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PRINCE CAMP
POST OFFICE 39

MY DIARY
ROWLAND HILL 41

GUEST EDITORIAL

WILL WISDOM DAWN ON THEM?

Deep regrets are expressed even by those collectors whose hearts gladden at the sight of the present day multi-coloured miniatures known to them as stamps, not because they do not want to collect them but simply because they cannot afford to buy all of them? Several newly independent countries are nowadays issuing so many stamps in a single month that the entire budget of a collector of moderate means is expended on the purchase of stamps of a single country and thus this poor collector really feels a twingle for his inability to buy other countries stamp. In fact, many of them have entirely given up collecting stamp of such countries which are overdoing it by issuing stamps too frequently and that too only to mulet collectors of their hard-earned monies. Ghana, Jordan, to mention only two countries, have both learnt a bitter lesson from the falling sales of their countries stamps. In fact Jordan has now decided to put a curb on its avalanche of new issues and has accordingly issued a statement to the Universal Postal Union that its future new commemorative stamps will not exceed more than FIVE SETS in a year! let us hope that 1971 will dawn this wisdom on other countries including India and rid philately of its greatest enemy, viz., ISSUE OF TOO MANY STAMPS!

The Crown Agents in London who supply current mint postage stamps of over 65 countries to thousands of stamp dealers all over the world had given a very sound advice to these misguided countries in an editorial appearing in the October 1967 issue of its official monthly publication "STAMP BULLETIN" The editorial read:

"A glance at the issues released this month reveals immediately why the stamps of those countries who preserve a responsible philatelic outlook have such a tremendous following. No miniature sheets of imperforate and perforate varieties will be found there, each set has a modest face value, themes are relevant to the issuing country, designs are attractive and the stamps are well printed. Also, any dealer will tell you that the stamps are sold to him in an open, honest manner at face value. There are no shortages in supply of one or two denominations which would create artificial demand! In an era when, alas, a number of postal authorities are concentrating on raising

philatelic revenue by all of the many methods open to them, it is well for the collectors to think about the future. Its better to continue with his collection of a certain country when it starts to pour out stamps solely for philatelic sale and thus risk exploitation in his desire for completeness of a collection which may not maintain its value or is it preferable to end that collection and to turn to a country whose policy is to release enough moderately priced, attractive issues to allow the collector to build up a satisfying collection without risk of penury?"
(Courtesy : India's stamp Journal 1971)

P.S. Collectable Indian philatelic items of 2007, cost around Rs. 1275/- excluding Maxim cards ie., about 50% more than the cost of 2006.

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Monthly Second Sunday Meetings

With President
Mr. G. Balakrishna Das on the Chair,
31 members attended the Meeting on
13.4.2008.
Mr. C.G. Bhaskar spoke on "Maxim
Cards Today".

MAHARSHI BULUSU SAMBAMURTHY

4.3.2008

500

0.4 Mill

The Freedom Struggle in India is replete with stories of people who sacrificed every thing in their lives for independence from foreign rule. Included in this roll of honour, are a number of luminaries from the legal profession and Maharshi Bulusu Sambamurthy was one of them.

Bulusu Sambamurthy was born on 4th of March, 1886, in Dulla Village, East Godavari District. A graduate in Physics from Maharajah's College Vizayanagaram, Sambamurthy started working there as a lecturer in physics. His independent spirit was ill suited to this work. He therefore resigned and decided to pursue a career in law. In 1911 he took a degree in law and enrolled in the bar at Kakinada. By 1920 he was an established and successful lawyer. But the Civil Disobedience movement was to change his life.



In 1920, Mahatma Gandhi gave a call for Civil Disobedience movement, which included boycott of institution created by the British government. Inspired by a stirring speech given by Konda Vekatappayya, Sambamurthy also joined the movement. He would henceforth be a Gandhian and would never go back to the legal profession. In 1923, he was made a secretary of the organizing committee for the Kakinada session of the All Maulana Muhammed Ali. The devotion of Sambamurthy to the national cause was such that in spite of the demise of his only son a few days before he threw himself into making the session a success. His fortitude was praised by Smt. Sarojini Naidu.

On 6th April 1930, during the Salt Satyagraha, Sambamurthy alongwith other leaders, marched to Chollangi Village near Kakinada town and defied the Salt laws by making salt from the sea water there. On 18th April 1930 he was arrested and imprisoned in Vellore. Sambamurthy was elected to the Provincial Assembly of Madras State. The Congress Party formed the government under C. Rajagopalachari. Sambamurthy was elected speaker of the provincial Legislative Assembly.

After independence too, Sambamurthy continued to work in the public sphere. He supported the demand for a separate state of Andhra Pradesh. But by 1953, when the state of Andhra Pradesh was formed, Sambamurthy's health started deteriorating. Maharshi Bulusu Sambamurthy passed away on 2nd February 1958 at Kakinada.

Theme : Freedom fighters, Personality, Leaders.

Often referred to as the "Venus of the Indian screen", Madhubala was one of the earliest Hindi cinema actresses, to acquire a cult status amongst moviegoers. The tremendous range and diversity of her roles marked Madhubala arguably the most consummate artist of her times., whether it was in her natural flair for comedy in movies like Mr. And Mrs. 55, or in the classical tragic overtones of her character of Anarkali in Mughal-e-Azam.

Born as Mumtaz Begum Jehan Dehlavi on February 14, 1933 in Delhi, she entered the world of films at the tender age of nine, acting in several films as child artist where her acting potential was noticed by the celebrated Devika Rani Roerich who rechristened her as Madhubala. While her big break came in Kidar Sharma's Neel Kamal (1947), at the very young age of thirteen, it was her haunting performance as the ghost-spirit in Kamal Amrohi's Mahal (1949) that catapulted Madhubala into a big cine star.



The decade of the 1950's saw her at her versatile best, whether as the conventionally fair lady in Amiya Chakravorthy's "Badal" (1951) or as the village belle in Tarana (1951) who falls in love with a doctor stranded in her village, a role played by Dilip Kumar, it was her great spontaneity and comic timing in Guru Dutt's "Mr. And Mrs. 55", which saw her evolve and mature as an actress. It was this same flair for comedy which saw Madhubala at her exquisite best in "Chalti ka naam gadi" (1958) paired opposite singer-actor Kishore Kumar whom she married in 1960. Her versatility was at its best in her two other major hits of the year, the role of the club dancer in "Howrah Bridge" with Ashok Kumar and the crusading journalist in "Kaala Pani" with Dev Anand.

However, her best was still yet to be... 1960 marked a watershed moment of Hindi cinema with the release of K. Asif's historical opus "Mughal-e-Azam", with Madhubala in the pivotal lead-role of the courtesan Anarkali. While the tedious shooting schedules exacerbated her health condition, as she had been diagnosed with a hole in her heart, her acting talent came to the fore and peaked in this period film, based on the classic theme of a Mughal Prince torn between his love and the call to duty and tradition.

Madhubala followed this up with another intense portrayal of a musician's daughter in love with a poet in the blockbuster "Barsaa ki Raat" (1960), paired with Bharat Bhushan. Theatre Arts, an American magazine, in its August 1952 issue featured Madhubala extensively in an article entitled, "The Biggest Star in the World-And she's not in Beverly Hills".

Her short, brilliant professional career was cut short at the young age of thirty-six as her delicate heart ailment

worsened, and she succumbed to her failing health on February 23, 1969. But Madhubala has continued to live in the hearts of millions of Hindi cine-goers with her mystical feminine allure, which was accorded her a cult status amongst fans.

Theme : Cinema, Women, Entertainment.

ASRAR-UL-HAQ 'MAJAAZ'

28.3.08 500 0.4 Mill

If the history of Urdu Literature is conceived in terms of intensity of feelings and a natural melancholic spontaneity of thought, the name of Majaaz Lucknavi would seem to epitomize this paradigm. Just as Keats imbued English literature with a new poetic sensibility, Majaaz Rudauli a new fierce intensity of emotions to Urdu poetry. He sang of love and revolution in the same breath. He dreamt of a new social order where the strong are just and the weak secure. He had the romantic madness of a Spinoza and can be seen as an early precursor of Firaq Gorakhpuri, the legendary Urdu poet.

Born at Rudauli in Bara Banki district of modern Uttar Pradesh on 19th October, 1911, Majaaz whose real name was Asrar-ul-Haq, was educated at Lucknow, Agra and Aligarh from where he graduated in 1936 from Aligarh Muslim University. Later he wrote the university anthem entitled "Yeh Mera Chaman" (This is my Garden) which is still sung at university convocations and other solemn occasions.

At 25, Majaaz was drawn towards the Progressive Writers' Movement which was the rallying center of liberals and intellectuals, and the impetus it gave to literature was remarkable. Majaaz became its founding member and attended its first conference at Lucknow presided over by Premchand. The movement attracted the best minds of the time such as Faiz, Firaq, Manto, Krishan Chander and Bedi. It was this upsurge which made Majaaz change from the traditional 'Ghazal' to the modern 'Narm'.



Majaaz wrote sparingly. His poetic output is frugal but whatever little he has left deserves to be bound in pure gold. His small collection consists of 'Ahang' (1938) which was reprinted several times under different names such as 'Shab-e-Tab'

(1945) and 'Saz-i-Naau' with marginal additions. He shot into prominence with his 'Nazm', 'Awara', one of the best in Urdu poetry, included in 'Ahang'-a rare combination of melody and resilience in the life of the restless youth.

His restless mind, however, outgrew even the progressives. Persuaded by friends he joined the All India Radio where he started the radio magazine called 'Awaz'. He was in the company of other illustrious writers like Nirad C. Chaudhuri and Upendranath Ashk. This too did not last long, Sardar Jafri was to later recreate the life of Majaaz in

his popular tele-serial 'Kahkashan' in 1990, on the life and times of famous Urdu poets.

"Urdu literature's vagabond genius", as Saeed Naqvi once called him, Majaaz died, as he lived, in a tavern in Lucknow, in utter penury and as a wanderer.

Theme : Personality Poets, Literature.

TATA STEEL

22.4.08 500 1.3 Will

Right from personal accessories like wrist watches through cutlery in the household and furniture in the office to roads, bridges, skyscrapers, vehicle armour and railway tracks, steel is enmeshed into virtually every aspect of our lives. Responsible for bringing this wondrous alloy to us is one of the pioneers of steel industry in India viz. Tata Steel.

Established in 1907 by Jamshedji Nusserwanji Tata, Tata Steel is the world's 6th largest steel company with an existing annual crude steel production capacity of around 29 million tonnes. While the main plant is located in Jamshedpur, Tata Steel has lined up several Greenfield Projects in Orissa, Jharkhand and Chhattisgarh in India and Iran and Bangladesh overseas. The first private sector steel plant that started with a production capacity of 100000 tonnes has now transformed into a global giant with operations in 24 countries and commercial presence in over 50 countries.

Combining international expertise with local customer service, the Company supplies a range of products to construction, automotive, packaging and engineering sector. Hot and cold rolled coils and sheets, galvanized sheets, tubes, wire rods, construction rebars and bearings are some of its main products.

With a slogan such as "Redefining the power of people", Tata Steel's commitment to the community remains the bedrock of its hundred years of sustainability. The social outreach programmes of the company cover the city of Jamshedpur and over 800 villages in and around its manufacturing and raw materials operation through initiatives in the areas of income generation.

Endeavouring to continue the tradition of aligning business interests with nation building objectives set by its illustrious founder, Tata Steel has completed 100 glorious years of existence.

Theme : Industry, Iron & Steel, Economy

CIVIL SERVICE

21.4.08 500 0.8 Mill

"A king can reign only with the help of others; one wheel alone does not move a chariot. Thereof, a king should appoint advisers (as councilors and ministers) and listen to their advice"

Kautilya in Arthashastra is talking in terms of a monarchical set up yet it is clear from the above statement that Kautilya recognizes that the personnel who man the organization are as important as the organization itself.

One of the oldest examples of a civil service based on meritocracy is the imperial bureaucracy of China that established a civil service bureaucracy recruited by written examinations and recommendation (at the initiative of Emperor Wen of Sui Dynasty (581-604 AD). The system further entrenched itself during the Song Dynasty (960-1127 AD) and civil officials owed their social prestige to the central court and drew their salaries strictly from the central government.

The Chinese civil service became known to Europe in the mid-18th century and influenced the development of European and American systems. Ironically, and in part due to Chinese influence, the first European civil service was set up not in Europe, but in India by the East India Company under which administrators were engaged as "Honourable East India Company Civil Servants" as distinguished from its military servants.

The system continued with the constitution of the Imperial Civil Service of India based on the recommendation of the Public Service Commission, 1886-87 and the Provincial Civil Service and Subordinate Civil Service on the recommendation of the Aitchison Commission.



Today, the Civil Service constitutes the permanent executive of the modern state. The all India and Central Services along with the State Civil Services form the basic framework of administration and governance in India.

Civil Services have played a vital role in the task of nation building. It was Sardar Patel's vision that the Civil Service should strengthen cohesion and national unity.

The Civil Services has continued to be an important instrument for initiating and managing change. Much of this change has been in areas and activities that had a strong presence of the government. Civil Service has tried to meet these expectations of citizens of India with innovation, induction and extensive use of technology and systematic change.

21st April has been earmarked as Civil Service Day, an occasion for the civil servants to rededicate themselves to the cause of the nation and renew their commitment to public service and excellence in work.

Theme : People, Professions, Services.

JASMINE

26.04.08 500,1500 1 & 3 Mill

Variously known as Juhi, Chameli, Mogra and Malati in North India and as Malligai and Mallepoovu etc., in the South, the fragrant and delicate Jasmine flower is deeply embedded in the Indian psyche.

The very name 'Jasmine' evokes the romance of balmy summer evenings redolent with the haunting fragrance of the flower in bloom.

A native to the tropics and warm temperate regions of the world, Jasmine belongs to the family Oleaceae, and may grow as a shrub or as a climbing vine. Typically its leaf shape is simple, trifoliate or pinnate, with upto nine leaflets growing opposite each other. The small and delicate flowers are usually white in colour, though some species bear yellow blossoms bloom in the dark, perfuming the night air with a lingering sweet fragrance.

Widely used in religious offerings, the flowers are also popular for decorative purposes. Many Indian women wear these flowers on their hair.

Commonly grown as a houseplant in much of South East Asia, the plant is now widely cultivated across the globe for commercial purpose. In fact, the aromatic oil distilled from its flowers is prized in aromatherapy, and in the making of joss sticks, cosmetics, and perfumes, etc.. It is also used to add flavour to tea and rice in China and in South East Asia.



Intrinsic to the collective consciousness of the Indian sub-continent, there are numerous references to the Jasmine in Indian poetry and literature in many languages. The flower also finds mention in English poetry, as in the following lines of Thomas Moore:-

"Plants that wake when others sleep
timid jasmine buds that keep
their fragrance to themselves all day,
but when the sunlight dies away
let the delicious secret out

to every breeze that roams about".
Theme : Flowers, Flora & Fauna, Aroma.

* * * * *

METHODS OF MAIL TRANSPORT IN INDIA

By G. S. Farid

India is the land of varied mail transport from modern jet plane to primitive runner, from bullock and horse carriage to camel and pigeon, from mail lorry to railway and from sea liner to helicopter service. Some of the methods described are the modern revivals of obsolete mail carrying services organized either for the philatelists or adopted due to circumstances. In India, the peculiar physical features are mainly responsible for the adoption of these different modes of transportation. In the north are

the mountain range of Himalayas, in the south the Deccan Plateau and the Nilgiri Hills in the West, the Thar Desert while in the centre the Indo Gangetic plains. Thus, the Indian Post Office maintains even to this day the manner in which the mails were carried throughout the ages. Hence, the history of Indian philately is very colourful and has the appeal for its novelty and variety. Generally no special postmark is being allotted for these except when accompanied by some important events. The different methods of mail transportation were well depicted in an attractive series of stamps issued in 1937 and another set during the Centenary of Indian Postage Stamps in 1954.

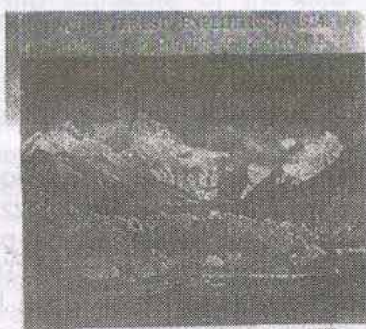
EARLY POSTAL SERVICE

India is one of those few countries which can claim to have an organized postal system as far back as 4th century B. C. though in its rudimentary form. During the reign of the Muslim rulers, the postal system existed in a highly improved and developed form, though it was confined to their personal use only. Law and order were maintained to the remotest part of their dominion by means of their excellent network of communication system which carried letters from hand to hand either by the 'harakaras' or footrunners or by horse-couriers. In the 18th century, Warren Hastings made available to the public the facilities of postal service on payment of a fee on their letters. The mail-bag was carried by the runners and handed over to a set of other runners at an interval of every 8 miles. During the night the runners were accompanied by torch-bearers.

DAK RUNNERS

The 2 anna stamp issued in 1937 shows a Dak runner with a mail-bag over his shoulder. These men are still employed in many parts of India and their average rate or progress is about 10 miles a day and they usually walk 5 miles at a time. The runners are required to carry mails weighing not more than 15 seers. In isolated areas where are no road facilities the mails are still carried by this method, though there is nothing philatelically attractive about this method of mail-carrying except when coupled with an event of historical importance. After the Younghusband's Expedition to Tibet in 1905, the mail runners were employed between India and Lhasa. These runners had to accomplish their duties in face of many hazards. They had to travel through snow

covered passes and cross swift rivers on canoes and ropeways. During the Mt. Everest Expedition in 1924, under General Bruce, special cards bearing the illustration of the mountain and cancelled with a special cachet in red were dispatched by the runners from the Rongbuk Glacier Base Camp to India. They were then delivered by the postal department to the destination bearing the cancellation of Calcutta dated 16 Oct. 1924.



See Everest from the Base Camp in the Rongbuk Valley, 1924.
 Dispatched by Postal Runner to India.

Best wishes
 J. D. Mack. Captain.
 The Everest Expedition.

The film of this great Expedition will be shown throughout the country, commencing at the Scala Theatre, London November, 1924.

BULLOCK TRAIN

The above method of mail carrying was superseded by bullock and tonga due to slow speed and low carrying capacity. Bullock mail drawn cart is shown on 2' anna 6 pie stamp. This system of mail carrying has almost vanished from the Indian Postal Service. The Government Bullock Train was another carrying agency under the management of the Post Office for the conveyance of goods only. Bullock Train lines were maintained by the Post Office between Kalka and Simla with a station at Solon and with branches at Kasauli, Dagshai and Subathu. The charge for the conveyance was pre-paid or paid at the destination. Packages could be booked from nearly all railway stations on the North Western State Railway, the East Indian Railway and the Delhi-Umballa-Kalka Railway to the Bullock Train Offices at Simla, Kasauli, Dagshai, Solon and Subathu and vice versa. A special cachet which reads, "Calcutta General Post Office, Bullock Train" was applied to each receipt. (The Postal Guide, 1903 has given the full description about this very interesting means of conveyance; this was also reproduced in *India's Stamp Journal*, August 1968).

HORSE-COURIERS

The 3 anna stamp shows two horses drawing a Dak tonga. The history of letter carrying by horse-couriers is lost in antiquity. In 1822 during the East India Company, horsemen were substituted for mail runners and at this stage the mail coach was introduced. The private mail-carrying agency under the name "North Western Dak Company," established its office in Calcutta in 1854 and advertised the service at half the government rate. The carriage was built in Calcutta and carried passengers by Horse-Carriage, and Bearer Dak and Parcels by mail-cart, to and from the upper provinces of India. The system waned out probably after the introduction of cheap postal rate and railway system. In 1877, we find yet another evidence of a regular Horse-Dak system which existed between Rawalpindi and Muree, a distance of 40 miles. Each letter was charged eight annas. Here every letter was stamped with a special cachet in Persian which reads:

(Translation)-"Seal of the Pony-Post Office.
 Conveyance charge-Rawalpindi
 To Muree-Year 1877."

The Dak tonga system was employed in the Gaya-Patna road and on the local routes of Agra. It was abandoned on economic grounds at the beginning of the Second World War.

CAMEL POST

The Camel of Dromedary-Post is also one of the most ancient methods of mail transport, particularly in the desert areas. In the Book of Esther chapter 8, of the Bible it is recorded:

"And he wrote in the King Ahasuerus' name, and sealed it with the King's ring, and sent letters by posts on horse-back and riders on mules, camels and young dromedaries."

In India, camels were employed by Emperor Akbar during his reign, and are still being used in the desert districts of Rajputana, where neither tonga nor motor can ply. In the 3 anna 6 pie stamp, a camel is shown carrying mails.

MAIL TRAIN

The 4 anna stamp depicts a mail train. The first railway line was opened on 16th April, 1853, between Bombay and Thana, a distance of 30 miles. With the development of communication system and railways trade and commerce increased, and along with it the bulk of mails. The mails were first carried by train in 1855 when the East Indian Railway was opened between Calcutta and Ranijung, a distance of 122 miles. It was in 1863 that the mail sorting in a railway train was established in the Great Indian Peninsular Railway between Allahabad and Cawnpore, whereas the Railway Mail Service was established in 1870. A special compartment was allotted for the receiving, sorting and distribution of mails at each station by the postal staff.

The introduction of railways and telegraph showed an extraordinary increase in the bulk of mails and the expansion of the postal service. Ten years later, postal communications along the railway lines reached a mileage of 2,473, while that by cart and horse was 5,156, by runners 44,853 and sea 5,157. Now of course the entire country is interlinked with the network of the most wonderful railway and postal communication system in the world.

The 6 anna stamp shows a P & O liner carrying mails overseas. In 1867, an eleven year contract was signed with the P & O Steam Navigation Company to run a weekly service between Bombay and Gt. Britain. The mails are now carried to all the countries of the world by the sea route or by air mail.

MAIL LORRY

The mail lorry shown in the 8 anna stamp was introduced to the Indian Postal Service only for a short time before the Second World War but now it is very extensively used for transport on land. The mobile-van post office has been employed in many cities of India today with full postal units. For the delivery posts, the bicycles is also very extensively used throughout the country. In the 4 anna stamp of 1954, a postman has been shown on a bicycle carrying mails.

AIR MAILS

The 12 anna stamp depicts an Armstrong Whitworth mail plane in flight on the England-India Service. Not many people are aware that the first official airmail letters in the world were carried in India on 18th February, 1911 from Allahabad to Naini, a distance of 20 miles. It was a 50 h. p. aeroplane which carried a small bag of mails weighing 23 lbs. along with the pilot and which traveled at a speed of 50 m.p.h. It was only after the First World War that the transport of mails was undertaken on a big scale. The first England India flight took place on 30th March, 1929 by Imperial Airways.

The Indian Postal Service showed great improvement in the transportation of mails by air service. In 1938, a sea-plane of 3,200 h.p. fitted with four engines, which carried a crew of five persons, brought a load of 31/2 tons of mails from Southampton to Calcutta, a distance of over 6,000 miles, at a speed of 150 miles an hour. In 1949 'all up' airmail scheme was introduced by which the first class mail was carried without any extra surcharge, and

special night air service was also introduced for quick delivery of mails. When India became independent there were only 22,116 post offices in the country. After independence, the Postal Department achieved vast all round improvement in its postal services, and it is its object that there must be at least one post office within a radius of every three miles. Today the number of post offices in India is 104,955.

ROCKET MAILS

Now we have entered the jet age and the days are not far off when the delivery of mails by rockets in all parts of the world will be a reality. In 1934, the late Stephen Hector Smith, the world famous racketeer of Calcutta, had pushed forward the claim of Rocket-Post to the level of practicability. One of his experiments was recorded by the *American Weekly* in one of its Sunday issues of August 1936 as under:

"The rocket passenger-ship shot from fiction to reality the other day when one roar across the Damodar River, India at 60 miles a minute, safely landing its two passengers, one rooster and one hen. It also carried 180 letters. This puts India, one of the world's least inventive nations, ahead even of America which usually heads the procession. The inventor of this record making rocket is Stephen H. Smith of the British Interplanetary Society."

Special stamps, vignettes, cachets were designed and prepared by the late Mr. Smith for using them on covers carried by rockets during his many experiments performed on different occasions in India and Sikkim.

BALLOON POSTS

Experiments on balloon flights were also made in India as early as 1877 by Joseph Lynn of Bombay and Percival Spencer of Calcutta in 1889. In this age of jets and rockets, Balloon-Post is now obsolete and is kept alive by the philatelists as the remnant of the past mode of mail transport.

On 14th January, 1941 the Indian Airmail Society of Calcutta had released two balloons for observation flights to ascertain the weight lifting capacity along with some messages flown from Curzon Garden, Calcutta. The special missives show a small red balloon with the inscription, 'Carried by Balloon on Observation Flight.' All the missives were addressed to the Honorary Secretary, Indian Airmail Society, Calcutta and duly cancelled.

Recently, in connection with the welfare of the orphans, the First Pestalozzi Children's village was established in India, which particularly aimed at their education, food and shelter. The Government of Mysore donated 100 acres of fertile land near Bangalore and special balloon flight was arranged for the philatelists to raise funds for the cause. Special covers and cards were flown depicting a balloon in flight over the village and inscribed, "First Balloon Flight Cover, Bangalore, 14-11-1963." Special cancellation was applied by the postal Department along with the Children's Day cancellation. It was suggested to the founders of the Pestalozzi Children's Village to make this a regular feature in Bangalore on the 14th November of every year.

The Aero Club of India organized a balloon flight in New Delhi on November 21, 1970 to commemorate the centenary of the balloon mail during the Franco Prussian War in 1870. The Balloon flight took off from Race Course Ground and landed at Safdar Jung Airport. The Post and Telegraph Department arranged a special despatch of philatelic mail through the balloon flight on November 21, 1970. A Special slogan postmark was allotted at the Philatelic Bureau, Parliament Street, New Delhi, which reads, "Balloon-Mail Centenary, 1870-1970."

PIGEONOGRAMME

In India, the practice of carrying messages by pigeon is very ancient. A well organised pigeon-post existed during the reign of the Mughal Emperors and Tipu Sultan of Mysore. This mode of communication was in extensive practice during war time. Pigeons as message-carriers superseded all the birds because of their instincts and qualities, and have been used in all ages upto the present time. In 1930, pigeons carrying missives were flown from Asansol to Calcutta, a distance of 132 miles covered in the three hours. In 1931, another flight was organised between Hazaribagh and Calcutta, a distance of 215 miles, carrying special mail from His Excellency, the Viceroy of India. At the instance of the Viceroy, yet another flight was arranged by the homing pigeons in 1933 from Chandernagar to Calcutta. For the occasion, a small label depicting a pigeon over the map of India, surmounted by the Union Jack with suitable inscription was pasted over the cover. During the Second World War, in order to raise funds, pigeonogrammes were released from Burdwan to Calcutta in 1940, another from Chandernagar to Calcutta also in 1940 and from Kalyan to Bombay in 1941, all carrying messages enclosed in special covers. The Bombay-Kalyan pigeonogrammes were cancelled with a special red colour postmark which reads, "Kalyan, First Pigeon Missive, 6th April 1941."

On the occasion of the inauguration of the gallery on 'Communication' in the Birla Industrial & Technological Museum in Calcutta, a stamp exhibition was organized on 16th March, 1963, when fifteen pigeons carrying messages were released to a destination within Calcutta. The pigeonogrammes bear the signature of the late Mr. Humayun Kabir, the then Union Minister for Scientific Research and Cultural Affairs, who released the pigeons. All the missives were cancelled by the Temporary Post Office installed at the Museum premises and were despatched by 'Express Delivery' addressed either to the Postmaster General or the Officer-in-Charge, BITM.

In Travancore, a peculiar method for the conveyance of mails existed. It was by 'Ropeway Service.' This method was in use from Bodi Naikanur to Manunar, a distance of 28 miles. The weight of the mail hanger box was about 440 lbs., which carried mails upto the weight of 410 lbs. This mode of transportation of mails was abandoned in the year 1939 and replaced by motor service.

In Kashmir, the mobile 'House-boat' Post Offices, ply throughout the lakes of Srinagar and perform all postal services for the convenience of tourists in particular.

HELICOPTER MAIL

The first 'Helicopter Mail' service was inaugurated by Mr. Sher Singh the former Union Minister of State for Communications, between Chandigarh and Keylong in Himachal Pradesh on 15th February 1970. Mr. Sher Singh handed over the bag containing mails to the IAF helicopter pilot at Chandigarh airport to be flown to Keylong and vice versa. The Helicopter Mail service will operate fortnightly during winter months when the Rohtang Pass remains closed mainly for the benefit of the people living in Lahsul and Spiti Valley.

At the different modes of transportation of mails dealt with above are more or less prevalent in one place or another because of the varied physical features, different communication approach and special circumstances. Collectors who are attracted by and who have fascination for, the 'unusuals,' would find in India plenty of scope for the collection of such colourful items. (Courtesy: India's stamp Journal, 1971)

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H.R.H. THE PRINCE OF WALES CAMP POST OFFICE



Above: Fig. 1. The barred duplex used at the Prince's camp.

Left: Fig. 2. The "Delivery" hand-stamp.

Collectors in India are familiar with the special postmarks used during the visits of the British Prince of Wales to India on various occasions. In Stamp Collecting Mr. G.P. Goddard throws further light on one of such

visits to India made by King Edward VII as the then Prince of Wales in 1876. He also illustrates two special postmarks used during the visit and by the kind courtesy of Mr. Kenneth Chapman, editor of Stamp Collecting. We are reproducing below the extracts regarding his India visit from Mr. Goddard's extremely interesting article, entitled "Overseas Excursions of King Edward VII."

India, 1875 - 76

Queen Victoria assumed the title of Empress of India on January 1st 1877. With this in view, the Prince of Wales had, about a year previously, visited India to meet the Native Rulers and assure them of the Queen's interest in, and concern for, their country. Their country. His visit was by all accounts a great success.

Travelling in H.M.S. Serapis, the Prince arrived at Bombay in November 1875 and spent some three months touring India before spending a brief holiday tiger shooting in Nepal and leaving for home about the middle of March, 1876.

Two postal markings from the Prince of Wales,

Camp Post Office are known, a barred duplex obliterator of which I show a sketch (Fig.1) and the "delivery" hand-stamp of which fig. 2 is tracing of a copy in my own collection. I understand that comparatively few copies of these markings have been recorded by the India Study Circle, but there is no reason to suppose that others do not exist in private collections : I came upon my own cover quite by chance.

King Edward did not again visit India after this. At the Coronation Durbar of January 1st 1903, for which numerous postmarks are known, the Duke of Connaught deputised as His Majesty was at the time deeply involved in European politics.

In this connection we believe that collectors in India and abroad would like to know the locations of the places visited by the then Prince of Wales in 1875 - 1876, as the place name does not appear in the above illustrated special postmarks, We are, therefore, publishing a complete programme of the tour published in the extra number of "THE GRAPHIC" dated May 1, 1876.

CALENDER OF THE PRINCE'S JOURNEY THROUGH INDIA

1875.

- Oct .11. Left London
- Oct .12. Arrived in Paris
- Oct .13. Left Paris
- Oct .14. Arrived in Turin.
- Oct .15. Left Turin, dined at Bologna, continuing his journey the same night.
- Oct .16. Arrived at Brindisi and embarked for Athens.
- Oct .18. Arrived at Athens.
- Oct .19. Spent the day at the Royal Country Seat of Tatoi-Chateau.
- Oct .20. Entertained King and Queen of Greece at lunch and left for Egypt.
- Oct .23. Arrived at Port Said and left for Cairo, reaching there the same evening.
- Oct .24. Attended Service at the Palace, received and paid visits.
- Oct .25. Invested Prince Tewfik with the Order of the Suez of India, dined at the Pyramids.
- Oct .26. Took leave of the Khedive, went to Suez and started thence for Aden.
- Nov.1 Arrived at Aden, held a levee and left for Bombay.
- Nov. 8 Arrived at Bombay, Grand Procession to Government House, Parel : Reception and State Dinner.
- Nov. 9 Went to board the Serapis to cut Birthday Cake; Grand Reception of Princes : illuminations.
- Nov. 10 Held Levee, was present at the Children's Fete, dined at Government House and present at Ball.
- Nov. 11 Visited Bombay University; opened Sailor's Home and laid Foundation Stone of Elphinstone Dock; returned Visits
- Nov. 12 Banquet in Caves of Elephanta.
- Nov. 13 Went to Poonah, drove to Government House,

- Ganesh Khind; State Reception, Banquet and Ball.
- Nov. 14 Visited Poonah Church.
- Nov. 15 Visited Temple of Parbuttee, held a Review at Poonah, and started for Bombay.
- Nov. 16 Arrived at Bombay; Review of Troops, presented New colours to 21st Bat., and went to State Ball at Parel.
- Nov. 17 Visited the Parsee Towers of Silence, the Hindoo Holy Tank and Shrine of Walkeshwar, the Hindoo Burning Place, Sonapore.
- Nov. 18 Started in Evening for Baroda
- Nov. 19 Arrived at Baroda; Procession to the Residency; went to the Arena, witnessed Wild Beast Fight.
- Nov. 20 Hunted with Cheetah at Muchinpoora, and returned to Baroda.
- Nov.21 Attended Service at Residence; drove to Mohtee Bagh; visited the Maharanee.
- Nov. 22 Went Quail Shooting, held Reception and started for Dutka.
- Nov. 23 Arrived at Dutka ; Pig - sticking; returned to Baroda and left in evening for Bombay.
- Nov. 24 Arrived at Bombay and embarked onboard the Serapis.
- Nov. 25 Left Bombay.
- Nov. 26 Arrived at Goa.
- Nov. 27 Received visits from the Governor and Landed at New Goa; Parade of Troops, held Levee and went Old Goa.
- Nov. 28 Left Goa.
- Nov. 29 Touched at Beypore and proceeded to Colombo.
- Dec.1 Arrived at Colombo; landed and drove to Government House.
- Dec. 2 Left Colombo and arrived at Kandy; Grand Reception and Procession of Elephants.
- Dec. 3 Reception of Chiefs; invested Governor with Insignia of the Knight Commander of the Order of St. Michael and St. George; Exhibition of Buddha's Tooth; Torchlight Procession.
- Dec. 4 Left Kandy for Elephant Shooting at Camp Ruanwella.
- Dec. 5 Received Visits from Native Chiefs.
- Dec. 6 Went Elephant Hunting
- Dec. 7 Returned to Colombo; State Dinner.
- Dec. 8 Visited Cocoa - Nut - Oil Factory and Coffee Mills; laid Foundation Stone of Breakwater.
- Dec. 9 Left Colombo and arrived at Tuticorin.
- Dec. 10 Landed and stayed half-an-hour at Tuticorin, and then proceeded to Madura, arriving at 6 p.m.
- Dec. 11 Visited Old Palace, then took Train to Trichi - nopoly, arriving at noon, visited Pagoda and Hall of Thousand Pillars.
- Dec. 12 Attended Divine Service and left for Madras.
- Dec. 13 Arrived at Madras; Grand Reception, Durbar and Banquet.
- Dec. 14 Remained at Guindy Park.
- Dec. 15 Attended Races and laid foundation stone of New Breakwater.
- Dec. 16 State Banquet.
- Dec. 17 Grand Fete of School - Children and illumination of Surf; Grand "Nautch".

Dec. 18 Left for Calcutta.
 Dec. 23 Arrived at Calcutta; Procession etc.
 Dec. 24 Grand Reception of Native Princes; State Dinner.
 Dec. 25 Attended Divine Service at Cathedral and visited the Serapis driving to Barrackpore in the evening : State Dinner : Exhibition of Hill Tribes.
 Dec. 26 Attended Divine Service ; visited Chandernagore.
 Dec. 27 Returned to Calcutta; opened New Zoological Gardens; Dinner and State Ball.
 Dec. 28 Returned Visits; Levee and Native Entertainment.
 Dec. 29 Returned Visits; went to the Races.
 Dec. 30 Lunched on board the Serapis.
 Dec. 31 Visited the Hospital and attended the Grand Ball.

1876

Jan. 1 Held Chapter of Star of India and Unveiled Statue of Lord Mayo.
 Jan. 2 Went to Church at Fort William
 Jan. 3 Witnessed Snake Poisoning Experiments and went to Convocation of University.
 Jan. 4 Left for Bankipore; held Grand Durbar and continued journey to Benaras where he arrived in evening.
 Jan. 5 Held Reception, laid Foundation Stone of New Hospital, opened New Town Hall, visited the Monkey and Garden Temples and the Maharajah of Benares.
 Jan. 6 Started for Lucknow, arriving same evening.
 Jan. 7 Laid Foundation Stone of Memorial to Sepoys who fell in the Mutiny, and held Levee of Survivors.
 Jan. 8 Pig-sticking Expedition at Onao.
 Jan. 9 Went to Church at Banks' Bungalow.
 Jan. 10 Left for Cawnpore and then journeyed to Delhi.
 Jan. 11 Arrived at Delhi; Grand Military Reception.
 Jan. 12 Review; presented Colours to 11th Regiment; dined with Lord Napier and attended Ball.
 Jan. 13 Visited the Kottab Minar.
 Jan. 14 Sham Fight.
 Jan. 15 Ditto
 Jan. 17 Started for Lahore.
 Jan. 18 Arrived at Lahore; Grand State Reception by Native Chief; Levee; visited the Goal.
 Jan. 19 Returned Visits; opened Soldier's Industrial Exhibition at Meanmeer; attended Native Fete.
 Jan. 20 Started for Jummoo; Arrival; Grand Reception and Nautch Dance.
 Jan. 21 Hawking, Cheetah Hunting etc.
 Jan. 22 Left Jummoo, opened Bridge over the Chenab near Sealcote, and returned to Lahore; attended Native Fete in Evening.
 Jan. 23 Attended Divine Service at Government House.
 Jan. 24 Started for Amritsar, visited the Maharajah of Puttiala, and went on to Agra.
 Jan. 25 Arrived at Agra; Grand Elephant Procession.
 Jan. 26 Reception of Native Chiefs; visited the Taj Mahal.

Jan. 27 Returned visits and illumination of Taj Mahal.
 Jan. 28 Hunted with Rajah of Bhurhpore.
 Jan. 29 Visited Ruined City of Futtehpore Sikri.
 Jan. 30 Divine Service.
 Jan. 31 Left for Gwalior; Grand Reception; lurching on way with Maharajah of Dholepur.
 Feb. 1 Review and Sham Fight; Banquet and Sham Fight.
 Feb. 2 Returned to Agra.
 Feb. 3 Lunched with 10th Hussars.
 Feb. 4 Went to Jeypore, visiting Bhurtpore on the way.
 Feb. 5 Tiger Hunting.
 Feb. 6 Divine Service; visited Ambair, old capital of Jeypore.
 Feb. 7 Returned to Agra on his way to the Kumaon Terai.
 Feb. 8-18 Tiger Hunting with General Ramsai in Kumaon Terai.
 Feb. 19 Arrived at Banbussa and met Sir Jung Bahadoor.
 Feb. 20 Divine Service; crossed into Nepaul Territory and held Durbar.
 Feb. 21 to
 March 4 Hunted Tigers in Nepaul Terrain with Sir Jung Bahadoor.
 March 5 Returned to British Territory.
 March 6 Left for Bareilly, lunched there with the 18th Irish; went to Allahabad.
 March 7 Arrived at Allahabad; held Chapter of Star of India; let for Indore.
 March 8 Lunched at Jubbulpore.
 March 9 Arrived at Indore; Reception by Maharajah; visited Rajahs Banquets and Balls.
 March 10 Left for Ellora
 March 11 Arrived at Bombay, received Farewell Address from the Municipality, and went on board Serapis.
 March 13 Left Bombay for England.
 (Courtesy : India's Stamp Journal, 1971).

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MY POST OFFICE JOURNAL Rowland Hill March to May 1852

It is a rare privilege for all of us connected with stamps to go through few days of the official diary of Sir. Rowland Hill - Editor.

March 2nd. Tuesday. Received a note from Mr. Lewi's private Secretary, saying that nothing can be done for the District Post Letter-carriers; Informed Smith of the result. The next Government probably will be glad of the opportunity of doing a popular thing.

Lord Hardwicke, the new P.M.G. (whose patent, however, is not yet completed), came to the office with Lord Clanricarde. It was understood that they would go through the office together, but I afterwards found that Lord H. preferred waiting till his patent was made out; so none of us saw him. Lord Clanricarde tells me that. On his explaining

to Lord Hardwicke my position in the Office, and the opposition between Maberly and myself, Lord H. said the opposition was a good thing as it would secure his hearing both sides of the question.

Lord Clanricarde, tells me that Maberly has sent him a Minute, the object of which is to neutralize, if possible, the effect of mine as to the course of proceeding (Feb. 26th). Lord Clanricarde says however, that he shall state thereon his approval of the present practice, and add that, if he had continued in office, he should have prescribed such practice for the future. As Marberly, in his Minute, tacitly admits the accuracy of my statements. I shall gain by this step of his, provided Lord Clanricarde keeps his promise. The whole proceedings shows the necessity for what I have done.

March 6th. Lord Clanricarde having replied to Marberly's Minute in the manner described above. M. has written a second Minute strongly urging the necessity for a division and definition of our duties. There is much in this second Minute in which I concur.

March 8th. Monday. Received a letter of thanks from the directors of the Widows and Orphans Fund for my exertions in their behalf (Feb. 24th). They have written a similar letter to Frederic.

Lord Hardwicke entered on his duties today. Marberly was with him the greater part of the time he spent at the Office. Before leaving, he sent a message to say that he would "have the pleasure of making my acquaintance" early next morning.

March 9th. Lord Hardwicke received me in a very friendly manner spoke in high terms of P.P. said that he understood that all the improvements still further, especially mentioning the complete abolition of money prepayments. He told me that Maberly had spoken to him on the importance of a division of our duties, but Lord H. said he should take no steps in the matter, until he was more familiar with the subject, and that, in the meantime, he wished everything to proceed as before, adding that it would be very gratifying to him if he could be the means of establishing cordiality between M. and myself.

Lord Clanricarde's reply to Col. Maberly's last Minute is admirable. He, of course, leaves matters with his successor, but expresses his own opinions to the effect that a practice which has gradually grown up is more likely to work well than any rule that can be prescribed.

March 10th. Lord Hardwicke sent to consult me on a matter of no great importance. He says he shall attend the Office daily and work hard. He appears to be troubling himself too much with small matters.

Tilley came from Maberly with overtures of peace and amity. He says that he is quite unhappy is consequence of the recent measures, and requested him (Tilley) to ask me if I had any objection to propose a division of duties, I replied that I should willingly consider the subject, and discuss it with Tilley, or with Col. Maberly himself, if the latter preferred my so doing and expressed a general desire to meet his wishes as far as possible.

March 12th. Called on Lord Clanricarde to thank him for the manner in which he had dealt with M's Minutes.

On reaching the Office, I found that on the 9th Maberly had written a third Minute, as yet undecided by the P.M.G., in which he strongly urges Lord Hardwicke to define our duties and responsibilities. This circumstance, of which I was not aware at the time, no doubt influenced both Lord H. and M in their recent communications to me.

March 13th. Met Stow and Bokenham at the Euston Station to consider the interior arrangements of a traveling Post Office for an experiment which I am about to try in the sortation on the railway of London letters for delivery. I consented that the arrangement proposed by Bokenham should be tried, though I do not consider it the most judicious.

Laid several important minutes before the P.M.G. He expressed his concurrence in all, and earnest approval of some; but instead of signing them and returning them to me as Lord Clanricarde would have done, he said he should keep them and send them when signed, with other papers, to Col. Maberly, in order that they might be entered, after which they went to Col. Maberly, the P.M.G. intimated, in rather a preemptory manner, that he must do his own business in his own way.

Explained to the P.M.G. the effect of Penny Postage on the numbers of letters, and on the amount of service, making him clearly understand that if the Post Office were charged on the one hand with a fair share of the packet service, and received credit on the other hand for the duty, which is really a postage charge, on newspapers, the net revenue would be about the same as that exhibited in the ordinary accounts of the department, viz: more than a million a year, instead of, as many say, nothing at all.

Showed him "Villiers's return", as it is generally called in the office, for 1850 and enquired if he had any objection to my applying to Villiers to move for the return for 1851. After suggesting that perhaps it might be better to apply to some one friendly to the present Government, he concurred.

March 15th. Monday. The Chevalier Bunsen came, and discussed with me several points connected with the Prussian negotiations.

The accounts of revenue for 1851 are now completed. The gross revenue (2,422,168) though not so large as had been estimated (Jan: 12th) is, as I anticipated, larger than for any former year. The net revenue agrees very well with the estimate being 1,118,005. I fear, however, that the arrears of payments must have increased, as the expenditure, as compared with 1850, appears to have been reduced by nearly 160,000.

March 18th. Gave Lord Hardwicke a statement of my duties and responsibilities, he having called upon the chief offices to do the like. Also a Minute proposing to reduce the postage between this country and all the Colonies to 6d. He expresses himself well inclined to this measure, but is apprehensive of the loss of revenue. I propose it in the hope that it will be accepted as one of the social improvements which Lord Derby professes a desire to effect. Lord H. will consult him thereon.

March 20th. The "Household words" of this day contains a good account of the Money Order Office.

We are suffering much inconvenience from the manner in which Lord Hardwicke delays his decision on the Minutes those left with him on the 13th inst. are not yet returned. He appears to be making the mistake of attempting too much. He is calling for all sorts of returns, some on unimportant matters e.g. the number of fires lighted daily in the Office, and seems unwilling to rely sufficiently on the recommendations of his advisers. There are reports current of his using very violent and abusive language, but I have witnessed nothing of the kind.

March 22nd. Monday. In his statement of duties, Col. Maberly describes everything except the Money Order Department as being under his charge.

Mr. Hamilton the new Secretary at the Treasury, has applied to me for advice respecting a clause improperly inserted in a Charity trusts bill, giving a franking privilege to the proposed Commissioners. This would appear to indicate an intention on the part of the new Treasury to continue the practice of resorting to me in cases of difficulty.

March 23rd. In discussing the proposed reduction in the Colonial postage (March 13th); the P.M.G. was very complimentary as to the Accuracy of my financial predictions as regards former measures.

March 26th. The P.M.G., instead of simply approving our minutes is apt to add instructions which render the whole impracticable. I find, however, a readiness on his part to alter his minutes.

Apropos to a minute respecting the negotiations for a Book-Post with the United States (to which, by the by, the latter Government refuses its assent), the P.M.G. expressed a strong opinion against the Inland Book Post; regarding which I have reason to believe he has been prejudiced by me to send one of the printed notices on the subject to Lady Hardwicke.

Tilley tells me that Lord Hardwicke has expressed an opinion in one of his minutes to the effect that every Mail ought to be accompanied by a guard. From this and other circumstances, he is afraid that many improvements will be undone.

The Treasury had decided not to appoint a Commission on P.O. salaries.

March 30th. Tuesday. Examined before a committee of the House of Commons on Archer's case, and on the mode of printing the Postage labels generally. The notice came so late that I had barely an hour for preparation.

March 31st. By a careful selection of subjects, I think much may be done even with the present P.M.G. in the way of improvements. He appears to like measures which involve restraint; such as the abolition of Money prepayments and he has even suggested to Frederic the expediency of paying the window clerks at the M.O.O. (Edinburgh) a commission instead of by salary. He has also consented to extend the arrangement to the London Office, and to allow the contractors to appoint their own clerks.

April 3rd. In a minute of Maberly's on the custody of the Post-Office, the following sentence occurs:-

"That every Officer (including the housekeeper, & c) within the Building, except the Post Master General, the Secretary, Assistant Secretary, and Chief Clerk, shall be considered as under the directions of the Clerk in waiting, for the time being, whilst the Chief Clerk is not on duty in the Office, and they shall take their instructions from that officer alone, in case of any emergency or accident.

The effect of this would, of course, be to place myself and Frederic under the direction of the "clerk in waiting" : and the P.M.G. having passed it unnoticed, I have for some time been uneasy on the subject; but on my pointing out the actual position of things to the P.M.G., he at once altered Maberly's Minute by adding as S in each case to the word "Secretary" (in accordance with his peculiar orthography). This, and some other matters, led to a conversation on the subject of the division of duties between Col. Maberly and myself, in the course of which the P.M.G. again expressed a desire to place matters on a more satisfactory footing. His notion is to assign to myself and Frederic the Railway and Money-Order Departments, and the duty of introducing improvements generally; but he appears to have an idea that Maberly's authority must be in some degree superior to mine.

"There cannot," he says "be two king in Brentford;" and on my pointing out that in the Treasury and other departments, there were two Secretaries of equal authority, he replied :If you are to be joint Secretaries, I'll make you shake hands, and sit in the same room!" He again spoke in strong terms of the value of my services and proceeded in so open and unreserved a manner, that I thought it best to tell him of the conditions under which I accepted office; and of the manner in which the late Government had from time to time, postponed the fulfillment of its engagements. My statement produced an evident effect on Lord Hardwicke. He said he was very glad I had communicated these facts to him, - that he should consider what I had said confidential, though he should probably speak to Lord Derby on the subject. I should not be surprised if he were to endeavor to realize the expectations originally held out. By a most fortunate accident, he is, I find, very intimate with Warburton (they go fishing together), of whom he speaks in the highest possible terms; and, on my asking him if he would have any objection to see W. on the subject, he at once cordially assented.

April 5th. Blake, who has been acting as Lord Hardwicke's private Secretary, tells me this morning Lord Hardwicke spoke highly of me with reference to our conversation of the 3rd inst. B. intimates Lord H. is inclined to place his main reliance on my advice.

Called on Warburton in the evening I am to make an appointment for him with Lord H., of which he speaks as an honest, well intentioned, but hasty, and (sometimes) violent tempered man.

April 8th. Explained to the P.M.G. an important saving which I have in view. It consists in the withdrawal of

the night mails from the railway between Rugby and Derby via Leicester, sending the mails for Derby and places north via Tamworth (only a mile and a half more), on which lines other mails now run; and supplying Leicester and some other towns by a cart which now runs as far as Leicester from Nuneaton. By spending about 600 a year in quick two horse carts, in increasing the force at certain towns, so as to save time in sorting, and in other ways of acceleration, I find that the letters may in nearly all cases reach their destination as early as now (many, chiefly from the north west and south-west, much earlier), while a saving of more than 2,060 a year will be proceed, in railway conveyance. Gadby is to report fully on these matters. The P.M.G. wishes me to proceed, though, as I pointed out to him, the measure is likely to cause dissatisfaction at Leicester and other towns which will probably be deprived thereby of their night (passenger) trains.

The P.M.G. will see Mr. Warburton on Tuesday next.

April 10th. Met Chevalier Bensen, with reference to the negotiations with Belgium. He spoke strongly of the obligations of Prussia and other continental States towards me for the improvements which had been effected in their internal Postal arrangements.

April 13th. Tuesday. The P.M.G., but as he thought it better not to come up again, I arranged to call upon him in the morning when I found that, although the P.M.G. has spoken well of me, Warburton has no hope whatever of his adopting any more decided course than a division of duties between Maberly and myself, so that chance is gone. The P.M.G. told Warburton that Maberly had led him to expect that I should be troublesome and unmanageable, but that he had not found me so. I have reason to believe that similar misrepresentations were made to Mr. Baring, Lord Lowther, and Lord Clanricards in turns.

April 14th. The "trip allowances" for all railway clerks henceforth appointed for whatever lines, are to be on the lower scale proposed by me long ago, and opposed by Maberly for the Bristol and Exeter, & the Gloucester & Tamworth lines (i.e. 5/- a trip, instead of 10/-) The Minute proposing this arrangements has been written by Maberly on verbal instructions by the P.M.G.

April 20th. Told the P.M.G. to go through all my minutes, which have been waiting decision, some for several weeks- among others, he has approved of one the object of which is to induce greater care in addressing Letters for the environs of London, so as to enable the country postmasters to separate them from letters for London itself, with a view to a further improvement in the deliveries. He has also approved of a Minute proposing to reduce the postage between this country and all the Crown Colonies to 6d, to be paid at either end, and to carry the letter to its destination at present the total charges varies considerably to the West Indies, British North America, and a few other Colonies, it is with trifling exceptions, 1/-, to the Australian Colonies 1/- or 1/2d, to Ceylon 2/-, & c. A considerable amount of revenue will be risked by the measure, but I have put it forward as calculated to strengthen the ties between the Mother country and her Colonies, and, in conversation with Lord Hardwicke, as

coming under the class of social improvements which Lord Derby, on taking office, declared it to be his intention to promote. The consent of the Treasury will be required. (see Novr. 10th 1852).

April 21st. By the P.M.G.'s direction, I had prepared regulations for the custody of the M.O. Office, similar in some respects to those laid down for the custody of the P.O. (April 3rd), but, unfortunately, the P.M.G., having called for Maberly's opinion thereon, has adopted M's advice; and the result is, that in case of fire, robbery, or any other emergency, the resident porter, instead cating directly to myself, or other officers at the P.O. I am doubtful whether to let the absurdity pass unnoticed, or to point it out to the P.M.G., with a view to rectification.

April 23rd and 24th. Ill. Worked at home.

April 26th. Monday. The P.M.G., on my representing the matter to him, at once reversed his decision respecting the custody of the Money Order Office. (April 21st).

April 29th. Present at the Countess of Hardwicke's Assembly. Received in the most friendly manner. It is curious that the first invitation of the kind (since I came to the P.O.) should be from a Tory.

May 1st. Submitted to the P.M.G. Several minutes; among others, one containing a statement of the work now in hand in my department. (He has called for such statements both from Maberly and myself, with a view, believe, to the intended division of our duties). Another, the result of much labour, containing a draft of the pending agreement with Prussia: approved. And a third respecting the office at Hong Kong. The Postmaster and his clerks are very grateful for the arrangement of the 29th of October.

May 3rd. Monday. The P.M.G. has sent me a minute referring to my statement of the work in hand (May 1st), and requesting that I will not enter on any new subject without his previous direction. As he was then at the Office, I immediately applied to him for explanation, when I found that he had sent a similar minute to Maberly, and that his object was to secure that he should at all master General, but that he intends to be P.M.G. himself, adding, however, that he has no intention obstructing improvement. His notion was that it would be practicable for me to apply for the authority in question even before entering on the preliminary investigation of the subject, but I satisfied him that this was impossible. I don't much like this restriction; but one advantage will result from it, viz: it will secure the measure in an early stage against its being appropriated (as has happened occasionally) by Maberly. In the courses of our interview, a good deal of plain speaking occurred in a half joking manner; among other things, I told him that, if he obstructed improvement, I should leave him.

The P.M.G. has sanctioned a minute abolishing Money prepayment of Inland Letters throughout the London District with the exception of the Chief Office, where it is to be allowed till 5 p.m. I proposed this exception to provide for the posting of circulars, many thousands of which are, some times sent by a single individual, and then money prepayment is most convenient to all the parties,

and so long it is restricted to the Chief Office, no additional accounts result there from. This measure will reduce the number of accounts with the receiving Officers by about 2,000 per day. Two clerks will be saved in the Accountant General's Office, but the chief saving will be in the Receivers salaries. If the Treasury will assent to this measure and the similar one for Edinburgh (April 13th), Money prepayment for Inland letter will, except at the office in St. Martin's le Grand, be abolished throughout the United Kingdom.

May 4th. The P.M.G. has sent Maberly and myself the following, which came written on a large sheet of paper like a minute.

"To celebrate the Queen's Birthday.

The Master-General of the Post Office requests the honor of Col: Maberly's and Mr. Rowland Hill's Company at dinner on 13th of May at 1/45 before 8 o'clock.

Full dress".

"Full dress" means, I find, that I am to play the fool in as court dress with a cocked hat and sword.

The same hour which brought this good natured invitation brought also a demand for my latch-key of the private door. The P.M.G. has given up his own latch-key, and has required everyone else to do the same. I am not sure that it is not a necessary precaution.

This day, an earlier dispatch of Day Mails commences, under a temporary arrangement, to the towns which I visited in the West Riding. This, with several improvements previously effected, very nearly completes all that was demanded.

May 5th. The P.M.G. having directed Maberly to prepare a list of clerks to take in turns the "charge of country-offices" (a very lucrative employment), he contrived to omit the Money Order Office in the selection, but, on my pointing out this to the P.M.G., he authorized me to select 8 money order clerks.

In consequence of the P.M.G.'s invitation, I called for the correspondence with the Lord Chamberlain three or four years ago, which as I understood, for I had never seen the papers, regulated my official costume; when, to my surprise, I found that those entitled to the civil service costume were divided into classes, distinguished by a peculiarity of dress, and that while Maberly was placed in the third, I have been assigned to the fifth or lowest class the secretaries for Ireland and Scotland, my acknowledged inferiors in position, being placed in the fourth class. The papers leave little doubt that this arose from management on the part of Maberly, combined with carelessness on the part of Lord Clanricarde. The chief cause, however, being one of which I have frequently had to complain viz: their dealing with matters in which I have a personal interest, without consulting me, or even informing me of what is being done. According to the papers, the papers should have been sent to me for perusal, but this was not done. I was merely informed verbally by Cornwall that my name was added to the list. On my calling the P.M.G.'s attention to the matter, he took it up warmly, expressing an opinion that

I should be placed in the same class with Maberly. I am to prepare a minute on the subject; but as no change can be made without the consent of the Queen, there is no chance of setting the matter right before the dinner. It is altogether a foolish business, but it would be unwise to let matters continue as they are.

May 7th. Pointed out to the P.M.G., with reference to the contemplated division of duties, that in the several acts of parliament, and in the book of instruction to Postmasters issued just before I entered office the designation of Col: Maberly's appointment is precisely the same as that of my own viz: "Secretary to the Postmaster-General" the Assistant Secretary having the same designation as Frederic, viz: "Assistant Secretary to the P.M.G."

The P.M.G. having called upon me to set about the amalgamation of the two corps of letter-carriers, I explained to him the circumstances which have hitherto delayed this measure. He fully admits the force of my objections, and talks of placing the Ireland and District Officers under my charge, with a view to their complete amalgamation; but wishes the matter to be delayed for the present.

May 8th. to 11th. Holiday.

May 12th. Wednesday. The P.M.G. has approved of a minute withdrawing the night mails between Rugby and Derby (April 8th) provided the company refuse an offer of 1,000 a year for their conveyance. Godby's report fully confirms my anticipations.

May 13th. Dined with Lord Hardwicke. For a list of guests (omitting, however, Lord Hill, Col: Libthorpe and one or two others), chiefly M.P.'s see the morning Herald.

May 14th. I find that a Sunday Mail between Perth and Dundee can be withdrawn without any inconvenience to the public. The saving will, probably, be about 200 a year, but the costs of the mail is not yet decided. Minute approved.

May 18th. Tuesday. Lately, the P.M.G. has endorsed several of Frederic's minutes with an instruction requiring my signature to them, and has, in this way, laid down rules directing that all relating to "Money" and "Discipline" shall be prepared by myself. There is no sort of reason for this, as it is our practice in all important or difficult cases to consult each other. The thing is the more annoying as no similar ruler applies to Tilley, and the manner in which he has worded his instructions is unnecessarily offensive. I have tried to hard induce him to leave matters as they were, but without success, though I pointed out that he was injuring Frederic's influence, and by transferring much of his work to me, necessarily retarding improvement. He defends his different treatment of Tilley and Frederic, not on the ground of any want of confidence on the latter, but on the edged fact that Maberly had so much to do, that some relief is absolutely necessary; from which I suppose I must infer that, in the P.M.G.'s opinion Maberly's duties are more difficult than my own.

May 24th. Monday. The 5 p.m. express-train which carries an express mail to Ireland, is also to carry bags from London, Liverpool, and Manchester, to Glasgow and Edinburgh. This, as part of a more comprehensive plan, by which the advantage may have been attained without additional cost, has for some time, been under my consideration; but, as in the similar arrangement for Ireland, it has been snatched out of my hands, and dealt with by Col. Maberly, in a very imperfect manner, and so as to entail an expense of probably more than 1,000 a year to the revenue.

May 26th. The P.M.G., on receipt of a Memorial from the clerks of the Money Order Office, having decided that their salaries shall be revised. I prepared the following minute, which has been approved, and which will probably become a model for the revision of the salaries in other department. I should add that the present Treasury has abandoned the intention of appointing a commission for such revision.

"The Post Master-General.

"1. Referring to your Lordship's verbal instructions of the 20th Inst., I beg before proceeding further, to submit for approval a statement of the course which I propose to adopt with a view to an effectual revision of the Salaries of the clerks in the London Money Order Office.

"2. First, to prepare a scheme of Salaries, classes, &c. such as would be best if the Establishment were now about to be formed for the first time. This scheme to apply to all future appointments And

"3. Second, to consider the modifications in the scheme, necessary to adopt it fairly to the clerks now in service.

"4. I understand it to be your Lordship's intention that the scheme in question should assign to each clerk (within certain limits as to age) a small, yearly increase of salary in every case in which the conduct of the previous year has been in all respects satisfactory, so that the remuneration of each may keep pace with his increased efficiency. That the number of superior classes should depend solely on the gradations of duties to be performed, the number of men in each class being likewise regulated by the amount of devolving upon it, that promotion from class to class be regulated solely according to fitness for the higher duties, and that the amount of salary assigned to the respective classes should be such, and such only, as will suffice the services of thoroughly competent men.

(signed) R.H.

22nd May, 1852."

Appd.

(signed) H: 26th May, 1852.

May 31st. Unwell. Stayed at home.

(Courtesy : Philatelic Journal of Great Britain)

* * * * *

THE TEN COMMANDMENTS FOR PHILATELIC JUDGES

by Samuel Ray

Philatelic judging has fomented more editorials, articles and contention than any other area of our hobby. "The Ten Commandments for Philatelic Judges" printed below were the result of a controversy over judging a few years ago at an exhibition of the Chicago Philatelic Society. Written by Samuel Ray, a judge at national and international exhibitions for many years, we feel they deserve another airing for the edification of judges and exhibitors alike.

1. Judges are presumed to be highly knowledgeable philatelists. Exhibitors consider them to have at least a nodding acquaintance with all aspects of philatelic specialization as well as a profound knowledge of their several areas of expertise. Every judge should endeavor to merit this high regard not only by his actions in judging but in his self-education of philately. In preparing to become a judge one should read and study widely in every aspect of philately, and particularly in the fundamentals. One should subscribe to and read all the papers and should join the major societies (local and specialty groups are recommended too) and read their publications and hopefully, contribute to them. One should collect in a number of disparate fields (in order to gain as much experience as possible), and when these collections attain competitive status, should exhibit them. One should attend all possible exhibitions to study the collections on display, and should attend meetings and lectures regardless of the subject presented everything is grist for the mill. Nor may one's education cease upon becoming a judge - this is actually the time to redouble one's efforts, for philatelic education is a never-ending process.

2. Judges should at all times keep in mind two cardinal principles: that philately is reputed to be a friendly hobby, and that exhibitions are its life blood. It follows, then that exhibitors are to be encouraged rather than disparaged. Judges should be friendly toward exhibitors and should refrain from a superior-than-thou-attitude. In practice, judges should not feel that they are obligated to seek out the deprecating aspects of exhibits but should instead try to find elements that would justify encouragement. This is not to say that higher awards should be freely given gold medals still have to be earned but when lesser exhibits show some merit and possibilities of development, appropriate medals should be awarded. A liberal attitude in this respect should always be maintained by the judges.

3. Judging should not be approached as an ego trip but as a responsibility that carries with it a certain humility. Judges should therefore make an effort to seek out and empathize with the exhibitor's approach and should refrain from imposing their own standards. One of the charms of philately is the individual approach; it should be remembered that all collectors are free to follow their own idea in collecting, and their efforts should be accorded full and serious credence.

Every collection, as long as it has been accepted by the local exhibition committee and does not contravene any agree-upon regulations, is entitled to fair and conscientious judging.

4. Judges are strictly cautioned that they are not judging the owners, the previous owner, the circumstances of acquisition, or any rumors concerning the exhibit, but that their judging solely to the material in the frames. It hardly needs repeating that awards are given to the exhibits owners and not the collector. It is the responsibility of the local exhibition committee to police its concerning the ownership of the collection or any other legal or moral matters, and these must be of no concern to the judges.

5. Judges should know that there is no "right" way to collect or to present a collection. Some collectors prefer to collect and present the stamps and their problems separately from the postal history; other collectors remove aero-philately from the body of the collection and present it separately. Such individuality is to be respected; it is an absolute right of every collector to collect in the manner that seems most logical to him. It is the responsibility of the judges to determine the system preferred by the exhibitor, and if the collection is arranged logically within its own parameters it is not to be down-graded because it does not fit the judges' preconceived notions of what is "right."

6. Judges should avoid bringing their personal prejudices into their judging. All collections accepted by the local exhibition committee are entitled to serious consideration and careful judging even though there may be a prevailing bias toward them. There are no rules, for example, that state that nineteenth century collections are more "classical" than twentieth century, or rules that permit a bias toward certain countries or fields, or even materials commonly regarded as "philatelic". If the material is susceptible to serious study and the exhibitor is presenting a serious study, then the collection should certainly be taken seriously by the judges.

7. Judges should assiduously avoid the temptation to denigrate an exhibit because they know little or nothing about the collection. True knowledge consists of knowing how little one actually knows, and admitting ignorance is no sin., if a judge feels that he is insufficiently familiar with an exhibit he should seek advice from a impartial expert or specialist; this is permissible and well accepted practice. If no advice is available, the judge should then disqualify himself with respect to that collection. He certainly should not vote, or even comment, when he feels he has insufficient knowledge or is not qualified.

Judges should remember that philatelic education is a continuing process and should use these opportunities to learn something in the given field.

8. Judges should avoid a tendency to judge the arrangement or write-up instead of the material. Judges should always remember that the material is the dominant factor, and that judging the write-up and decoration is not substitute for judging the material. Just as an art critic does

not judge the frame instead of the painting, a philatelic judge should never allow himself to be deflected from his major job which is judging the stamps and other materials in the collection.

9. Judges must not display a prejudice against any method of writing-up of a collection. Hand lettering, guide lettering, typewriting, and even pencil lettering are equally acceptable, as long as the work is done in good taste and is appropriate.

Judges should also avoid bias against professional writing up every collector is entitled to use any kind of help he chooses in putting his collection together. In connection with the writing up, exhibits should not be downgraded because of an occasional erasure, typographical error, grammatical lapse, or any other such capricious reason, as long as the general effect is one of neatness.

10. Judges should avoid displaying money prejudices. Exhibits of common material should be given as much serious attention as any other exhibits, and on the other hand, there should be no bias against rarities or other costly material, the phrase "All you need is money" and similar comments hardly indicate a judicial climate. Such attitudes must be carefully avoided by judges. A temperate judicial demeanor should be second nature to anyone calling himself a judge.

(Courtesy : Scott's stamp monthly)

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Sundar Nivas, No.160, Baracah Road,
Secretariat Colony, Kellys, Chennai - 600 010.
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[R] 044 - 26481077; 26613575
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