, a similar problem did not exist as their

postal paper was already expressed in Indian Currency.

These values were never provided by Ex Travancore authorities) While the ceremonies of integration were unierway in the Council Chamber at Trivandrm, 17th Mithunam, 114 (July 1, 1949) THE GAZETTE EXTRAORDINARY of TRAVANCORE published the following announcement:

"Major General His Highness Sri Padmabha Dasa Vanchi Pala Sir Bala Rama Varma Kulasekhara Kiritapati Maney Sultan Maharaja Ramaraja Bahadur Shamsheer Jang, Knight Grand Commander of the Most Exalted Order of the Star of India, Knight Grand Commander of the Most Eminent Order of the Indian Empire, D.Litt., Maharaja of Travancore and Cochin, assumed the position of Raj Pramukh of the United States of Travancore and Cochin at 10:25 A.M. this day, the 1st July 1949/the 17th mithunam 1124.

By order C. Kumaradas, Chief Secretary to Govt."Auzur Cutocherry, Trivandrum 1st July, 1949.

The Ex-Maharaja of Cochin had retired to his palace at Thrippunethara on a pension granted by the Indian Government leaving the youthful ex-Maharaja of Travancore as the nominal head of the new state.

Complete integration of states, even when they are govern by similar laws, is not an overnight operation. One of the first acts of the Raj Pramukh of Travancore and Cochin was the issuance of the The United State of Travancore and Cochin Administrative and application of laws Ordinance, 1124 on the same day he took charge over the government. This, in effect, continued the STATUS QUO in both ex-states until such time as the Legislature of the United State could pass new laws. In virtue of the above ordinance, the Anchal Departments of both the States continued to operate as they had on June 30, 1949, the currency charged in Travancore already being in effect.

In a few days the Raj Pramukh, exercising powers conferred by the Covenant, Article IX, issued the THE UNITED STATE OF TRAVANCORE AND COCHIN STAMPS VALIDATION ORDINANCE, 1124 which validated the stamps and stamped paper (both postal and revenue) of each state throughout the whole United State. By this ordinance Cochin Anchal stamps were recognised as valid for payment for Anchal services in Travancore and vice versa; otherwise the separate rules of each Anchal continued in force.

Outside of the release of new stamp paper inscribed "U.S.T.C." OR "United State of Travancore and Cochin" there was little change in the operation of the unified Anchal The low postal rates, as contrasted to those of the competing Post Offices, were still in force.

The inauguration of the Republic of India (BHARAT) on January 26, 1950, was properly celebrated in the United State. Much to the consternation of local authorities, the new Constitution of the Republic, which came into effect throughout India on the same day, referred to "The State of Travancore and Cochin rather than "The United State of Travancore and Cochin. In recognition of this change in name, the Finance Secretary to Government, C.I. Abraham, sent out a government notification dated February, 23, 1950, which

stated that certain classes of stamps and stamp papers therefore overprinted with the letters "U.S.T.C." or the words "United State of Travancore and Cochin" would hereafter be issued overprinted with letters "T.-C." or the words "Travancore-Cochin." The following classes were listed: (1) Court Fee stamps, (2) Copying Papers, (3) Revenue stamps, (4) Hundi (money Order) stamp papers, (5) stamps embossed on receipt forms, cheques, share certificates, other private documents, (6) Foreign Bill stamps, (7) Insurance stamps, (8) Share Transfer Stamps, and (9) Special adhesive stamps.

UNITED STATES OF AMERICA.

FLYING HIGH WITH U.S. AIR MAILS

BARBARA R. MUELLER

The stamps issued primarily or specifically for the payment of air mail postage comprise one of the most popular and attractive groups in U. S. philately. Their pleasing colors, diversity in size and shape, and homogeneity in design add visual appeal.

All except three of the half hundred air mails are within the reach of the average collector, and even those can be eliminated without disturbing the continuity. A straight forward collection can be glamorized by the addition of position blocks and plate layout markings. Shades and printing varieties are few, but covers and cancellations make up that deficiency.

While first flight and other special event air mail covers are intriguing and deserve a special niche in philately, they do little to demonstrate the everyday usage of the stamps. For that purpose, use non-philatelic or commercial covers even though they are hard to locate.



Non-philatelic cover posted in New York on June 22, 1918 and showing the special postal marking for the new air service cancelling the first U.S. air mail stamp.

For a more detailed listing, consult the "Specialized" catalogue volume one of the *American Air Mail Catalogue* and Johl's third volume of *THE UNITED STATES POSTAGE STAMPS OF THE 20TH CENTURY*.

The three stamps in this group are usually listed by denomination in ascending numerical order. However, the first one listed was the last issued, and the last, the first.

After seven years of brainstorming demonstration flights, the Post Office Department decided to employ airplanes regularly in the transportation of mail. A first flight on a route between Washington, D. C. and New York was set for May 15, 1918. The postal charges of 24C per ounce included special delivery service. The red, white, and blue stamp, no. C3, issued to pay those charges appeared two days before the flight.

It is the basic stamp of which the famous "inverted center"

is a minor variety. This error is one of the sacred cows of philately. The reverence in which it is held all too often blinds us to the value of position blocks of the normal stamp. Bottom and right arrow blocks command a premium because the majority of sheets were issued minus the margins along the right side and bottom. The two color process resulted in two sets of plate numbers and the marginal marking TOP (added in the second printing to prevent further inverts).

On July 15th the air mail rate was reduced to 16C, still including special delivery, so a special green stamp, no. C2, of the same design as the first one—a Curtiss "Jenny"—was placed on sale on the 11th. There is nothing worthy of note about this one, except that it too was issued without bottom and right margins.

A further reduction, effective Dec. 15th, brought the rate down to 6C; it was made possible by the elimination of the special delivery feature. The orange stamp with the Jenny, no. C1, went on sale on the 10th. It is quite free of variations other than a double transfer or two. The bottom and right sheet margins were missing, of course.

All three stamps were flat plate printed and issued in sheets of 100 perforated 11. The sheets, in turn, were divided internally by horizontal and vertical guide lines into units of 25.

Since all air mails up to 1928 were valid for all postal purposes, these stamps were frequently used on parcel post and are known precancelled. The 16C was sold as late as 1922, and the 6C, 1927. So not all covers bearing them are air mail covers. Those which are usually bear a special endorsement such as "By Aeroplane" or a special postmark.

It is interesting to note that even after issuance of the 6C stamp, its predecessors were still useful—the 16C in cases where special delivery was desired and the 24C for letters weighing up to four ounces.

THE SECOND ISSUE—SERIES OF 1923

Throughout the five year period between the two air mail series, the service was extended to points other than the original ones. However, it was too erratic and haphazard to inspire the confidence of the paying public. In order to stimulate interest and speed up deliveries, the government decided to fly the mail by night as well as day. zones—New York to Chicago, Chicago to Cheyenne, Cheyenne to San Francisco—with a postal charge of 8C per ounce for each zone. Stamps in the values of 8, 16, and 24C, nos. C4-6, were prepared and placed on sale at The Philatelic Agency during the summer of 1923. But due to technical difficulties in arranging the flights, they were withheld from general sale for a year until the regular service became a reality.

These stamps were printed by the flat bed process in large sheets of 400 divided into four panes and perforated 11. Several double transfers and shifts can be found on the two higher values.

The 8C green with the propeller remained on general sale until 1927. The 16C blue with the service badge and the 24C carmine biplane were sold as late as 1929. All were

precanceled, as they were available for purposes other than air mail. For a couple of years after the night service was established, an additional charge of 2C was levied for the after-dark flight between New York and Chicago. Thus, covers are occasionally encountered which bear a 2C stamp in addition to the air mails.

THE MAP ISSUES—SERIES OF 1926-27

By now, air mail was an established fact. It was time for private enterprise to take over. Provision was made for "contract air mail" (CAM). An initial rate of 10C per ounce up to 1000 miles was set up on Feb. 2, 1925. A year later the Ford Motor Co. was ready to operate the first CAM. Additional zone charges of 15C up to 1500 miles and 20C for greater distances were established.



The first new stamp issued for this structure was a 10C "king size," twice as large as a regular postage stamp. This no. C7, the first to be

prominently inscribed "Air Mail," appeared on Feb. 13, 1926. The second value, no. C8, was not issued until eight months later because the CAM development was slow. The last of these map stamps, no. C9, came out on Jan. 25, 1927. Shortly thereafter the 20C zone rate became obsolete. It was replaced on Feb. 1, 1927 by a flat 10C per 1/2 ounce rate, but since most letters weighed between one half and one ounce, there was a need for a special 20C stamp to pay the double charges.

Therefore the 15C stamp, especially on cover, is considerably scarcer than the other two. Of course, since all were valid for payment of other types of postal charges, there is a plentiful supply of used copies.

Remember that the previous 8-16-24C zone rates on government operated service remained effective until Feb. 1, 1927, with the result that the 1923 series was in simultaneous use with the 10C and 15C map stamps.

The map series was produced on flat plates in sheets of 200 divided into panes of 50 perforated 11. The 10C value was used as late as 1935 to make up various foreign rates and the 16C air mail special delivery rate. Some were even unofficially handstamped "Postage Due" in an effort to clear out stocks. Several shifts and double transfers are also known. The higher values have no unusual characteristics worth recording.

THE LINDBERGH STAMP OF 1927

The 10C map stamp was shelved temporarily in 1927 in favor of a special issue honoring Col. Lindbergh. This dark blue stamp showing the "Spirit of St. Louis," no. C10, was a rush job. Less than a month after the epoch flight, the first sheets were in the larger offices. Twenty million copies were needed to supply the demand.

The special issue was produced in the same manner as the map stamps with the unique exception of the plate layout for the panes of three used for the booklets. This Lindbergh booklet of six stamps was and is very popular with philatelists,

but it failed to attract the public.

Double and shifted transfers can be found on both types of stamps.

THE 5C BEACON AIR MAIL OF 1928

Interest in the air mail service was so stimulated by Lindbergh's good will flights in 1927 and early '28 that a reduction in the basic charges became feasible. Effective Aug. 1, 1928, a one ounce letter cost 5C regardless of distance; each additional ounce cost 10C.

To publicize the new schedule, the Post Office Department issued on July 25th a large distinctive bicolor 5C stamp. Since it pictures a beacon light on the Rocky Mountains, it is affectionately called the "beacon air mail," no. C 11.

Although in production for only two years, this stamp is still plentiful. Some specialists consider it great sport to locate as many plate number combinations as possible. Such combinations arose from the necessity for two plates for one stamp. The red frame plates had red numbers, and the blue center plates, blue numbers. In addition, two types of plates of 100 subjects were used, each with distinctive marginal markings. Throughout the life of the stamp these markings varied to some extent. See the *American Air Mail Society Catalogue*, volume I, for detailed charts.



This stamp holds other delights, too. The center, or vignette, was printed last, and for a goodly number of times it was misplaced in relation to the frame. A sampling of copies will usually show it centered too high, too low, or too far to one side. These poorly registered stamps have curiosity value only.

Then there are a great many plate flaws, shifted transfers, recuts, and worn impressions. The "blue-moon" flaw occurs as a light blue circular stain in the proximity of the letters "PO" of "Postage."

In June 1928 the POD announced that thereafter air mail stamps were valid for air mail only. Later an exception was made for the payment of other fees on an air mail letter such as registry and special delivery.

THE WINGED GLOBE AM MAILS, 1930-34

Production of the 5C bicolor was expensive and slow, so a less extravagant design and shape was introduced in 1930. It consisted of a winged globe representation of air mail in the size of the old map stamps.

The first 5C stamp in this series, no. C12, was printed by the flat bed presses in sheets of 200 divided into four panes perforated 11. About the middle of 1931 this value began



rolling off the faster rotary presses in the same format but with a new 10 1/2 x 11 perforation, no. C16. Since the plates were stretched to fit the curved presses, the rotaries are

longer than the flats. They also show fewer plate varieties; there are many double transfers on the flats.

On July 6, 1932 the rates were upped to 8C for the first ounce and 13C for each additional one. Therefore an 8C value in the winged globe design, no. C17, was issued on Sept. 26th of that year. The olive bistre stamps lack any noticeable varieties.

The see-sawing of rates brought a reduction to 6C per ounce on July 1, 1934 with an accompanying new 6C orange stamp, no. C19. Both the 6C and 8C were printed by rotary press exclusively.

THE TRANS PACIFIC ISSUES—1935-37

The air mail service took a giant step forward with the inauguration of regular flights to Hawaii, Guam, and the Philippines on Nov. 22, 1935. A distinctive blue 25C stamp, no. C20, was also issued on that day to pay the postal charges, which were graduated in multiples of that figure.

Less than two years later, service was extended to Hong Kong while rates were reduced. They called for stamps in 20C and 50C denominations to be used singly or in combination. Therefore a 20C green, no. C21, and a 50C carmine, no. C22, were issued on Feb. 15, 1937. These stamps were valid for all air mail purposes.

All three had the same basic design, the contrast between the "Clipper" plane and older methods of transportation; the 25C stamp differed slightly from the others by the addition of the inscription "November 1935." Their similarity extended to production also. They were printed from flat bed presses in sheets of 200 with four panes of 50 perforated 11 and are free from abnormal variations.



THE 6C EAGLE AIR MAIL OF 1938

The two color scheme was revived in 1938 for a stamp honoring National Air Mail Week celebrations, no. C23. As usual with bicolors, there are many combinations of plate numbers and registration markings. There are wide variations in the spacing of the eagle in relation to the frame; on some copies he looks as though he were flying away. This is sometimes called the "Anheuser-Busch" stamp because of the eagle's similarity to the brewing trademark.



Here is another example of flat plate, perf. 11 production. More than 40 sheets imperforate horizontally were inadvertently released. Most of them fell into the hands of a small group of dealers who sold them for \$100 per pair. That price still applies, for there has been little increment over the years. A much rarer variety comes from a single sheet imperforate vertically; this one is in the thousand dollar class.

The 6C "eagle" comes in many shades of red and blue. The most noteworthy is the ultramarine and carmine

combination. Compared with the normal dark blue and carmine, the frame color appears to be a violet blue rather than what we usually think of as ultramarine. For a touchstone, use a 5C Ericsson. At the other extreme are stamps with the center printed in a dark red very similar to the 2C, 1890 "lake."

Since 350 million copies of this stamp were issued, it remains a most logical choice for intensive specialization. Reconstruction of the various plate layouts alone is a fascinating, colorful chore. (See M. O. Warns' article in the *National Philatelic Museum Handbook*, Vol. II, No. 7.) Then there are thousands of cacheted covers honoring National Air Mail Week. It seems that every post office and community in the country used some sort of special rubber stamp on souvenir mail. The American Air Mail Society was honored with a first day sale of this stamp at its St. Petersburg, Fla. convention; the special postmark used there makes another addition to the collection.

THE TRANS-ATLANTIC ISSUE OF 1939

The old winged globe design was revived in 1939 to honor the new air mail service across the Atlantic. The word "Trans-Atlantic" was added to distinguish the 30C blue stamp, no. C24, from its humbler brethren. This time the old fashioned flat plate method of printing was used, perhaps because of the anticipated and realized small demand of 20 million. Use was not restricted to trans-Atlantic mail only; use on all air mail was valid.

THE SERIES OF 1941-44

By 1941 domestic and foreign air mails were an accepted part of the postal service. Modern stamp design and a wide range of denominations were in order. Therefore, 6, 10, 15, 20, 30, and 50C stamps, nos. C25, 27-31, showing a two motored transport in flight were released throughout 1941. The lowest value was for domestic mail, while the others met specific foreign rates.

The six center is very common; it found unprecedented use on servicemen's mail. In 1943 a booklet containing two panes of three stamps each was added to the roster. Then in 1944 the domestic rate returned to 8C in a general war time boost of postal charges. An olive green stamp, no. C26, of that value was issued on March 21st.

This entire group is free of variations and shades with the exception of a 6C horizontal pair imperf. between. The 10, 15, 20, 30, and 50C stamps were first placed on sale at various philatelic exhibitions and conventions, so first day covers showing the special temporary station postmarkings are noteworthy.

THE 5C AIR MAILS OF 1946-48

On Oct. 1, 1946 the domestic rate became 5C once again. A large commemorative-sized stamp, no. C32, showing a DC-4 facing right was issued five days earlier. This same basic design was compressed into a small horizontal format, no. C33, of the size used for regular postage issues on March 26, 1947.

The fully perforated sheet stamp was supplemented by an endwise coil (perf. 10 horizontally) in 1948, no. C37.

All three 5C stamps were technically perfect and so far have not yielded any varieties.

THE INTERNATIONAL AIR MAIL ISSUE OF 1947

In late 1946 a new international rate structure of 10-15-25C became effective. Since the only air mails covering the lower two were those issued in 1941 and the only 25C denomination was the obsolete Trans-Pacific of 1935, the P. O. D. projected three entirely new designs in large commemorative size.

These handsome stamps show pictures relevant to the places to which they prepaid air mail: the 10C, C34 with the Pan-American Union Building (for use to Latin America primarily), the 15C, C35 with the Statue of Liberty and the New York skyline (for use to Europe), and the 25C, C36 with the San Francisco-Oakland Bay Bridge (for Trans-Pacific and Asiatic use generally).

THE NEW YORK CITY ISSUE OF 1948

This little charmer, no. C38, was the darling of the speculators who seized upon lagging interest to drive up the plate block value to 15 times face value. It was issued to commemorate the 50th anniversary of the consolidation of the five boroughs of New York City.

THE 6C REGULAR AIR MAILS OF 1949-57

On Jan. 1, 1949 the domestic rate jumped back to 6C. Eighteen days later a new stamp, no. C39, was issued, identical in all respects to the previous small 5C air mail except for the new denomination designation.

This too was issued in endwise coil form (perf. 10 horizontally), no. C41. An additional feature was a special booklet consisting of two panes of six which was first placed on sale at the American Stamp Dealers Association show in New York with the attendant special postmark.

THE UPU ISSUE OF 1949

The U. S. joined the rest of the world in honoring the 75th anniversary of the Universal Postal Union by issuing a series of three stamps in the denominations covering international air mail — 10, 15, and 25C, nos. C42-44.

The 15C stamp was first placed on sale at the American Air Mail Society convention in Chicago on Oct. 7th, and the 10C at the International Trade Mart at New Orleans. In both cases special "slogan" first day postmarks tie in nicely with a collection.

THE 1949 COMMEMORATIVES

Two special 6C air mails were issued in 1949. One commemorated the 200th anniversary of the founding of Alexandria, Va. and is known as the Alexandria Bicentennial Issue, no. C40. The other marked the 46th anniversary of the Wright Brothers first flight, no. C45.

The Alexandria is in traditional red, while the Wright is in a pleasing shade of magenta. As usual with modern commemoratives, there are practically no varieties of any kind. Commercially used covers and unusual postal markings offer the best specialist material.

THE 80C HAWAII AIR MAIL OF 1952

Air parcel post service was inaugurated Sept. 1, 1948. It provided air transportation for all classes of mail weighing more than eight ounces and not more than 70 pounds. Charges were graduated in accordance with the eight parcel post zones.

The eighth zone rate became 80C. While that zone included most of our territories, the Canal Zone, and overseas military units, Hawaii seemed to register the greatest amount of mail matter sent out under the parcel post system. This was due in part to shipments of fresh orchids from growers to Continental florists.

Therefore a special 80C stamp, no. C46, depicting Diamond Head at Honolulu was issued March 28, 1952. This bright red violet palm-fringed beauty brings disproportionately high prices in used condition. Plate blocks are difficult to obtain, for most U. S. post offices didn't stock this high value.

THE POWERED FLIGHT ISSUE OF 1953

A poster-ish single 6C commemorative, no. C47, was issued on May 29th to honor the 50th anniversary of powered flight. It was placed on sale in Dayton, Ohio at the American Air Mail Society convention. You can find two different first day postmarks from the convention station — one made by machine and the other by handstamp.

THE 4C POST CARD STAMP OF 1954

The air mail rate for both postal (government) and post cards became 4C on Jan. 1, 1949. Five years later someone got the idea that this little used service would be stimulated by the availability of a special stamp. A small blue one picturing an eagle in flight, no. C48, was issued on Sept. 3, 1954 at the AAMS meeting in Philadelphia. It has seen little use outside of philatelic mail, although valid for all air mail purposes. Therefore used copies should prove excellent property.

THE 6C AIR FORCE COMMEMORATIVE OF 1957

A rich shade of "air force blue" was selected for the attractive, rather symbolic design of no. C49 honoring the Golden Jubilee of the Air Force. Like most air mail commemoratives, it is neglected by the non-philatelic user, and in this instance can't even boast of a special first day exposition postmark.

THE EFFECTS OF INCREASED POSTAGE RATES

Since the trend to higher postal charges seems irreversible, it is certain that several more air mails will join the philatelic roster. As you keep up with them, try the off-beat trick of posting last day covers showing payment of lower rates on the final day of effectiveness before the first day of the higher rates.

THE GRAF ZEPPELINS OF 1930

An amount of attention disproportionate to their postal importance is accorded these three golden calves. A great many people judge the mettle of a philatelist by their presence or absence in the album. Used or mint, the "Zeppelins" are expensive, but if relegated to the back of the air mail section,

their absence is not so noticeable.

Many pages in catalogs and handbooks have been devoted to an explanation of the complicated rate structure which these 65C, \$1.30, and \$2.60 stamps, nos. C13-15, covered. In brief, they were issued for a very limited purpose: The German airship *Graf Zeppelin* made a Europe-South America-North America-and return good will trip in May of 1930. Philatelic interest in the mail to be carried on the flight ran high.

Naturally, our P. O. D. issued three large stamps which singly or in combination would pay the high postage rates. They first went on sale in Washington, D. C. on April 19th. Two days later they were issued at 99 large post offices throughout the country. After the final departure of the ship from America, stamps remaining unsold in these offices were recalled for destruction. They passed out of the picture entirely on June 30th. However, at all times they were valid for air mail purposes other than the Zeppelin flight.

Thus, the unavailability of the stamps in many parts of the nation coupled with their prohibitive cost in the throes of a depression and the small quantities actually distributed—less than 100,000 complete sets—account for today's high prices.

THE GRAF ZEPPELIN OF 1933

Chicago's Century of Progress "World's Fair" of 1933 provided a convenient excuse for another Zeppelin junket to South and North America. This time the postage charges were much lower; they were graduated by distance in multiples of 50C.

The Post Office accommodatingly issued a special stamp, no. C18, in that amount on October 2nd, specifying that its use was restricted to Zeppelin mail. Again, only a few offices were given supplies, but this time the remainders were not destroyed but were kept on sale at the Philatelic Agency for almost two years. Thus, this single stamp is only one-third as valuable as the lowest denomination of the 1930 Zeppelins.

THE "R.F." OVERPRINTS

An unusual postscript to the air mail story concerns the 6C 1941 stamp overprinted "R.F." in six different styles as a war time accommodation.



These are U. S. stamps issued for use by foreign military personnel. The users in question were French navy men; the use was the prepayment of the preferential rate of postage on air mail letters to the U.S. in the 1943-45 period. These controversial numbers CM1-6 are expensive enough to encourage imitations, and genuinely used covers are rarities.

THE AIR MAIL SPECIAL DELIVERIES

Although it had always been possible to obtain special delivery service for air mail by the payment of an additional fee, the postal authorities felt a unique stamp combining the two rates would induce more patrons to use this super-deluxe method of mail transportation.

Therefore, on Aug. 30, 1934 a 16C blue stamp no. CE1 depicting the great seal of the United States was placed on sale at the AAMS convention in Chicago. It is free from minor varieties. The "Parley" printing of this stamp is usually listed in the ordinary postage or commemorative sections of the catalog. The usual Parley position blocks are eligible for the specialized collection.

Since the usage of the "air mail special" was restricted to the one specific purpose, used blocks are from collector-made covers. When the Parley printing appeared, philatelists contrived to get an official ruling allowing the use of more than one stamp on a cover, with 10C of the total going for special delivery and the remainder for air mail charges. Thus blocks of the Parley used on covers are theoretically, at least, more legitimate than those of the original printing.



The blue color did not prove to be distinctive, so a change to red and blue was made on Feb. 10, 1936, with the design remaining substantially the same. Like most of the other air mail bicolors, this stamp, no. CE2, was printed from two separate sets of plates replete with guide lines, registration lines, and various combinations of plate numbers.

(Courtesy: United States Postage Stamps)

BRITAIN'S PRIVATE POSTS

Peter Collins

Comments on the postal services during the 1970 postal strike Part. 1

For part of January, the whole of February and part of March, the British Post Office was strike-bound. To combat this, many large business houses arranged for their correspondence to be distributed between branch offices, while mail for overseas addressees was taken as often as was necessary to an overseas point for posting. We hear that Jersey C.I. Was used until the postal workers there refused to handle British mail in sympathy with their striking English colleagues. Paris and Amsterdam were also used for transmission in this way, till we understand most of the Continental postal workers "blacked" all mail which could be identified as originating from Britain. The R.L. organisation exercised its ingenuity, its talents and its resources to devise expedients to overcome the emergency.

Our network is not inconsiderable, and we have noted with admiration the steps taken by others who set up as mail carriers. A unique phenomenon inasmuch that a temporary relaxation of British Law permitted the infringement of the hitherto sacrosanct Post Office monopoly. It is unlikely that we shall again see such newspaper advertisements as "Special Delivery Services with own "stamps" during postal strike. Please contact 01-235 8717' or "Who said they aren't delivering letters. Grant's post office delivers daily in London. 15p."

From items being offered by the trade, one felt that some of the Private Posts were purely philatelic in their raison d'être. Certainly to have labels printed for sale at a certain face value is as profitable as postal authorities throughout the world realise, and one dreads to think how many hundreds of items will be recorded if all these locals are ever catalogued with special "astronaut" issues and Winston Churchill sets included!

On the other hand, a friend in Surrey, anxious to get a package to London poste haste, contacted his local Private Post agent at 9 p.m. one evening, and had the satisfaction of learning that his missive was safely delivered at 9 a.m. next day - a better service than the post office has provided for many a long year. To beat the strike on one occasion, we sent a packet by rail, having to pay 6/6d., which makes the post offices latest charge of three new pence look ridiculously cheap, and considering the organisation involved, time consumed, and limited amount of custom it was likely to attract, we must express admiration for the carriers who undertook delivery at around two bob.

We particularly applaud those services which were organised internationally. In the Sydney Daily Telegraph of March 1st, the following advertisement appeared; "Air mail to London By Courier departing March 7th. Letters up to ½ oz. in weight only. Delivery guaranteed within 48 hours of arrival. London postal district only. Cost 2.50 per letter. Write or call Atrek Travel of London, Suit 304, 67 Castlereagh St., Sydney". In due course a cover which had been handed in at Atrek Travel, Sydney, arrived through our letter box (it came incidentally from Sir Hudson Fysh, founder of QANTAS). The top right hand corner of the face of the envelope bore a rubber hand stamp in red "Atrek Travel Ltd. Suite 304, 67, Castlereagh st. Sydney N.S.W. 2000 Tel. 28-0903". Presumably, as in preadhesive days, it was stamped in red to denote prepayment! The cover is back stamped "Atrek" (in a pennant) "Travel Ltd. 24, Kensington Church Street London W.8. Telephone 937-5761".

From Spain a number of covers reached us, and no matter how philatelic they appear, they had certainly travelled from Spain and landed in our letter box. The stamps seem to have been printed in England. We like the "S.S.S" (Safe

and featuring a prancing - rocking - horse - type Pegasus. This post's name, by the way, is an ingenious combination of Patrick Lichfield and John Bradshaw. Lichfield claims descent from Lord Anson, who was created First Earl of Lichfield for his introduction of the Penny Post. He is a photographer and already had an organisation for the delivery of his pictures, so was away to a flying start, claiming that he delivered 5,000 letters daily during the strike.

Though the full story of what went into these Private Postal arrangements is not yet known, it is apparent that there is in many ways such a romance involved in the delivery of all these missives that those which rally fulfilled a public service will qualify for some serious mention in the records of British Postal History.

Part. 2.

Owing to delay in the resumed G.P.O. services following the strike, the illustrations above for our British private Posts notes in May were not with our printers in time for publication. Since then our friends Messrs Bridger and Kay have published some notes on the service which they organised, and some excerpts of particular interest are repeated here for future philatelic reference.

By using overseas contacts as couriers, Bridger and Kay were able to have mail despatched through foreign post offices. At first the service was organised through a French agent, with a view to distributing their own mail, and Post Office authority was given in the following terms, dated 27th January 1971.

"In accordance with the statement made by the Minister of Posts and Telecommunications under the terms of the Post Office Act 1969; Messrs. Bridger and Kay of 86, Strand, W.C.2, is authorised to convey mail to Paris by Courier.

The authority will cease as soon as the overseas mail service is restored".

The Postal Courier Service was advertised in the London Evening Standard, and a series of twenty different stamps was prepared to cover mail to various destination. In all cases a courier fee of 2/- was charged., and postage stamps of the appropriate rate were affixed in the country to which the courier carried the letter.

From 2nd February 1971, the French Post Office was on strike, and the British P.O. Authority was extended to other countries where mail could be accepted. Letters were despatched under this service for 102 territories, and at the peak of the service, six couriers were engaged in deliveries in Northern Europe, the Iberian Peninsula, the Republic of Ireland and Israel.

(Courtesy: The Philatelist 1970)

QUEER POSTS

L.N. and M. WILLIAMS



Speedy Service) which states it is " Authorised by the Postmaster", and were taken with the error "BI AYR".

Some very professional designing went into the stamps of the Rickshaw Post (delivery charge 15 New Pence)

The transport of letters in a tin, from the island of Niuafuon, Tonga, to the mail steamers which cannot approach near the shore owing to the heavy surf, has long been a source of interest to philatelists and covers which have been carried by the mail are to be found in many collections.

In the course of history there have been other peculiar methods of message delivery, some of them quite as extraordinary as the "Tin Can Mail."

In the spring of 1475, Charles the Bold, Duke of Burgundy, was besieging the town of Neuss on the Rhine. The beleaguered inhabitants of the town were sorely pressed, but their courage was such that they refused to surrender. Provisions were running low and ammunition was all but exhausted. Not far away, on the other side of the Rhine, a large Imperial army was encamped, but the people of Neuss were unable to get a message to the army to ask that the town be relieved.

At last someone struck upon the idea of enclosing a message in a cannon ball and firing it across the river. The message, in the hand-writing of Count Hermann of Hesse, was written on thin semi-transparent paper and described the serious position in which the inhabitants found themselves. The paper was enclosed in a hollow cannon ball, but alas, the first shot fell into the river. Before a second shot could be fired the people were obliged to conduct a search throughout the town for sufficient gunpowder to fire the cannon. Eventually, the requisite amount of powder was obtained and the second shot was more successful. After a siege lasting eleven months the town of Neuss was relieved. The letter was kept as a souvenir of the historic occasion and was still in existence in the archives at Cologne before the present war.

A rather similar method of delivering messages was employed, so it is said, by an artillery officer during the Great War (1914-18). His fiancée, who was staying on a farm, found herself cut off behind the enemy lines. The officer was anxious to communicate with her, but could not do so in any usual way. He hit upon the idea which had been employed successfully some 450 years earlier. Regularly every week a "dud" was fired in the direction of the farm and all that the young lady had to do was to dig up the shell and extract the message from it. This unusual post was in operation for many months, but eventually the enemy got wind of it and ordered the inhabitants of the farm further behind the lines.

Although pigeons have been employed for a similar purpose, however, towards the end of the last century, experiments were carried out in France with swallows as postmen. The experiments appear to have been quite successful and the leader of a Viennese fire brigade, who was dissatisfied with the results obtained by his pigeon service, sent to France for a dozen swallows which he hoped would be more efficient than the pigeons. Despite the publicity given to these experiments in training the birds.

At one time it was suggested, in England, that pigeons might be used for a Transatlantic service, but the idea never reached fruition. Had it done so, the R.S.P.C.A. might have had something to say about it!

Letters and messages have, on more than one occasion, been sent by submarine. During the Great War Germany instituted a submarine postal service to America. The service was established by a German shipping company, and permission was obtained from the Government for the issue of stamps. In all, eight denominations were issued: they ranged from five to one hundred marks. The central feature of the design was a lighthouse, surrounded by a circular frame. Enclosing this was a rectangle with the inscription "WERTBRIEF-BEFORDERUNG-DEUTSCHLAND-

AMERIKA" ("Money-letter-Service-Germany- America").

These stamps were embossed by the firm of Giesecke & Devrient, of Leipzig; the perforation was 14. Not more than one thousand of any one value were printed. The service was suspended when the United States entered the war.

The enclosing of messages in bottles which are then thrown into the sea is by no means a new idea, and many instances of this method of transmission have been recorded from time to time. An interesting experiment was carried out in 1875. On 5th January of that year, a German sea captain, then cruising near the Kerguelen Inlands in the Antarctic regions, enclosed a message in a bottle and threw it overboard. For seventeen months the bottle pursued a north-easterly course. On 11th June, 1876, it was recovered near the mouth of the River Pieman on the west coast of Tasmania, by the captain of a Tasmanian ship. The distance covered by the bottle was calculated as having been 3287 miles at an average speed of from 6 to 6½ miles per day.

During the siege of Paris, in the Franco-Prussian War, recourse was made to the River Seine as a medium of transporting messages which were enclosed in hollow floating balls. Although the balls containing the messages were released and drifted downstream they did not escape the vigilance of the enemy, who fished the novel mail carriers out of the river and destroyed them. One of the Parisians then suggested that messages be enclosed in corks, of which large numbers were always floating down the river, but the suggestion was not put into operation, for a short time after it was made, the war came to an end.

Courtesy. The Philatelist, 1994

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