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Stamps of
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QUARTERLY

EDITORIAL

"YEAR THAT WAS2014"

It is time to take the inventory of 2014 issues with respect to stamps issued by INDIA POST.

With a change of guard at the centre, in the form of a new Govt., with a new ruling party namely Bharatiya Janata Party, things took a dramatic turn regarding the number of issues and new stamps.

God only knows whether it is a planned move or a slowness created by the idea of getting of grip on the situation and changing the scenario to suit the ideologies of the new ruling party.

Coming to the issues and their number in detail, compared to the previous year ie 2013, everything dwindled. There is a drastic reduction in each and every item. Number of issues have come down to 22 from 54 of the previous year. The twenty two issues brought in thirty six stamps only out of which fifteen are on personalities.

With seven out of the thirty six have higher face values ,the total cost of stamps issued in 2014 comes to rupees three hundred only.

Comparatively

	2013	2014
issues	54	22
stamps	122	36
personality	75	15
M/s	17	3
Cost Rs.	730	300

Looking into the issues, month wise, it is to be noted with discontent that there were philatelic holiday in March and July and also only single issues in May, June, Aug, Sept and October.

Though the number of issues and number of stamps have gone down, the percentage of personalities with the total number of stamps remained at the high level of about 40 as against the regulational permission of 10. may God forgive the authorities.

Except the sheetlet on Indian musicians no other issue is worth mentioning and exciting.

It is felt very b(s)adly by the expectant collectors on the non - issuance of mentioned sets on Head Gears, Step Wells, Mefal Crafts, Tribal dwellings, Traditional Indian Gaudfans this year also.

Having said and grieved so for let us move ahead with expectations and hopes to have an imaginative year with many the metic issues.

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Monthly Second Sunday Meetings

With President
Mr. G. Balakrishna Das on the Chair,
18- members attended the meeting on
14.12.2014.

Mr. D. H. Rao, spoke on "Lighthouses
in Andhra Pradesh" Continuing his
series on stamps of the world Mr.
Rolands Nelson, gave a brief
compilation on "Armenia".

STAMP NEWS

DHARMAPALA

25.10.14

500

0.6mill

Anagarika Dharmapala, who played a leading role in the revival of Buddhism in his native place Ceylon (now Sri Lanka) and other parts of the world, was born on 17th September, 1864 in the Pettah district of Colombo. His childhood name was David Hewavitarne. He grew up in an atmosphere of traditional Sinhala piety. From a young age, he took refuge in the Buddha Dharma and the Sangha, and promised to observe the Five Precepts.



At the age of 9 young David was initiated into the vow of Brahmacharya by his father. He came in contact with Madame Blavatsky and the Theosophical Society and became a follower. He renounced his English name and called himself 'Anagarika' or 'homeless one', 'Dharmapala' or 'the protector of dharma'.

Dharmapala's visit to Bodh Gaya, India in January, 1891 changed his life, and the course of modern Buddhist history. When he visited the temple at Bodh Gaya, the place was in shambles. He decided to take on the task of taking care and protecting the holy place. He travelled to various parts of the world to mobilize funds for renovation of the Buddhist temple and founded the Mahabodhi Society in Colombo on 31st May, 1891. The office of the Mahabodhi Society was shifted to Calcutta in early 1892. Dharmapala also started the Maha Bodhi Journal to facilitate interchange of news between the Buddhist countries.

Anagarika Dharmapala attended the World's Parliament on Religions in Chicago in 1893. He was one of the most popular speakers at the Parliament. All his life, Anagarika continued to lecture and write about Buddhist principles. He set up Sri Dharmarajika Chaitya Vihara at Calcutta and the London Buddhist Vihara.

Anagarika Dharmapala died on 29th April, 1933 at Sarnath.

Theme : Personality, Religion, Buddhism.

LIVER TRANSPLANTATION IN INDIA

4.11.14

500

0.6mill

The only definite treatment for liver failure is liver transplantation. During a liver transplant, the diseased liver is removed and replaced with a healthy one.

The first successful Liver Transplantation was

performed on a child in 1967, which in 1983 was confirmed to be a valid procedure in cases of end stage liver disease (ESLD). The first successful liver transplantation in India was performed at Indraprastha Apollo Hospital on 15th November, 1998 in New Delhi.

The liver performs various functions that are essential for the well being of the body. Two types of liver transplant are possible: living donor transplant and cadaveric transplant. In living donor transplant, a portion of the liver is removed from a healthy person and placed into the patient, since the liver has the capacity to regenerate, both the donor and the recipient liver portions grow to a normal size in a few weeks. In a cadaveric transplant the donor is a brain dead person.



The development of effective immunosuppressive drugs and the refinement of surgical procedures have improved long-term success of liver transplantation. Liver transplantation currently is the only effective and acceptable option for treatment of various liver diseases both in adults and children.

Within the span of these last 15 years, approximately 4500 Liver Transplants have been done in India. This remarkable foray into organ transplantation has made India a global leader in the field by providing access to high quality and affordable transplant program.

Theme : Health, Medicine, Science

UNIT TRUST OF INDIA

12.11.2014

500

4.03 mill

The objective of India's development strategy has been to establish a socialistic pattern of society through economic growth with self reliance, social justice and alleviation of poverty. In the 1960s, the era of Green revolution and industrialization, the planners and policy makers suggested the need for using a wide variety of instruments like state allocation of investment, licensing and other regulatory controls. This led to the establishment of the UTI or the Unit Trust of India through the Unit Trust of India Act, 1963 of the Parliament.



UTI was set up by the Reserve Bank of India (RBI) and functioned under its Regulatory and administrative control. It commenced its operations from 1st February, 1964 with the objective of mobilizing savings of the community and providing the small investors with a means

of acquiring a stake in the industrial growth of the country. The first scheme launched by UTI was Unit Scheme 64. In 1978, UTI was de-linked from the RBI and the Industrial Development Bank of India (IDBI) took over its regulatory and administrative control.

UTI remained the sole vehicle for investment in the Indian capital market for more than two decades, after which the public sector banks were allowed to enter the foray. The vibrancy and competition increased with the setting up of the Security Exchange Board of India, a regulatory body. The Unit Trust of India Act, 1963 was repealed in 2001.

Today, the two branches of UTI are carrying forward the legacy of the parent organization. First is the Specified Undertaking of the Unit Trust of India, functioning under an administrator and under the rules framed by Government of India.

The second branch is the UTI Mutual Fund, sponsored by State Bank of India, Punjab National Bank, Bank of Baroda and Life Insurance Corporation. It is registered with SEBI and functions under the Mutual Fund Regulations.

UTI is the oldest and one of the largest mutual fund in India. UTI Mutual Fund has been the pioneer for launching various schemes like UTI Unit Linked Insurance Plan (ULIP) with life & accident cover (Launched in 1971). Over the years, brand UTI has taken up the role of wealth creator for the masses.

Theme : Economy, Money, Savings.

INDIA - SLOVENIA : JOINT ISSUE

28.11.2014 500 0.6 mill each

India and Slovenia relations have come a long way since Slovenia, a part of erstwhile Yugoslavia, attained Independence in 1991. India recognized Slovenia on 11th May, 1992. Slovenia sought India's support for its membership to the United Nations and was admitted to the UN on 23rd May, 1992.



India and Slovenia relations extend to a wide range of areas including trade and commerce, science and technology, education, etc. Further, a Programme of cooperation in the field of Culture, Arts, Education, Science, Sports and Mass Media was signed between the two countries in 2013.

In keeping with this trend, India Post and Slovenia Post have come together to issue a set of stamps.

India Post organized a 'Design a Stamp Contest' where the theme was 'A Day with my Grandparents'. The first, second and third prize - winning entries were selected for designing the Postage Stamp, the First Day Cover and the Information Brochure, respectively. The design on the Postage Stamp is based on the painting by Miss Anamika Ann Maria, and, the Information Brochure portrays a design based on the painting by master Theerdha Gopakumar K.

On the same lines, a painting competition was organized for the children of Slovenia. The winner of the competition was Miss Sara Zivkovic. The stamp design of Slovenia Post is based on her painting.

Theme : Joint - Issue, Painting, Friendship.

SAGOL KANGJEI

29.11.2014 500 0.6 mill

"Sagol Kangjei" is derived from the two Manipuri words 'Sagol' for horse and 'Kangjei' for hooking stick. Lt. Joseph Ford Sherer, who was instrumental in introducing the sport to Europeans, in 1859, as a young lieutenant and adjutant of the 44th (sylhet) Regiment of (Bengal) Native (Light Infantry), along with Captain Robert Stewart, Superintendent of Cachar, founded a European Polo Club. Five years later, in the year 1864, Sherer and his team of seven Manipuri men, nicknamed 'The Brothers', took the game to Calcutta. George frederick Samule Robinson, 1st Marquess of Ripon, former Viceroy of India, while speaking in the British Parliament (House of Lords) on 22nd June 1891, described Manipur as the birth place of Polo.



The story behind the origin of the game in Manipur is very interesting. King Kangha, who reigned Manipur in 3300 B.C., is believed to have introduced Sagol Kangjei. The game first found mention in the Royal Chronicle of Manipur, Cheithrol Kumbaba, in 33AD.

The game is played with seven members in each team, representing seven Manipuri ancestral clans. The players are mounted on Manipuri ponies which are four to five feet high but hardy and active. The main implements used in the game are Kangjei, the polo stick, and the ball, Kangdrum which is made of bamboo root.

The rules of the game are not obvious. In fact, most observers of the sport declare that rules are conspicuous by their absence. A goal is scored in this game once the ball crosses the back line and the ball is again thrown in from the middle line, not along the ground, but in the air, so as to give occasion for a brilliant stroke of hitting it in mid-air or catching the ball by hand.

Theme : Sports, Horse, Games, Army, Polo.

SWAMI EKCRASANAND SARASWATI

04.12.14

500

0.60 mill

Swami Ekcrasanand Saraswati, was a great saint, who devoted his entire life to the service of humanity. He was born on 29th August, 1866 to Pt. Radha Krishna and Palubai, in village Bhuriyana, district Jodhpur, in Rajasthan. His childhood name was Narayan Das.

Since childhood, young Narayan Das showed qualities of politeness, kindness, courtesy, etc. He practised deep meditation at Bahrinath Dham, in the upper Himalayan valleys. Afterwards, he went to Kashi, where he met Swami Ganeshanand who named him "Swami Ekcrasanand". After learning the Vedas in Kashi, he set out on a journey to various religious places.



Swami Ekcrasanand Saraswati established Daivi Sampad Mandal in 1914. This organisation has been involved in propagating the qualities of fearlessness, full cleanliness of conscience, Meditation and Yoga, charity, control over senses, non - violence, truthfulness, sacrifice, peace, mercy, detachment, tenderness, modesty, forgiveness, patience, etc., irrespective of caste, race and religion, in all.

The good works of Swami Ekcrasanand are being carried forward by his followers who have been involved in setting up various institutions like Sri Ekarasaand Ashram, Sri Ekcrasanand Adarsh Inter College, Sri Ekcrasanand Dharmarth Ayurvedic Hospital, etc. The Daivi Sampad established by Swami Ekcrasanand Saraswati has continuously been involved in the service of humanity.

Swami Ekcrasanand Saraswati left for his heavenly abode on 9th September, 1938.

Theme : Saints & Sages, Hinduism, Social Reformer.

KENDRIYA VIDYALAYA SANGATHAN

15.12.2014

500

0.60 mill

Kendriya Vidyalaya Sangathan (KVS) is an autonomous body under the Ministry of Human Resource Development (HRD), Government of India. It was formed through the approved scheme of Central School Organization 1962 to cater primarily to the educational needs of children of transferable Central Government Employees. The organization began with 20 Regimental Schools as Central Schools during 1963-64 and later registered as



Kendriya Vidyalaya Sangathan (KVS) on 15th December, 1965.

Since its inception, KVS has grown in size from 20 schools to 1093 schools in 2013 located all over India with around 10,58,450 students and 49,285 qualified teachers. The Sangathan has a three tier management structure: Headquarters, Regional Office managing a cluster of about 45-50 Kendriya Vidyalayas, and, Kendriya Vidyalayas spread all over the country and abroad, each having their own management committees.

The mission of KVS is to cater to the educational needs of the children of transferable Central Government employees, including Defence and Para - military personal, by pursuing excellence and setting the pace in the field of school education.

The Schools of KVS have excellent infra - structure facilities like school buildings, class rooms, science laboratories, libraries, resource rooms, etc. It ensures uniform pattern of education in all its schools with vocational streams at +1 and +2 levels. KVS has recently begun teaching form Class VI onwards. No tuition fee is charged to boys upto Class VIII and to girls upto class XII. No fee is charged from single girl child and from children admitted under RTE Act - 2009.

The organisation nurtures all round development of a child through academic, performing and visual arts and a plethora of games and sports activity. Being a composite school system, it has designed child friendly curriculum for primary students.

Theme : Education, Schools, Institutions.

KUKA MOVEMET

24.12.14

500

0.60mill

For Many years after the first war of independence, in 1857, armed resistance against the British was witnessed in many parts of the country. Though the incidents of resistance were mostly local, it revealed the discontent against the foreign rulers.

The Kuka Movement marked the first major reaction of the people in the Punjab to the new political order initiated by the British after 1849. The Namdhari Movement, of which the Kuka Movement was the most important phase, aimed at overthrowing the British rule. The Namdharis were also known as "Kukas" because of their trademark style of reciting the "Gurbani" (Sayings / Teachings of the Guru). This style was in a high - pitched voice called "Kook" in Punjabi. Thus, the Namdharis were also called "Kukas".



Satguru Ram Singh, son of a poor carpenter, who was born on 3rd February, 1816 in a small village of Bhaini, about 7 kilometers away from Ludhiana, found the

Namdhari Sect on 12th April, 1857 at Bhaini Sahip. In course of time, Baba Ram Singh became a secular chief of Kukas. He appointed Governors and Deputy Governors to organize Kukas in different districts of the Punjab.

The Kuka Movement made the people aware of their serfdom and bondage. Within a few years, the followers of the Kuka Movement increased manifold. They called for boycott of educational institutions of British and laws established by them. They were rigid in their clothing and wore only hand - spun white attire. The Kuka followers actively propagated the civil disobedience.

A clash started in 1871 and culminated in the Kuka raid on Malerkotla on January 15, 1872. The Kuka outbreak of 1872 was vested by terrible punishment. A large number of Kuka prisoners were blown to death with cannons and their leader Baba Ram Singh was deported to Rangoon.

In 1920, the Kukas started publication of the paper 'Satyug', and in 1922, the daily, 'Kuka' was started. When the Non - cooperation Movement was started by Gandhiji, the Kukas Joined hands.

Theme : Freedom Struggle, Armed Resistance, Leaders.

BABA AMTE

30.12.14 500 0.60mill

Muralindhar Devidas Amte, lovingly referred to as Baba Amte, was born at Hinganghat, Maharashtra on 26th December, 1914.

After obtaining a degree in Law in 1936, he started practicing as an advocate in Warora. Soon after, deeply moved by the poverty and degradation of the peasantry, he began organizing farmers' cooperatives. Influenced by Rabindranath Tagore and Mahatma Gandhi, he took an active part in the freedom struggle and was sentenced for organizing the lawyers to represent the imprisoned nationalist leaders.

Baba Amte was also influenced by sage Guruji, a social reformer from Maharashtra. He renounced his property and gave up the legal practice to set up a Shram Ashram (Hermitage of Labour) with the support of his wife, Sadhana. It was the sight of a person in advanced stages of leprosy which proved to be the turning point in his life and influenced him to take the pledge to work for the care and rehabilitation of leprosy patients.

In 1949, he attended a six month course on leprosy at the Calcutta School of Tropical Medicine. He started treating leprosy patients in 60 villages around Warora. In 1949, Baba Amte founded the Maharogi Sewa Smaiti, a registered charity, which remained a medium for his activities. He set up a commune for leprosy patients, along with his wife, two sons, and six leprosy patients, called the Anandwan of 'Forest of Joy'.

Baba Amte also worked for improving the health of the tribals. With a view to bring about national integration and check communal violence, Baba Amte undertook the Bharat Jodo Yatra in December, 1985 from Kanyakumari to Jammu.

Baba Amte was conferred the Padma Vibhushan, and the Welfare of the Disabled award in 1986, and Gandhi Peace Prize in 1999. Baba Amte also received the Damien - Dutton Award in 1983 and the Ramon Magsaysay Award for public Service in 1985.

Baba Amte worked incessantly for welfare of the society till his death on 9th February, 2008.

Theme : Leaders, Reformers, Social Service, Freedom Fighter.

(Courtesy : Information Brouchures, India Post)

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THE HANDSTRUCK SHIP LETTER POSTAGE STAMPS OF MADRAS

D. HAMMOND GILES, M, B. E.,

The East India Company established its first factory at Surat in 1612, twelve years after obtaining its Royal Charter, but its growth really stems from the time it purchased land in 1639 at what is now known as Madras, though the E.I.C. establishment was in Fort St. George itself, Madras town being more properly known as Native Town.

The development of Madras as its main trading area was followed by similar institutions at Bombay in 1660, and in Bengal, at Calcutta in 1668. Whilst Madras maintained its importance, the establishment in Bengal offered greater potential and it was from here that the extension of trading into the North West Provinces was pursued. With the greater trading resulting, it became imperative for the facilities, for conveying mail to be improved in Madras and Bengal.

Warren Hastings introduced, his radical reforms in 1774, which mainly covered the areas under control of Bengal; but brought about the birth of the first Indian Handstruck Postage Stamp, namely the Indian Bishopmark in 1775, for Bye-Rule 8 of these reforms provided "that all letters shall be stamped with the day of the month on which they are delivered into any chief office".

The success of the Postal Reforms in Bengal became apparent to the Madras Government, and in 1785 Mr.J.Burkon pointed out that the Madras Postal Services were run at the expense of the Government and it was time for this to be revised to provide for the corresponding public to pay for these services, and he drew up a scheme on these lines. This was not proceeded with, but the Government at Madras did see fit to ask for a copy of the Bengal scheme, and a rather similar plan based on it was drawn up by the civil servant, Thomas Lewin. This scheme

was recorded in the Public Consultations on 10th March, 1786, and apart from laying down rules for inland postage, special provisions were set out for letters coming from Europe or elsewhere by Sea. It is stated that the following rates would be payable on delivery of such letters Single letters delivered to persons in Madras 40 Cash

Double letters
1 Fanum
Treble letters
3 ½ Fanums,

These regulations were followed up by more detailed Rules on 19th November, 1808, which altered the ship letter rates to the following schedule, and this applied to all letters to, as well as from all parts of the world :-

Single letters 3 fanums

Beyond that, to increase at the rate of 1½ fanums for every ½ rupee weight up to 12 rupees, and Letters exceeding 12 rupees in weight, to be considered as packets, and subject to the payment of one Pagoda.

*Note: Letters not exceeding in weight one rupee to be considered as "Single", and

from 1 rupee to 1½ rupees, double
from 1½ rupee to 2 rupees, treble,
from 2 rupee to 2½ rupees, quadruple,
from 2½ rupee to 3 rupees, or 1 oz

The same regulations provided that the ship postage was in addition to any inland postage. Letters for outstations, on which ship postage had not been prepaid, were to be marked on the envelope "ship postage not paid", and this would be collected from the addressee on delivery. Letters, for export, from outstations, had to have the ship postage paid at the local office into which the letter was posted originally. There was also provision for the reward of 1 fanum to the person having ship letters and bringing them to the post office (i.e. the ship's Captain).

In order to prevent the suppression of private letters, and the misappropriation of the postage money, the regulations catered for the issue of receipts for all letters posted, and stated that distinct stamps should be used for each description of letter, having engraved on them the word "single" "double", "treble" etc., If there were stamps for receipt of "Ship Letters", one would think that these same stamps would have been used to stamp the actual letters under despatch, and yet no such cover has been seen with any Ship Letter stamp used at Madras in these early years.

In fact, although the age of establishment of factories was in the order of Madras, Bombay and then Calcutta, it was in exactly the reverse order that local ship letter stamps were first issued at these ports. Calcutta had a despatch stamp for ship letters in use in 1799, and its first receipt ship letter stamp was sometime pre-1807. In Bombay despatch ship letter marks have been seen from 1809, although it does not appear that there were any receipt ship letter stamps there until 1836. Madras, in spite of having laid down detailed provisions for the carriage of ship letters from 1786, did not, it seems, have any ship

letter hand struck stamps until 1816", in which year both "despatch" and "receipt" stamps were introduced for all ship letters. The author has a number of covers both to and from Madras which have come from or gone to Europe previous to 1816, but these are all completely absent of any Madras ship letter markings, and whilst the number involved is insufficient to prove conclusively that there were no ship letter stamps in use at Madras before that time, no other cover has yet been produced with such a stamp to prove otherwise.

Until evidence is produced to the contrary, it has to be assumed that Madras Ship Letter Stamps were not introduced until 1816, and although this is late, compared with Bombay and Calcutta, the Madras marks are of great interest and variety, some of which are most attractive. They certainly justify a separate section in any collection of Indian Handstruck Postage Stamps, and this section should be subdivided into two, or possible even three parts, namely :-

Part 1. Despatch Ship Letter Stamps
Part 2. Receipt Ship Letter Stamps
Part 3. Overland Mail Stamps.

It is proposed, in this article, also to deal with the Madras Ship Letter Hand-struck Postage Stamps in the same groupings listing all the known, marks, their dates of use, colour and purpose.

1. DESPATCH SHIP LETTER STAMPS

As no ship letter handstruck postage stamps were used in Madras before 1816, one might well ask why they should have been introduced in that particular year. The answer is that they were introduced at the request of the English Post Office to assist the operation of the English Ship Letter Act, 1815.

Before this date, the English Post Office had no control over the post offices of the East India Company, or over their vessels that carried the mails between India and England. As far as letters from the U.K. were concerned, the English Post Office rules required that all letters should be posted into, their offices, but as the English Post Office had no facility to provide regular packets to the East, senders of such letters disregarded the regulations, and arranged for their letters to be placed on board East Indiamen at Deal, Portsmouth or Gravesend, without such letters going through the Post Office in Britain at all. Thus the British Post Office had no control over such outgoing mail. As regards mails from India, the position was a little different because of the Law that required any ship's captain, having any mail for the U. K., to deliver it to the Post Office at the first port of call. This mail was stamped with the port of arrival ship letter mark, and the postage due on imported letters could then be collected from the addressee at the time of delivery.

Whilst therefore, the English Post Office derived some revenue on incoming mails, it irked them that the income from outgoing mail was escaping them, and the English Ship Letter Act, 1815 was designed to overcome this, for it made it obligatory for the Indian Post Offices to pay the ship postage on mails in both directions over to the

English Post Offices, and for this purpose the English Post Office appointed Deputy Post Masters at Calcutta, Madras, and Bombay, to collect the revenue payable in India. This postage, which became known as the "King's Postage", as distinct from the "Company's Postage", varied according to the mode of transport used to convey the mail between India/U.K. Special 'Packets', which could be any of H.M.s Ships of War, or store ships, or any Ships in the E. I. Company's service, could be nominated as "Regular Packets" for the conveyance of mail at "Packet Rates," which were 3/6d for a single letter, 7/- for a double letter, 10/6d for a treble letter and 14/- for a letter weighing one ounce. (As the rupee exchange rate was then 2/4d to a rupee, the rupee equivalents were Rs.1/8, Rs.3, Rs.4/8- and Rs.6 respectively). These rates applied to mail in either direction, but in the case of mail that was carried otherwise than by "Packet", i. e. by Private Ship, the rates were much less and differed according to the direction of the transit. For letters from the U. K. by "Ship" the rates were 1/2d for a single letter or 8 annas, whilst the rate for letters from India were only 8d or 4 annas 9 pies with proportional increases for letters that were double, treble or one ounce in weight.

In addition to the different rates of postage involved, the publication of the English Ship Letter Act, 1815 drew particular attention to the fact that "It is optional to pay the Sea or King's Postage on them or to leave it to be collected at destination". It is quite obvious that, in order to avoid any confusion, it was essential to mark all letters with some distinguishing mark so that it was readily apparent to the Post Office employees whether the letter was to be carried by "Packet" or "Ship", and whether it was to go "prepaid" or with "Postage payable on delivery".

For this purpose, therefore, special handstruck postage stamps were introduced at each of the ports of Calcutta, Bombay and Madras, for both despatch and receipt, these stamps being the very first Ship Letter stamps to be used at Madras. Except for the "Packet" Letter marks, which followed a common format at Bombay, Calcutta, Madras, St. Helena, Ceylon and Mauritius, all these "King's Post" marks differed in design from port to port. The Packet Letter stamp at Madras for despatch was applied in black, and is known to have been in use from August 1816 and up to November, 1819 (although the English Ship Letter Act, 1815 was repealed in the U. K. on 12th July, 1819)-stamps continued to be used in India for some months thereafter, owing to the time lag involved in transmitting advices of the repeal to that country). Where the letter was pre-paid the "Packet" stamp was either applied on its own, or was accompanied by the framed "POST PAID" mark in black. If, however, the letters were sent "postage due", the "Packet" mark was invariably applied in Company with the framed "UNPAID" mark, also in black. The three marks are now illustrated below.

Whereas at Bombay - and Calcutta, stamps of an entirely different design were used for "Ship" letters under



Fig. 1

the Act, Madras adopted a stamp similar in format to the "Packet" mark. At first this seems quite logical, but on further consideration, it will be appreciated that to have rather similar stamps for both "Packet" and "Ship" letters may not have been such a good idea, as the purpose of the stamps was to distinguish the mail sent under different modes of conveyance, and the two Madras marks may well have caused wrong identification at times. The "Ship" stamp designed was as illustrated below :-



Fig. 2



Fig. 3

This is known to have been used from 1816 to April, 1819 and when the letter was pre-paid, the stamp was accompanied with the "POST PAID" in the rounded, oblong (Fig. 2). When it did not have postage prepaid, then the Ship Letter stamp (Fig. 4) was only used on its own. It is curious that the stamp for "UNPAID" (Fig. 3) was not used in such cases, in uniformity with the "Packet Letter" mark (fig. 1).

The first setting (Fig. 7) was in use for approximately four years, covers having been seen from May, 1820 to July, 1824, and this setting can easily be distinguished from the two later settings, as in the first setting, the words "SHIP LETTER" are merged into one word, with letters evenly "spaced throughout to read "SHIPLETTER."



Fig. 4

The second setting ("Fig. 7a) has not only a space between the word "SHIP" and the word "LETTER", but the letter word has a space between the second and third letter, to read "SHIP LETTER". This stamp is known to have been used at least from April, 1825 and up to December, 1831. This stamp seems to have become worn more quickly than its predecessor, as it gradually started to show signs of the outer rim of the stamp when impressed on the letters, the first sign being about June, 1826, and by December, 1831, the letters were so worn down that almost the entire outer rim of the stamp was showing in the impression.



Fig. 7 a (Die II)



Fig. 7 b (Die III)

Obviously because of this worn state, a new stamp, the third setting (Fig.7b), was introduced in January, 1832, and this continued in use until September, 1837. The distinguishing features of this stamp are spaces

between the second and third letters of "SHIP", and between the third and fourth letters of "LETTER" to read "SH IP LET TER". It will be noticed also that the space between the two words is somewhat reduced.

There was one other variation of this mark, which was on a cover belonging to Mr. Gerald Sattin, which had a much squatter oval format, and was dated 1837. Unfortunately, I did not at the time note the actual month of use, but I hazard a guess that it was October, 1837, and was only used for a few days prior to the preparation of new stamps required under the new Post Office Act, 1837. This stamp is shown here:-



Fig. 8

Before dealing with these later stamps, it is necessary to go back to 1822, to consider two other Madras Ship Letter Despatch marks, which were both used for distinguishing "Soldier's Letters". Under the Post Office Regulations, which stemmed from 1795, non-commissioned officers, and soldiers could send their private letters at a rate of 1d only, this being for the Inland journey on arrival in the U. K. there being no charge for the sea journey by H. M. Ships, but 3d was payable, if the letters were carried by private ship, for the sea journey, in addition to the 1d for the inland -transit. For some reason, yet to be explained, the Madras Post Office decided in 1822 to mark such mail with the stamp illustrated here:-



Fig. 9

This stamp was impressed in red ink, and was in use from January, 1822 until June of that year. From 26th June, 1822, the charge of 1d was omitted, and the word "FREE" substituted instead, and this stamp is known to have continued in use until 1835. The reason for the change in makeup of the stamp is to show that the letter was "Free of all Indian Postage charges". Probably the Madras Post Office realised that it was inappropriate for their stamp to make a reference to postage fees payable outside India, and hence the substitution of "Free" for "1d". This stamp was also applied in red, and is much more common than its predecessor, though still a scarce item. Its illustration follows:-



Fig. 10

In 1836 a new stamp was introduced for letters going from Madras by sea to the U. K. via the Cape route, as distinct from the overland route, which was then becoming popular with the introduction of a regular line of East India Company Steam Packets, plying between

India and Suez and the Persian Gulf. The stamp was applied in red, the earliest seen being dated October, 1836, and the latest 1852. It is now illustrated :-

A corresponding stamp was introduced at the same period to cover letters that were sent "Free" by privileged persons, and this was impressed in black. Strangely enough, though the author is sure that it must have had a reasonably long life, only three covers have been seen with this mark, and all are dated 1837. The mark is reproduced below :-

When letters were received in Madras from outstation during the period of August 1824, and until 1845, the Madras G. P. O. always added a special stamp to the cover to emphasize that it had come from an outstation place, and this was added, in addition to the ordinary ship letter despatch stamp that was normally used at Madras. This practice of applying both "Ship Letter" marks was probably to show the date on which the Madras G. P. O. received the letter from the Outstation, and the delay inevitably involved in forwarding the letter by the first available ship. Later, however, the practice of adding the normal Madras Ship Letter was abandoned, and such mail only had the "Outstation" mark applied, presumably because the delay in effecting shipment was, by then, recognised and accepted by the public, and there was therefore no need to show just how long the letter had to remain in Madras before shipment by applying the normal ship letter despatch stamp on the date that shipment was effected. The stamp, which is produced here, appears to have been the same stamp used throughout the long period of 1824 to 1845, and was always applied in black :-



Fig. 11

It would appear that the use of this mark was abandoned from the time that the regular Overland Communication between Bombay and Europe had been established, and the option of prepayment of postage for the whole journey to England was extended to Madras and Calcutta in April, 1845.



Fig. 12

The Post Office Act, 1837, and its Regulations catered for the reorganisation of the Post Office and mail transit, but did not lay down any specifications for the type of post office stamps to be used in future. When, however, the Act was published in the Newspapers, a note was added to the effect that rules for stamping letters had been submitted to the Governor General of India in Council, and these had been approved. In the case of Receipt stamps, the specifications were comprehensive, but the despatch stamps for ship letters seem to have been overlooked. The "Ship Letter" mark of 1836 (Fig. 11) appears to have continued in its then

existing form, right up to 1852 for letters via the Cape, and marks for mail by the Overland Route were not to be introduced at Madras until 1844. For letters to be sent by steamer, however, the "Forbes" having been plying from Calcutta since 1834, an octagonal stamp was introduced, referring to the fact that it was a Steam Letter, and the postage had been paid, as it had to be, to the Red Sea, if the letter was to be sent by Steamer. This mark was probably first used in October, 1837, although the first cover so far to be seen is dated January, 1838, and is illustrated below, having always been impressed in red ink :-



Fig. 13

This stamp has been seen in use as late as 1850. Rule 8 for the stamping of letters read :-

'All service, Soldiers' and other free letters and packets received from Seaward at any General Post Office are to be stamped with the ship letter Free stamp. This stamp is circular, one and a quarter inch in diameter, bearing the name of the General Post Office, the date of the month and the year, and the words "Ship Letter, Free", and must be stamped in red".

It will be noted that this refers to letters from Seaward, and not to letters under export, but never-the-less the same stamp was used from 1838 to 1855 for letters under despatch as well as under receipt. Not only was it used as a despatch stamp, but it was also used for mail carried by Steamer, as well as by ship, the two covers in the author's collection having been sent by the P. & O. Steamer Hindoostan. This mark is reproduced below :-

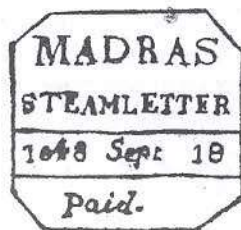


Fig. 14

The fact that this stamp was used from 1838 explains why the stamp introduced in 1837 (Fig. 12) was only used during that one year. Since the letter was going "Free" it did not matter whether it went by ship or steamer, or via the Cape or Overland, and so only one "Free" stamp was required.



Fig. 16

The only other despatch stamp that has been recorded in use from Madras is one referred to in Vol. III of "The Encyclopaedia of British Empire Postage Stamps" by Robson Lowe, which, from his description, would resemble the following sketch :-

It is recorded as being in use from 1841 to 1861, impressed in black, red or green. He also records a similar

mark in use in Calcutta for the same years and in the same three colours of ink. I reproduce the sketch from his description, as I have never seen the mark used at Madras at all, though I have seen such a mark used in Calcutta from 1858 to 1860. I would not dispute the existence of this mark over the period of 1854 to 1861, during the initial period when adhesive stamps were first used, but I should be surprised if it were used during the preadhesive period, and certainly not before 1853, because there was already a stamp in use right from 1836 up to 1852 for ship letters with postage paid from Madras, namely that illustrated as Fig 11.



Fig. 15

I think that this might be an error in recording, which is quite understandable, when drawing up a catalogue covering such a vast subject as the Handstruck Postage Stamps of the British Empire, let alone the Stamps of India. I, myself, have made several similar mistakes, in recording something that I thought I had seen, only to have to correct it later, when I had given the item more close examination. I have also learnt from bitter experience, and the very wise counsel of the late Col. D. R. Martin, that it is not safe to accept a description given by others, who say that they have such an item in their possession, unless I can see the item myself. It is surprising how easy it is to read in a mark something that is not there, and possibly when the Encyclopaedia, was prepared, this particular item was as the result of a report made by some outside party and who could blame the author of that magnificent publication, for accepting the report as gospel? No one, I suggest, but this is-how the doubt about this mark may have had its origin.

2. RECEIPT SHIP LETTER STAMPS

The Madras Ship Letter stamps used for the receipt of mail are far fewer in number than the despatch stamps, although the first stamp dates from the same period in both cases, namely 1816. In this year, in order to record, not only the Company's Inland Postage that was due on letters coming from seaward, but, more particularly, to record what was due to the English Post Office, as King's Postage, under the English Ship Letter Act, 1815, a special set of stamps was introduced in 1816. This set consisted of two distinct stamps, the first reading "KINGS POSTAGE", and the second "INLAND POSTAGE", to scale sketches being now produced :-

KINGS POSTAGE

Fig. 17

INLAND POSTAGE

Fig. 18

At one time, it was thought that these two stamps were in fact one combined stamp, as the earlier covers seen showed the impressions of both marks in close proximity to each other and parallel, making it look as though both lines had been made in one impression. Later covers that were seen, however, showed that the space between the two lines was not regular, and sometimes the two marks were not parallel at all, and on some covers, where no Inland Postage was due, only the words "KINGS POSTAGE" appeared. It is quite clear now that there were two separate stamps, which could be used either together or independently, and it was probably because it caused more work to use two stamps, that later a combined stamp was introduced. The marks illustrated as Figs. 17 and 18 have been seen in use from September, 1816 until August, 1819, and always impressed in black.

Sometime in 1819 a new combined stamp was brought into use, the wording having been changed from "Inland" to "Compys Inland" as follows :-



Fig. 19

Covers have been seen with this mark in the successive months of June to September, 1819, and there appears therefore to be some overlapping in the use of the two sets of stamps, if the late date of use of August 1819 for Figs. 17 and 18, provided by another collector, is correct.

Once the English Ship Letter Act, 1815 was repealed in 1819, these stamps ceased to be used, and no further receipt stamp seems to have been used for incoming sea mail until after the publication of the Post Office Act, 1837, when the counterpart of Figs. 14 and 15 were issued for receipt marks. First of all there was the mark for incoming "Ship" letters which was used from 1837 to 1861 in black, and is now illustrated :-

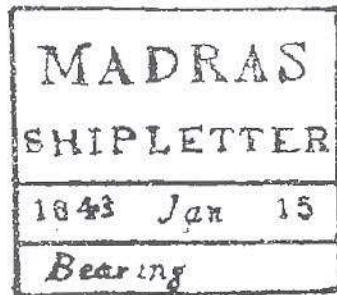


Fig. 20



Fig. 21

To cater for incoming steamer mail, an octagonal stamp with rounded corners, also applied in black, was introduced, and continued over the period of 1837 to 1858, a sketch of which is below :

Where an incoming letter, either by "Ship" or "Steamer", was free of postage levy, because of the fact that the writer or addressee was a privileged person, the same receipt stamp, illustrated as Fig. 15 for despatch, was used, and needs no further illustration. It was used from 1838 (most probably from 1837 but no cover yet seen so early) until 1855, and was applied in red, whether it was used for receipt or despatch.

Although the author has not seen the stamp, Robson Lowe's Encyclopaedia records the use of a stamp from 1841 to 1857, applied in Black, Red or Green, for recording both Ship and Inland postage, and from the description in the Encyclopaedia, it would have resembled the following sketch :-

In the same publication, there is another stamp recorded as being current from 1858-1861, applied in black, and having the wording as shown in the undersketched item :

This also has not been seen by the author, and some surprise is now expressed that the top section of the stamp should refer to SHIP LETTER, and yet in the bottom section the reference is to "St.", obviously meaning "Steamer". I mention it as a point of interest, though it is really outside the true period' of pre-adhesive handstruck postage stamps of India.

The final receipt stamp of Madras for ship letters was introduced to meet the requirements of the Regulations covering, the arrangements for handling the British Packet Postage. This mark has been seen elsewhere, namely Bombay, Aden etc., and it seems that there were despatch stamps of this type also used in red, and having the word "Paid" in the centre. In Madras, however, only the receipt stamp has so far been seen, and the author has covers ranging over the period of 1848 up to 1853, the stamp being applied in black, and containing the word abbreviation "Bg" for "Bearing" as follows :



Fig. 22

The letters B. P. P. mean, of course, "British Packet Postage", and on each of the covers belonging to the author, there is another stamp added in black, being a long rectangular framed "BEARING", which additional stamp seems to be a bit superfluous.

3. OVERLAND MAIL STAMPS

Whilst the Overland mail stamps are really nothing more nor less than Ship Letter (or Steamer) Despatch stamps, they do not contain, in their make-up, any reference to "Ship" or "Steam" letters, and they are part of an all India organisation to deal with the Overland mail. They do not pertain to any particular port, although each port had its own design for stamps that had similar purpose behind them to those of different design used at

other ports. It is, perhaps, restrictive in thought, to say that they are part of an all India organisation, for the regulations extended, not just to India, but to other territories under the influence of the East India Company, such as Honk Kong, Batavia etc.

These stamps were introduced, in addition to the despatch Steam Letter stamps referred to earlier. The latter were to cater for the postage from 'India to the Red Sea, oh which Red Sea Postage was always payable, whilst the Overland Mail markings were specifically for the purpose of providing mail instructions to the Post Office clerks, so that the later would be able to recognise the route that the mail would follow, after having arrived at the Red Sea or Persian Gulf port, and whether the postage had been pre-paid, or was due for collection, on delivery in the U. K. or elsewhere.



Fig. 23

Let us now consider these Overland Mail markings, with particular reference to those stamps introduced by the Madras G. P. O., and which all differed from those used at Calcutta or Bombay. First, it should be mentioned that the expression "Overland Mail" had two meanings, or to put it another way, there were two parts of the route that were, or could be termed as "Overland". First, and invariably so, the overland journey consisted of the land transit of mail from the Red Sea or Persian Gulf port, such as Suez or Basra, to Alexandria or Beirut. Once the mail had arrived at the later ports, it was once again placed on board a sea-going vessel for onward transport to the U.K. or continent. In the earlier years, upto 1836, with rare exception for which special land transit had been effected, this mail went by sea all the way to the U. K., but in 1836, an experimental Convention was signed between the French and English Post Offices, which catered for regular despatch of mail across France from Marseilles, and reshipment to the U. K. from a northern French port, as a quicker alternative to sea route.



Fig. 24

This Convention only became known in India in 1837, but from that time writers in India had the option of sending mail through Alexandria either via Marseilles or by the longer sea route direct to Falmouth. For this purpose the Bombay G. P. O. was asked to mark distinctively, all mail that was to go "Overland" via France. It will be noted that these instructions were given to Bombay, and not to Madras or Calcutta, as the facilities offered under the

Convention with the French only applied to letters shipped from Bombay, and the distinctive marking of mail by the Bombay G. P. O. was the impression in black of an oval framed "INDIA". Madras G.P.O. had no need for a similar stamp, as letters were not shipped from that port under the Convention, and apart from the spasmodic sailing' of the Steamer "Forbes" from Calcutta, via Madras to Suez, there was no regular line of Steamships sailing from or via Madras and it was therefore the common practice to send all steamer mail from Madras and its Presidency via Bombay in any case at this time. If, therefore, a letter from Madras or its Presidency were to be sent via France, such letter would be sent first to Bombay, with inland postage paid, and, if the letter were to go by Steamer to the Suez, the Red Sea Postage would also be paid. Beyond that point, the postage could not, in any case be paid.

One therefore sees many letters that were sent from Madras or Madras Presidency towns during 1837/38, which are superscribed "Per Steamer via Bombay" and these have in transit, at "Bombay been stamped with the black oval framed "INDIA" mark. If they went through the Madras G.P.O. they were stamped with the "Madras Steam Letter" despatch stamp (Fig. 14), but if they came from an outstation in the Madras Presidency, then they only had the normal inland despatch stamp of the particular town of original posting, plus perhaps a manuscript note that the Red Sea postage had also been paid.

The experiment of sending letters overland and via France' was obviously successful, and in April, 1838 the following Press announcement appeared in India :-

"All English Letters superscribed "via Marseilles" are to be made up here in separate packets and forwarded to Her Majesty's Consul General in Egypt who ships them on board the French Steamers in order to effect their transmission to England to through France".

About this time, the Bombay G. P. O. started to use the oval framed "INDIA" mark in red ink, presumably for easier recognition, and letters from Madras after this date also appear with this stamp on them, and a further Press Announcement on 15th March, 1839 stated :-

"Notice is hereby given, that all Letters and Packages intended for transmission by the Overland Mails, must be specifically superscribed to be sent by that conveyance. Letters or Packages not so superscribed, will not be received at any Post Office for transmission by the Overland Mail".

Such superscriptions varied in wording but a typical endorsement on a letter from Madras in 1842 was "per Steamer via Bombay Suez and Falmouth".

The experimental convention with the French was confirmed by an additiona convention in May, 1839, by which mails would be sent from India once a month as Overland Mail via Egypt, in iron boxes for conveyance "via Marseilles", considered as the Chief or Regular Mail, by which all mails not marked 'Va Falmouth", that, were considered as the Auxiliary Mail, particularly for heavier

despatches, the letters had to be superscribed "via Falmouth" at a single letter rate of postage of 2/6d, which was reduced to 1/- in May, 1840.

Letters with both superscriptions are seen therefore, accompanied by the oval framed "INDIA", that have emanated from Madras or its outstations, and letters have been seen marked thus, right up to 1846. The author has a letter posted from Madras in February, 1846 which, has the "Madras date/Paid" inland despatch stamp on it, and no other marks except the Bombay oval framed "INDIA" and the London date stamp. This is unusual, at this late date, when Regular Steamers were then calling at Madras for the collection of mail, and it must have been an instance, where the Madras Steamer had already sailed, and it was possible to effect quicker despatch through Bombay, than await the next Madras visiting steamer.

Up to 1845 there had been no Regular Line of steamers plying from the Suez to the East of India, but in April 1845 the P. & O. Steamers were put into use on the Calcutta/Madras/Suez run, and the Madras Post Office immediately saw the advantage of having some stamp, similar to the Bombay oval framed "INDIA" for easy recognition of letters that were to be sent by the Overland Mail, on the P. & O. Steamers, the most famous and earliest of which were the Hindoostan and Bentinck on the Eastern India run. This mark did not follow the practice of either Calcutta or Bombay in using the word "INDIA" as the main part of the stamp, but was of the undernoted design :-

This mark has been seen as early as 1844, and as late as 1856, and strangely enough, one of the earliest covers seen, namely in June, 1845 is from Bombay, where the steamer mail had just been missed, and the letter was sent by "Express" inland mail, to Madras for shipment on the departing Steamer from that port, the "Hindoostan."

Now it will be noted that the earliest known date of this stamp is 1844, which is the year previous to the year in which the P. & O. Steamers began their regular sailings from the East of India, and therefore it was not precisely the inauguration of the P. & O. steamer line to the East of India that caused the birth of this mark, though undoubtedly it was known well in advance the likely commencement of this line of steamers, and that they would be in service shortly. The real reason for the birth of this mark was the announcement in India in February, 1844, that from March, 1844 a system of optional prepayment of British Postage in India, upon letters for places in the United Kingdom, would come into force. Until that date the postage in India was only payable up to Suez, and the addressee was responsible for the postage from Alexandria to the U.K., when the letter was delivered. By the new system, the postage could be paid in India for the whole journey. The option of paying the postage was exclusively limited to letters transmitted "via Southampton," and such letters were to be superscribed for the guidance of the Post Office Receivers :-

"BRITISH POSTAGE PRE-PAID"
"via Southampton"

The rate of postage for a letter not exceeding ½

ounce was 8 annas or 1/-, for letters, above ½ and not exceeding 1 ounce 1 rupee or 2/- and so on, increasing 1 rupee or 2 shillings for each additional ounce. These rules applied only initially to letters sent through Bombay, but were extended to both Calcutta and Madras mails from April, 1845, by which time the P. & O. Steamers were then in operation from these ports.

Stress is laid on the fact that the postage on such letters could, at the option of the sender, be prepaid, but it was not compulsory for mails sent via Southampton, and could not be prepaid in certain instances, an outline of the regulations being set out below :-

On letters from Madras, Steamer postage

1. Had to be prepaid to Foreign & Continental Europe, Egypt, Syria, Turkey, Greece & Mediterranean Islands.
2. Could not be prepaid to U.S.A. or British Colonies in America, West Indies, whether sent "via Southampton" or "via Marseilles".
3. Could not be prepaid to United Kingdom "via Southampton".
4. Could not be prepaid to United Kingdom "via Marseilles."
5. Pre-payment was optional to United Kingdom "via Southampton."

Where - the postage could be prepaid as an option, or had to be prepaid, a stamp was required at Madras to denote that the postage had been paid already at the time of despatch, and this took the form of a crescent enclosing the word "INDIA PAID" as follows:



Fig. 25

This mark has been seen from 1844 and continued in force long after the adhesive stamp period, and at least until 1865, and was always put on the covers in red or orange, the same colour ink being used at the particular post office for their inland stamps. It should be particularly noted that this stamp was used, not only at the Madras Post Office, but at all Post Offices within the Presidency, whereas the Madras/G. P. O./date stamp (Fig. 25) was only used at Madras.



Fig. 26



Fig. 27

The earliest example of the crescented "INDIA PAID" mark on it, so

far seen was despatched in March, 1844 from Trichinopoly, where it was first stamped with the "Trichinopoly/Paid" despatch stamp, recording 13 annas postage paid, and, in manuscript, the words "with Southampton postage". It was, at the same time stamped with the crescent (Fig. 26) in the centre of which is written, oz. ½ and above it "Land & Steamer postage paid." At this time, the letter could only have gone "via Bombay", but it has no Bombay marking, on it, and the oval framed "INDIA" was never used on such letters where the postage had been prepaid.

When however, a letter was sent from an outstation in the Madras Presidency through, Madras for shipment, it was stamped with the Crescent "India Paid" mark at the outstation, and on arrival, in Madras G.P.O. it was also stamped with the "MADRAS/G.P.O./date" mark, and it occurs to the author that the introduction of this stamp may have been the reason for the withdrawal of the former "OUT STATION SHIP LETTER/MADRAS" mark used from 1824 onwards on all outstation ship letters. Letters that were posted in Madras had both the Crescent and the Madras/G.P.O. date stamp applied, where the postage was prepaid by the sender. If the postage had not been prepaid, such a letter posted, at Madras would only have the later stamp applied (Fig. 25). In case it may be confusing to the reader as to when these stamps were used on their own or together, the following table will make it clear :-

1. MADRAS/GPO/date on its own (Fig. 25) = letter posted in Madras with postage not prepaid.
2. Crescent "INDIA PAID" on its own (Fig. 26) = letter posted in outstation town in Madras Presidency sent via Bombay post paid.
3. Figs. 26 plus 25 = (a) letter posted in Madras, and post paid or (b) letter posted in Madras Presidency outstation town, but sent via Madras with postage prepaid.

Thus in the case of letters sent to :-

1. Foreign & Continental Europe, Egypt, Syria, Turkey, Greece & the Mediterranean Islands, to which postage had to be prepaid, they would be stamped with Fig. 26, and, if it were posted via Madras with Fig. 25 as well,
2. U.S.A. or British Colonies in America, West Indies and letters to Europe "via Southampton" or to the U.K. "via Marseilles" to which postage could not be prepaid, the letters would be stamped only with Fig. 25, and
3. the U.K. "via Southmpton", they would either be stamped with Fig. 25 on its own, where the sender had not exercised his option to prepay postage, or with Fig. 26, if he had elected to prepay the postage, and in this case, if the letter went through Madras it would also have Fig. 25 as well.

Whilst the crescent "INDIA PAID" continued to be "Used upto 1865, the use of the MADRAS/GPO/date stamp was discontinued in 1856, presumably because it

was. thought that everyone would be using adhesive stamps, following, their introduction in 1854, but this overlooked the fact that there were regulations which still permitted senders to exercise the option of sending letters to U.K. "via, Southampton, with postage paid or not paid, and letters to France or other European countries "via Marseilles" could not have the postage prepaid, even by adhesive stamps, such letters were therefore stamped in Madras with a black crescent enclosing the words "INDIA UNPAID", and this mark is known from 1857 to 1865, and is illustrated here :-

On letters seen, those that have been posted in Madras have this crescent mark together with an ordinary Madras circular date stamp, while those that have come from a presidency town such as Ingeram, and which have gone through Bombay, instead of Madras, have a rectangular INDIA UNPAID mark, as used by the Bombay G.P.O. for the same purpose.

This crescent shaped "INDIA UN-PAID*" mark completes the Overland Mail stamps used at Madras, and for that matter the subject of the Madras Ship Letter Handstruck Postage Stamps. If, however, any reader has anything further that he can add to the recorded knowledge of these interesting stamps, it would be most welcomed by the Philatelic Society of India, or the specialised Indian Society, the India Study Circle, with both of which the author continues his research in close unisipn, in' connection with all aspects of the Handstruck Postage Stamps of India.

(Courtesy : Souvenir, PlajupeX 1972)

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SHIP LETTER MARKS OF MADRAS AND DAWK REGULATIONS OF MADRAS G.P.O

M. INAMDAR

A scholarly article by Mr. D. Hammond Giles on Ship letter stamps of Madras has been published in the Souvenir of Platinum Jubilee Exhibition (PLAJUNEX 1972) Bombay. He has given special attention to postmarks of Madras, when there was dearth of Literature on Madras GPO. It is rightly pointed out that Madras Postmarks are most attractive and interesting. For a close study of these postmarks a thorough knowledge of Dawk Regulations of Madras GPO is quite essential and there can be no two opinions in this respect. In my book Madras GPO, the Dawk Regulations of 1786, 1808, 1833, 1834 have been reproduced in original so as to facilitate study of Madras Postmarks and cancellations. These provide necessary authority for ship postage and routing of ship letters described in the article. The ship letter postage was first introduced vide rule 3 of 1786 Dawk Regulation which reads as under.

"That letters coming from Europe or elsewhere by

sea will be charged on the following rates:

Single letters delivered from the office to persons in Madras 40 CASH, double letters 1 FANAM, Treble letters 1 1/2 FANAM"

Many people have no idea of value of Cash coinage. "Cash" is equivalent to "Kasu" which is the lowest coin prevalent in South India. In Mysore state coins of 20 Cash were issued in 1830s and I have got this coin in my collection. "Cash" appears frequently in Fort St. George Gazettes and 40 Cash is equal to approximately one Anna. The next reference to ship postage is found in rule, 10 of PO Regulations of 1808 prescribing 3 fanams for a single letter etc. Detailed instructions for dealing with ship letters of outstations, and for marking "Ship postage notpaid" etc., on the envelope have been issued in rule 11. The payment of reward 1 fanam to ship letters brought to PO is laid down in rule 12. The issuing of receipts is embodied in rule 20 *ibid*. It is lamented by D. Hammond Giles that no such receipts for ship letters are forthcoming.

In Madras GPO a very comprehensive set of Dawk Regulations were issued in 1833 which in fact, forms the basis for the present day Rules in the PO Dept. The extract from these rules does not appear to have been published so far and so they were not available for study of Madras GPO-Postmarks. These rules are not quoted in the article of D.Hammond Giles also, though these were exclusively applicable to Madras Presidency till the passing of Act No. XVII of 1837. The extract from these rules appears in Madras GPO book, the study of which throws some more light on the postmarks of Madras GPO, There is a separate section for ship letters and rule 1 and 2 of the section reads as follows:

1. Letters imported will be subject to the following rates of ship postage besides inland postage.

Upto 1 Rupee weight 0-4-0, 1 to 2 Rs. 0-8-0, Rs. 2 to 3 0-12-0 Rs. 3 to 4 1-0-0 and so on adding 0-4-0 for every additional rupee weight as far as Rs15 beyond which they will be charged 4 Rupees.

2. Persons despatching letters from outstations for transmission by sea from this

Presidency will on application at the post office into which their letters are put, obtain, after the lapse of a sufficient period for procuring them stamped acknowledgements for the receipt of their letters at the GPO.

By 1841 S.N & Co was given contract for running steamers from Calcutta to Suez via Madras. The extract from Fort St. George Gazettes regarding the sailing of S.S. Hindustan and Benetine etc, have been furnished in Madras GPO book which contain detailed instructions regarding marking of ship letters despatched directly from Madras and those routed via Bombay as also the conditions of prepayment or otherwise of steam postage. In Fort St. George Gazette Notice D/2-8-1855 it is mentioned that a separate counter is opened at Madras GPO for receipt of ship steam letters with a board in

English, Tamil and Telugu wherein detailed information was made available.

By 1850 the time table of receipt and despatch of overland mails was as below as per Gazette notification.

It is notified that the dates of departure of overland mails from England are as follows :

4th and 20th of each month via Southampton to Calcutta 9th and 25th of each month via Marsialles to Calcutta, 11th and 27th of each month via Southampton to Bombay. 12th via Southampton to Bombay (By the Australian steamer) 2nd and 17th. via Marseilles to Bombay. Mails for Bombay arrive about 11th and 27th of the month.

FOR ENGLAND

Mails for England leave Bombay on 9th and 24th of the month. Mails for England leave Calcutta on 10th and 24th. Mails leave Madras on 13th and 27th. These mails were likewise forwarded from thence by land to Bombay for despatch on 9th and 24th.

Mails which leave Bombay on 9th reach London via Marsialles about 3rd and via Southampton about 10th of next month. Those which leave on 24th reach London via Marsialles about 21st and via Southampton about 28th. Mails are despatched from Bombay 5 days earlier during monsoon.

After the departure of steamer mail from Madras the letters were sent to Bombay by Express despatch by land to connect overland Mail steamers sailing from Bombay. Similarly Bombay used to make an express despatch to Madras for connecting sailing from Madras. In the article of Mr.Hammond Giles one instance of such despatch from Madras to Bombay and one of despatch from Bombay to Madras by Express land route with erroneous ship postmark is quoted.

The above time table will help to examine such erroneous ship marks as well as delay or detention of overland mails from Madras.

(Courtesy : Souvenir, Mahapex 1978

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A TRUE STORY

HERMAN HERST, JR.

A half century ago, Miami was the tourist capital of the United States. That was before air planes could take one to Hawaii, Europe etc., in a few hours. Tourists still visit the American Riviera but not as they once did.

Where there are crowds of tourists, there are stamp dealers. Miami's leading dealer was a Fred Newman, of the Tropical Stamp Co.

Milton Bauman was a wealthy New York attorney who visited Miami every winter. He might have had the finest collection of mint air mails of the world but for the fact that it was stolen from his office, which effectively killed his desire to collect.

A group of us were chatting in the late 1930's, and, Newman mentioned an incident that had happened in his shop. Bauman was there looking over some stamps, and a youngster about eight or ten came in. He asked the price for a mint 1930 Zeppelin set, and he was visibly disappointed when he was told it would be ten dollars.

Bauman overheard, and asked the lad a few questions about his collection.. Satisfied with what he heard, he told Newman to "wrap up" a set of Zeppelins, and to give it to the boy. Bauman gave the money to the dealer.

"I want you to remember as long as you collect how you got these stamps, and when you grow up, if you have a chance to help some other youngsters with some stamps, if you are able to, be generous. You will enjoy owning these Zeppelins, but not as much as I will giving them to you".

Newman mentioned that it was not an isolated instance, and that occasionally, a customer would give some stamps to a youngster "but not as expensive as a ten dollar set", he added Years passed.

It was in the mid 1970's, and a chap at the Hollywood Stamp Club sold a mint set of Zeppelins to one of the club's founders, John Britt. As the owner of the stamps put the money in his wallet, he said to John, and to a small group of members who were watching the transaction, "Maybe you would like to know where I got those stamps".

We listened, and he told us that some forty years before a very generous collector had presented him with the set when he didn't have enough money to buy one. "I wish I knew the name of the collector who did it. I have enjoyed the stamps for years, but now I need the money more than I do the stamps. Mr. Newman told me who it was, but it was so long ago I have forgotten".

"Could it have been Milton Bauman ?" I asked the chap.

"That's it" he replied. "How did you know ?"

Odd, isn't it, how sometimes kind acts of generosity that might have been forgotten come back to brighten the memory?

Bauman's heart was broken when his collection was stolen, but long after he and Newman passed from the scene, the pleasure he brought a youngster lived again.

(Courtesy : American Philatelist, 1972.)

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INDIA - 2014

ISSUE	DESCRIPTION	FACE VALUE	
14.01.2014	Food Corporation of India	5	
30.01.2014	Year of Crystallography	20	
02.02.2014	Kolkata Museum	20+20+5	Only Ms
08.02.2014	Jagjit Singh	20+5	
11.02.2014	Central Vigilance Comm.,	5	
25.02.2014	Hasrat Mohani	5	
25.04.2014	National Council of Church	5	
30.04.2014	Chattampiswamikal	5	
30.04.2014	Gobind Ballabh Pant Hosp	5	
14.05.2014	Drukpa Lineage of Buddhis	5	
12.06.2014	FIFA Word Cup	25+25+5+5	Also Ms
20.08.2014	Gaiety Theatre	5	
03.09.2014	Indian Musicians	Rs5 x 8	Only Sheet let
28.10.2014	Anagarika Dharmapala	5	
04.11.2014	Liver Transplantation	5	
12.11.2014	Unit Trust of India	5	
28.11.2014	Indo slovania Joint issue	25+5	Also Ms
29.11.2014	Sagol Kangjei	5	
04.12.2014	Swami ekrasanand Sarasw	5	
15.12.2014	Kendriya Vidyalyaya	5	
24.12.2014	Kuka Movement	5	
30.12.2014	Baba Amte	5	

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