

# STAMP HINGES

Volume 58, No 3

The Quarterly Journal of the PSWA

ISBN 0729 6517

1 July 2022

## President's Message



The last three months have passed quickly. Plenty of stamp events have happened with another six to come before the end of the year.

On a sad note some of our members have passed. Our condolences to the families concerned. RIP.

Next year we join forces with the Philatelic Council of WA to hold a two day event on 22/23 July 2023, with plenty of dealers and two auctions. Later in the year the Council will host the Perth 2023 Stamp Exhibition.

Our club remains strong, but we continue to encourage new memberships and visits from members of other clubs, whatever their interest: stamps, postmarks, cinderellas or postcards.

Please take care and stay safe.

Mel Peachey.

## Full Program Set for Second Half of Year

**The July–December period will be a busy time for PSWA members with a full program of activity to the end of the year.**

The regular activities the 2022 Syllabus continue to be well attended. The Daytime Stamp Club consistently sees 30 or so members attending. The Library Day is growing in numbers with some members staying for the whole six hours or popping in for a short while to access the library or to get some advice on philatelic (and non-philatelic) matters from those attending.

The General Meetings, accompanied by a series of quality exhibits and a well contested “sale by tender”, are always a near full house. In addition, the Philatelic Forum has a steady attendance of regulars, with other members dipping their toes in to learn how to better display their collections.

Specific PSWA events for the balance of the year comprise PSWA Stamp-It on Sunday 21 August; the PSWA Stamp Event on Sunday 6 November; and, the PSWA Open Day and Auction on Sunday 11 December.

These PSWA activities are augmented by those of the other WA stamp clubs and organizations. These include: Rockingham Stamp Show on Sunday 7 August; PNS Coin, Medal, Banknote and Stamp Fair on Saturday 13 August; ACE Stamp Auctions on Saturday 3 and Sunday 4 September; SOUTHPEX on Sunday 11 September, Perth Stamp & Coin Show Friday 30 September, Saturday 1st & Sunday 2nd October (incorporating SWANPEX).

## Inside this Issue

**PSWA Events Calendar**

**New KGV Discovery**

**Philately and Jigsaw Puzzles**

**Use Condyl's Crystals**

**1d Red Kangaroo – The Cracked Clichés**

**100 Years of War Tax Stamps – Part III**

## 2022 Office Bearers and Appointed Positions

President:	Mr Mel Peachey
Vice President:	Mr George Morris
Secretary:	Mr Gavin Woodward
Treasurer:	Mr Nigel Rainford
Committee member:	Mrs Demelsa Belcher
Committee member:	Mr Roger Cumming
Committee member:	Mr John DiBiase
Committee member:	Mr Paul Holman
Committee member:	Mr Mark Leaman
Committee member:	Mrs Penny Wells

### Appointed positions:

Circuit Secretary:	Mr George Morris
Librarian:	Mr Mark Leaman
New Members Officer:	Mr John DiBiase
Publicity Officer:	Mrs Demelsa Belcher
Stamp Hinges Editor:	Mr David Mazitelli
Auction catalogue Coordinator:	Mr Paul Holman
Auctioneer:	Mr Terry Finlayson

## PSWA 2022 Events Calendar

**STAMP-IT** Sunday 21 August  
Venue: Cannington Exhibition Centre

**STAMP EVENT** Sunday 6 November  
Venue: South Perth Community Centre

**OPEN DAY AUCTION** Sunday 11 December  
Venue: Philatelic House, Lord St, East Perth

## 2022 Syllabus

**1. PSWA General Meetings:** held on the third Tuesday evening of each month, at Philatelic House, 40 Lord Street, Perth.

Circuit sheets are available from 7.00 pm.

A Sale by Tender is held at each meeting.

### Changes to Presentations

Please note that Damelsa Belcher's Mystery presentation, scheduled for the August PSWA General Meeting, has been deferred to a later date.

Instead, Mel Peachey will present his Lithuania collection for the interest of members.

**2. The Philatelic Forum:** held at 7.30 pm on the first Monday of each month except January at Philatelic House, 40 Lord Street.

The Forum promotes philatelic exhibiting. Each meeting includes a "Displaying Tips" segment.

**3. Library Night:** held at 7.30 pm on the second Monday of each month except January at Philatelic House, 40 Lord Street.

### 4. The Daytime Stamp Club:

held at 1.00 pm on the first Thursday of each month, except January, at the Scout Hall, 399 Rokeby Rd, Subiaco.

Display, quiz, talk and a sale-by-tender are part of the program of each meeting.

**5. Club Library Day:** held from 10.00 am to 4.00 pm on the first Saturday of the month at Philatelic House, 40 Lord Street, Perth.

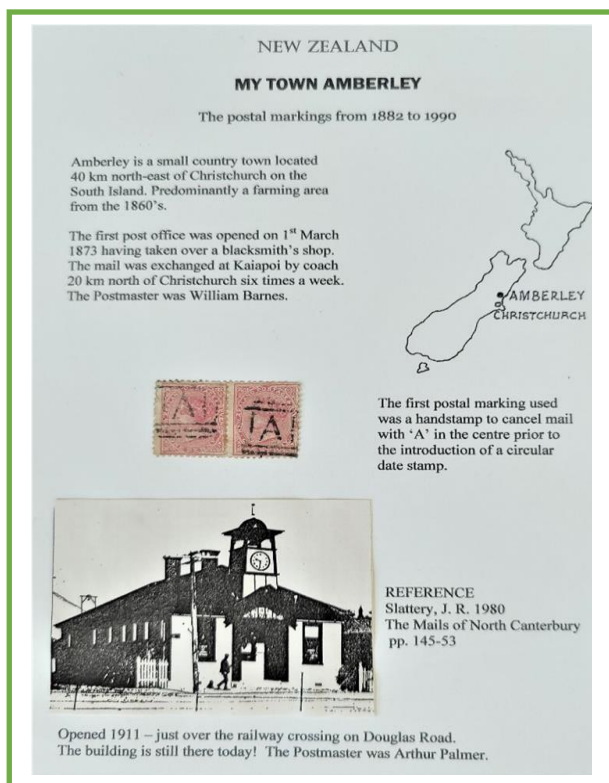
**Please note change of dates:** The 3 September Library Day has changed to **10 September** and the 1 October Day has changed to **8 October**, due to clashes with other philatelic events.

# Daytime Stamp Club

**There continues to be a solid turnout at the Daytime Stamp Club held at the Scout Hall in Rokeby Road, Subiaco.**

The June quiz was a “toughie” with no attendees managing to get all three questions correct. A wide range of material was on offer at the regular “Sale by Tender”. Real bargains were secured at very competitive prices.

Penny Wells presented a hybrid collection of exhibits which stimulated discussion. They comprised two one-framers “*The Early Christchurch Bridges over the Avon River 1900-1925*” and “*My Town, Amberley; Postal Markings 1882-1990*” (NZ), along with a trinity of projects in development.



*Page 1 of Penny Wells Amberley Exhibit.*

The three “projects in development” presented by Penny comprised “New Zealand Postmarks in 1934”; “The Merino Sheep”; and, “My Birth Place – Methven”. Interestingly, the Methven project spent some of its early life on display at the Methven (NZ) Post Office before being retrieved by Penny’s mother and “repatriated” to Perth.

## Daytime “Show and Tell” - Byrd’s USA Antarctic Expedition of 1934

**Mike Kouwen displayed a cover at May’s Daytime Stamp Club with a curious history.**

Carrying two 3 cent USA Postal Service Byrd Antarctic Expedition II stamps, the cover was posted in Little America, Antarctica, on 30 January 1934 and was not delivered to its Wellington, New Zealand, address until 25 April 1935.

As Mike told it, two ships arrived at Little America in 1934. The *Jacob Ruppert*, with Admiral Byrd, the leader of the expedition, and mail bags containing some 56,000 pieces of first cancellation mail, docked on 17 January 1934. Another, the *Bear of Oakland*, docked on 30 January, also carrying cancellation mail.

A tent was set up as the first Little America, Antarctica, Post Office. Leroy Clark, the Assistant Post Master, started cancelling the mail for its return journey with a hand canceller and ink pad along with a portable hand-cranked machine canceller.

Things did not go quite as planned apparently.

The ink froze. The crank-machine canceller froze. Assistant Post master Clark couldn’t cope. In error, he changed the cancellation date from 30 January (Roosevelt’s birthday) to 31 January on the machine canceller. This resulted in only a small number of covers carrying the 30 January 1934 date.

This was an issue because the financing of that, and subsequent expeditions, relied on funding not only from government but also from philatelists who wanted correctly dated covers. Potentially, this was a public relations disaster in the making.

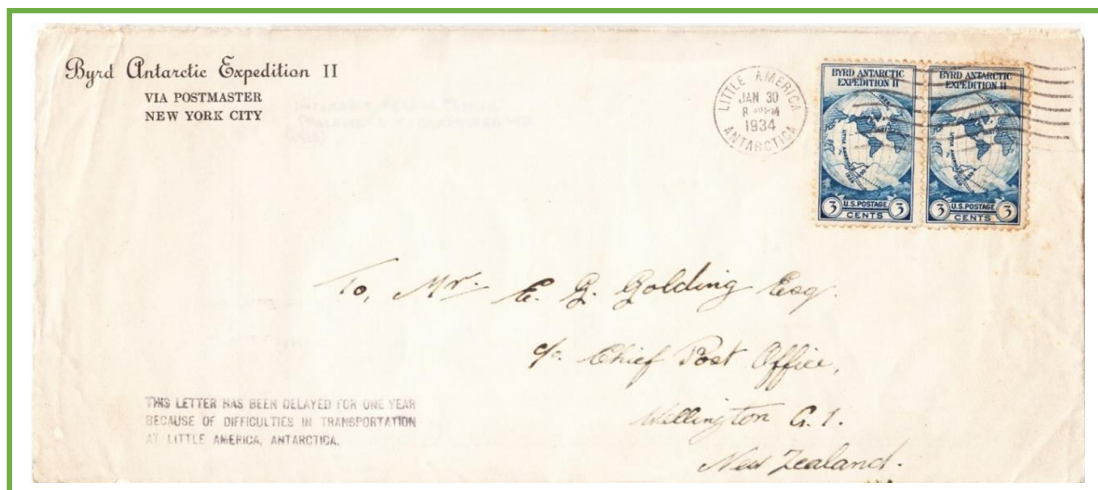
In the time available, Clark was only able to cancel some 6,000 covers before the ship had to depart.

Byrd, to his dismay, subsequently discovered that Assistant Post Master Clark had made a date error on the cancellation of the covers. To avoid a furore amongst collectors Byrd

apparently decided to hold back from delivery all the covers carrying the correct date of 30 January 1934 until the following year. This created some consternation amongst collectors. However, the hobby of philately was well

served insofar as a whole new area of collecting interest was created.

<https://www.south-pole.com/p0000143.htm>



*Roosevelt's Birthday. First cancellation variety Type 1 – seven wavy lines with 8.30pm 30 January 1934 cancel*

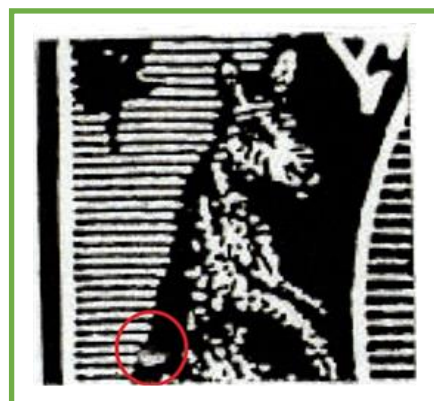


## KGV New Discovery

A PSWA member has recently discovered a 1½d Black-brown Die I (Crown/A watermark) with a small flaw on the Kangaroo's back.

Bill Fiora has confirmed it as a new and consistent flaw and allocated it the UCV number A58.

KGV collectors might be well rewarded for checking their collections for UCV A58.





# Philately and Jigsaw Puzzles

*Dr Bruce Haynes*

**My younger daughter is in the art business so when I showed her my latest one-frame exhibit I said “This is my latest creation”.**

Then it occurred to me that if I was to explain the attraction of philately to others, I might compare it to jigsaw puzzles.

Traditional stamp collecting as per catalogue is rather like putting together a jigsaw puzzle. The catalogue gives you the picture and the philatelist finds the pieces and puts them together in an album. Some collections are like shop bought jigsaws with all the pieces present and others are like op-shop bought jigsaws where you do not know if you are ever going to find all the pieces no matter what the price. Creativity in each case is rather limited to deciding what it is you are going to collect and then following the catalogue. Revenue, First Day Cover and First Flight Aerophilately are somewhat similar.

Postal History is different as there is no catalogue. The collector has to make up the picture and then identify a cover as being a piece that fits the picture or not (or change the picture to fit the cover). The nearest I know to doing postal history is my friend who does jigsaws that have 5,000 pieces with the same picture on both sides but one picture is rotated 90 degrees and with a number of pieces missing. The postal historian is creative in deciding what to collect and modifying it as it progresses. It also takes a measure of creativity and a great deal of knowledge to identify a cover as fitting into the collection. The following is a description of identifying a cover that fits into a collection.

I am a somewhat parochial Western Australian collector, so my WA military mail and WA airmail collections exclude ‘foreign’ material. The usual campaign mail that forms the bulk of most military collections is irrelevant so far as my WA military collection is concerned.

Similarly, wonderful first flights from London to Melbourne in 1919 have no interest unless they were addressed to WA. So, what to do with a damaged cover sent by air from Malaya to Victoria in 1942? That it was damaged is of no concern to me if the cover has other redeeming features. Of course, if it was damaged in an aircraft or shipping accident then the more damage the better. While in the process of consigning this cover to the \$2 bin in the hope that someone could find a reason to give it a home, I actually looked more closely to see what I had previously missed. The cover has the usual printed red postal marking for mail sent by Australian forces in Malaya and an Australian forces datestamp,, but no transit markings. The cover was sent by a soldier in the Field Bakery but that was not sufficient to save it from the bin. What transformed this cover from Bin to Star was the datestamp showing it was posted on 6 February 1942. My knowledge of military and airmail activity in 1942 is not first hand because I was born almost a month after the cover was posted. There are plenty of references to inform me that this cover was posted a day before the Japanese invaded Singapore – so it cannot have been posted on the Malay peninsula and must have been posted in Singapore. As an airmail cover it cannot have departed Singapore by air because the last airmail service had departed some days previously. So it must have been included in a mailbag on one of the few ships that departed Singapore just before the invasion and got through. Somehow the cover must have entered the Netherlands East Indies postal system and been carried by air to Australia before that service also was cut. This air service was disrupted by Japanese attacks so was diverted from Darwin to Broome. Surprise. The irrelevant cover headed for the bin suddenly became a star in my Western Australian airmail collection. Somewhat like recognizing a jigsaw piece on the carpet just before it disappears up the vacuum cleaner.

The trouble is that I cannot illustrate the cover. I cannot remember where I put it! Perhaps I should start doing jigsaws.

# Use Condyl's Crystals

David Mazitelli

**Penny Wells had a couple of pages of material in her one dollar bin at a PSWA event a few years ago, that attracted my attention. I quickly read the document. It made me laugh, so I paid her a dollar, got talking about something else, and absent mindedlly walked away, without taking my expensive purchase with me.**

At the next Daytime Stamp Club meeting Penny turned up with my purchase. I don't know who wrote the story in the document, but this is it, verbatim:

## ***Agony in the Inland***

*Jimmy was a stockman whose horse had thrown him as he was mustering cattle. His injuries were serious, and painful. Tuckett, the then Postmaster at Halls Creek, Western Australia, a tiny settlement in the north west, whose "parish" covered five thousand square miles and who was called on to handle mail once a month, at best, met Jimmy after the injured man had travelled thirty agonizing miles into the "Creek". Tuckett realised that the man's condition was critical. He went to his office, tapped out a message to Perth, the West Australian capital two thousand miles distant, for his former first aid tutor – Dr Holland.*

*He described the man's condition, and asked, "What can I do?"*

*"Operate at once," replied the doctor.*

*"I have no surgical instruments", tapped Tuckett.*

*"Use a penknife and a razor."*

*"I have no antiseptics for such a job."*

*"Use Condyl's Crystals."*

*"The operation might kill him."*

*"He'll die anyway if you don't operate."*

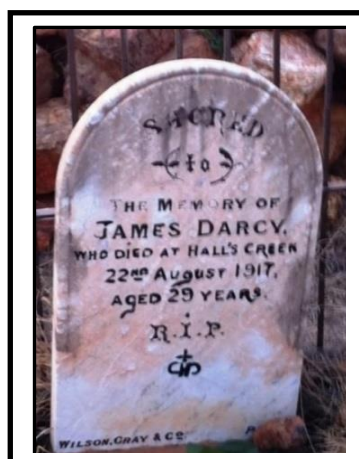
*So with a kerosene lamp to serve as theatre lamp, and with the doctor's instructions coming, step by step, to him by earphones, Tuckett operated.*

*Dr Holland then left by cattle boat for the long trek to Jimmy's bedside. Six days he travelled from Fremantle to Derby, a long Indian Ocean traverse; then for days he travelled by car, which broke down half a dozen times, over primitive roads. Thirty miles from his destination, Dr Holland had to get out and walk – the car had given up the ghost, after it crashed.*

*The doctor walked to the nearest cattle station, where an Aboriginal stockman rounded up two horses, attached them to a sulky, and brought him thus to the patient's bedside, or almost.*

*"How's the patient?" he asked Postmaster Tuckett.*

*"He died yesterday," was the answer.*

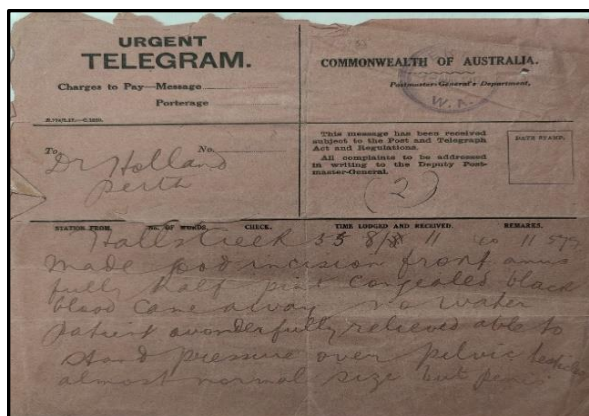


***The grave of Jimmy Darcy, Old Halls Creek Pioneer Cemetery.***

Now, at the time I bought the document from Penny with this story on it, I did not know if it were true, or just a good bush yarn. Intrigued, I decided to have a closer look.

A trip to the Battye Library elicited a remarkable trove of material that, in essence, supported some aspects of the story as written – but, perhaps, it was not something that should lend itself to humour. The true situation was much more dire.

The Battye Library trove included Dr Holland's diary; the originals of some of the telegrams sent by Fred Tuckett the Postmaster at Halls Creek, to Dr Holland; Dr Holland's diarized account of his journey from Fremantle to Halls Creek to help save Tuckett's patient; a full transcription of all telegraphic conversations between Fred Tuckett and Dr Holland; and, a few photographs and negatives.



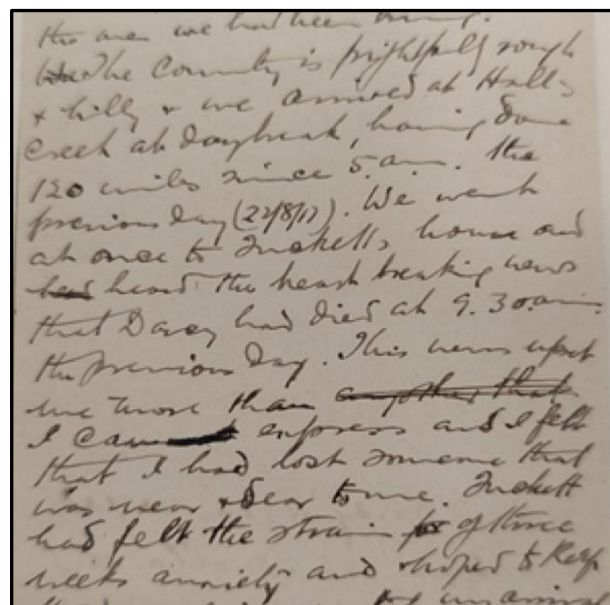
**Telegram Fred Tuckett to Dr Holland advising the operation had been completed successfully.**

The telegraph exchanges took place over nine days, from 31 July until 8 August 1917. They ran to 11 foolscap pages and contain detailed instruction from Dr Holland to Fred Tuckett on the procedures he needed to follow to deal with the injuries Darcy had received. Tuckett was doing it on his own. No nursing staff, no surgical experience, and little equipment. Nothing but a first aid course completed some few years before, and a very sharp pocket knife.



**Postmaster Fred Tuckett with his Morse Code handset at Halls Creek.**

Jimmy Darcy, was not on his own in this. He had two brothers. One of them, on hearing the news of his brother's misfortune, rode 250 miles from Wyndam to Halls Creek over hard country in 60 hours, using five horses, to be at his side.



**Extract from Dr Holland's Diary recording the time of death of Jimmy Darcy.**

In the end it was not the injuries from the falling horse rolling on him, or the subsequent operation by Fred Tuckett, that led to Jimmy Darcy's demise. He was doing well on that account. It was the return of his Malaria infection that got him in the end.

However, if good ever comes out of tragedy, it happened in this instance.

Reverend Dr John Flynn, a minister in the Presbyterian Church, and who headed up the Australian Inland Mission, heard of the Jimmy Darcy tragedy at around the same time he received a letter dated 2 November 1917, from Lieutenant Clifford Peel, a young Victorian medical student and pilot.

Rev Flynn responded to Lieutenant Peel's letter. In a second letter to Rev Flynn, dated 20 November 1917, aboard HMAT *Nestor*, bound for Great Britain on his way to World War I, Lieutenant Peel outlined a detailed proposal showing how aviation could take medical services to the inland and save many lives.



A copy of Lieutenant Peel's 20 November 1917 letter can be found at;

<https://www.3squadron.org.au/subpages/peel.htm>

The Rev Flynn was inspired by the idea and spent the next decade working to create what has become the Royal Flying Doctor Service.

In the winter of 1927, the Australian Inland Mission's medical adviser Dr George Simpson travelled over 12,800 kilometres through the remote regions of Australia to make an assessment of the medical needs of people in the remote parts of Australia. Dr Simpson's "Patrol" made it clear that a very real need was apparent.

A short, grainy, National Film and Sound Archive film clip of a section of that "Patrol", departing Oodnadatta in South Australia, can be seen at:

<https://aso.gov.au/titles/documentaries/an-aim-patrol/clip1/>

On 2 November 1927, after Dr Simpson's "Patrol", the "Brisbane Courier" newspaper reported that a "try out" of an aerial medical service was starting in Queensland and that the Rev John Flynn and Alfred Traeger, who was an experienced pedal-powered wireless operator, were in western Queensland setting up an organisation for that purpose.

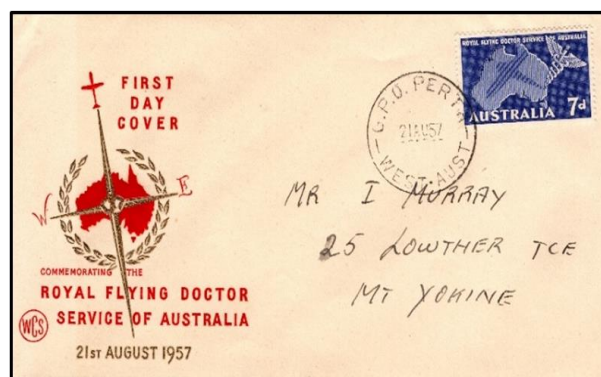
Six months later, on 17 May 1928, some ten years after Jimmy Darcy's death, a de Havilland DH50A aircraft, VH-UER, named *Victory*, leased from the new Longreach-based start-up airline, Qantas, and piloted by Arthur Affleck, took off from Cloncurry, Queensland, for Julia Creek. The Royal Flying Doctor Service had commenced.

Ironically, it took the deaths of James (Jimmy) Darcy at Halls Creek in 1917 and Lieutenant Clifford Peel, who was listed "missing in action" in 1918, before the life saving medical aerservice became operational.



***VH – UER loading up a patient under the large hatch between the pilot's cockpit and the engine for emergency transfer. (Courtesy of 3 Squadron RAAF Association).***

On 21 August 1957, Australia Post issued a 7d stamp as a tribute to the establishment of the RFDS; 1958 being the 30<sup>th</sup> Anniversary of its establishment.



On 15 May 1978, another stamp, coinciding with the 50<sup>th</sup> Anniversary of the establishment of the Service, was released by Australia Post. This 18 cent stamp used the image of a Baron



Beechcraft landing on a remote airstrip somewhere in the outback of Australia.

In six year's time, 2028, we will celebrate the Centenary of the establishment of the RFDS.



# 1d Red Kangaroo – The Cracked Cliches – Part 1

*Greg Morgan*

## A Brief History

The Kangaroo series was the first Commonwealth issue following intense debate between Royalists and the Australian colonists wishing to emphasize their identity. It took numerous design changes which occurred over many months until the final design was accepted; and the rest is history. The 1913 Kangaroo series has been studied more in depth than many other issues, and particularly the 1d red. Why the 1d red you may ask?

The 1d was the domestic postal rate and approximately 661,992,000 were printed over six (6) printings using nine (9) plates, initially configured in a block of four (4) having 240 stamps and later in a block of two (2) having 120 stamps.

Due in large to the above factors, history, enormous printing pressure on the dies, shade variations due to formula mixing, varied printing blocks and plates, the opportunity for flaws and variations to occur was enormous and hence the collecting interest. The story is never completed!

## GR26 – The “Big Crack”

A good place to start on this subject would be the most famous of them all; colloquially known as the “Big Crack”; position plate “G” right pane stamp number 26 (GR26).

It is known that development of the crack began in early July 1913; the earliest recorded date being July 6<sup>th</sup>, 1913. The crack developed quickly to its full extent by August 1913. (Ref: Adams, Bell & Pope). I have in my collection Fig. 6 which has State 1 of the cracked cliché bottom left corner (GR 20, 21, 26, 27) shown zoomed at Fig. 1.

Under close examination of the Kalgoorlie Parcel ORS the date 11<sup>th</sup> November 1914 is clear. If assuming the data gathered by Adams, Bell & Pope is correct, the assumption would be that these stamps would have remained unused for the period from July 1913 until the 1914 postage usage: a period of 16 months. An

unusual and interesting piece. As previously told, the “story may never be complete” and hence the complexity of the 1d red Kangaroo.



State 1. Fig. 6

It is generally accepted that the development of the crack can be categorized into six (6) stages, the appearance of which can vary due to inking and press pressure.

**State 1:** The crack extends from Cape Arid to the top of the value circle at 11 o'clock.

Please note below four (4) Figures, all showing minor differences, particularly Fig. 2 where the gap appears wider where the crack bisects the value circle frame.



State 1. Fig. 1



State 1. Fig. 2



State 1. Fig. 3



State 1. Fig. 4



Fig. 5

It is interesting to note that all earlier states of this cracked cliché variety show an inner frame break between line 1 and 2 above Tasmania (Fig. 5). As the crack develops in later states this frame break reverts to a full frame line. This is a new observation made by the

author after viewing over 30 copies in his possession. The opportunity to view further copies held by other collectors would be welcome.



State 2. Fig. 7

**State 2:** The crack extends from Cape Arid to the top of the value circle at 11 o'clock and exits from the value circle at 7 o'clock then extends to the "E" of "ONE".

Note the entry point of the crack into the "E" of "ONE" in Fig. 7. The entry point doglegs and shifts to the left in later printings. As in the earlier "State 1" note the inner frame break as per Fig. 5, occurs in this State 2 progression also.

**State 3:** The crack has now extended through the base of the "E" and through to the edge of the outer frame.



State 3. Fig. 8



State 3. Fig. 9



Fig.10

The crack varies within the two Figures 8 and 9 with a distinct widening in the latter.

In contrast to the previous Fig. 5 the inner break in the right frame between lines 1 and 2 above Tasmania, has now become variable (Fig. 10).

**State 4:** The crack now extends above Cape Treville though it does not extend to the "A" of "Australia".

All examples within State 4 cracked cliché have varying differences in the length of the crack from WA to the 1<sup>st</sup> "A" of "Australia". The crack has also now split the outer frame below the "E" in "ONE" (Figs. 11 and 12).



State 4. Fig. 11



State 4. Fig. 12

The break in the inner frame between lines 1 and 2 above Tasmania is now closed (Fig.13) and remains so for all further States 5 and 6.



Fig.13

**State 5:** The crack now extends through the "A" of "Australia" and breaks the upper frame (Figs.14 and 15). All examples of the State 5 cracked cliché have minor differences in the extent and the opening of the crack as it extends through the "A" of "Australia" and breaks the upper frame.



State 5. Fig. 14



State 5. Fig. 15



**State 6:** The final State shows a widening of the crack as it completely extends through the entire cliché.



State 6. Fig. 16



State 6. Fig. 17

Heavier inking can be noticed to the right of the crack in the final stages.

### Conclusion GR26

All variables within the states can be subjective, hence the interest and a story in progress as more examples become available within the market.

**To be continued. Part II** of this article will appear in the next issue of Stamp Hinges: 1st October 2022.

## WANTED

### WAPEX '54

material, ephemera, tickets, PR and advertising collateral, programs etc., are sought by Mr Steve Hoath for an exhibit. If you can help, please contact Steve at:

[schoath@gmail.com](mailto:schoath@gmail.com)

### WA Revenue Duty Stamps

from 1881 (Dzelme catalogue number R1) to 1927 (Dzelme catalogue number R155), to help build my collection. If you have any spares and are willing to sell, please contact Les Hearne at: [leshearne@hotmail.com](mailto:leshearne@hotmail.com)

## 100 Years of War Tax on Postage Stamps – Part III

*David Mazitelli*

Part II of this article was published in Volume 58, No2, the 1 April 2022 edition of Stamp Hinges. This is Part III – a continuation of the World War I war tax stamps section.

### Falkland Islands

The Falklands issued three war tax stamps: the first on 7 October 1918. It used the ½d, 1d, and 1/- stamps initially issued in 1912. All three were overprinted by the Government Printing Press in Stanley with the words "WAR STAMP".

Stanley Gibbons records that there were five printings of the war stamp overprint and all except that of May 1920, used the same setting.

Line and comb perforations were apparent as were different shades in the same value stamp. This complexity resulted in a total of 17 different stamps being issued over the period. Of these, three are represented here; one of each of the issued values.



### Ceylon

Ceylon introduced a war tax of one cent in November 1918.

One of three different overprints were applied to previously issued 1 cent, 2 cent, 3 cent and 5 cent stamps. Variations in the overprints exist, comprising inverted overprints, double overprints and stamps with the overprint omitted.

Forgeries of these variations exist.



A variety of shades also exist comprising blue-green and yellow-green in the 3 cent stamp and purple and bright magenta in the 5 cent stamp.

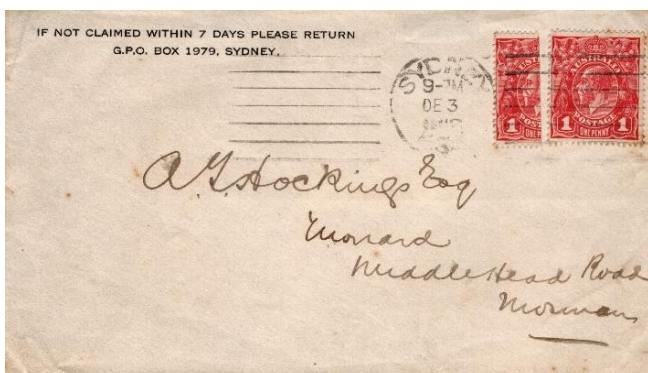


## Australia

The Australian Government introduced a war tax of one halfpenny to take effect from 28 October 1918 – just 2 weeks prior to the Armistice on 11 November 1918.

The rate increased from one penny to one penny halfpenny (three halfpence). However, stamps carrying the impost were not available until 9 November 1918 – 2 days before the Armistice. In the interim, the value was made up by the use of a combination of existing stamps.

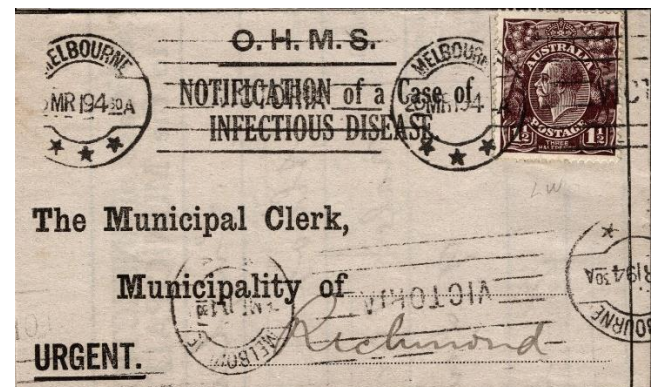
Examples exist of bisects being utilized to make up the new rate when the new 1½d issue was unavailable.



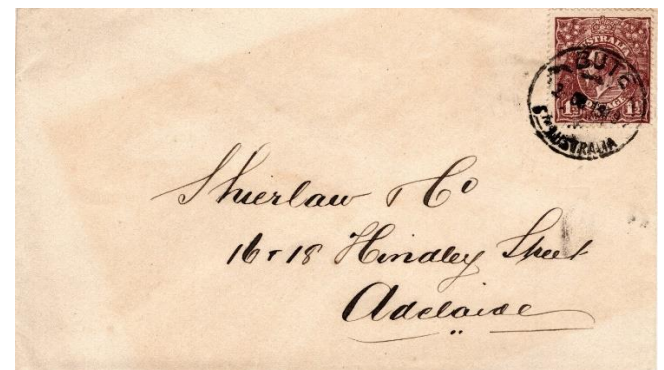
T S Harrison produced the three halfpence value by using a blank KGV master die to derive a secondary die (known as Die I) for the issue.

There were two watermarks employed over the period: the Large Single Crown/A (Type 2) and the Large Multiple (Type 4).

The stamp was initially printed in black-brown. However, this was unsatisfactory since the postmark was difficult to see.



Accordingly, a lighter brown shade was introduced from April 1919. A considerable range of brown shades exist; the ACSC lists four in the single watermark and five in the large multiple watermark.



There was no visual recognition of the tax on the stamp by over-printing or including a device in the design.

The halfpenny tax was abolished on 1 October 1920, and a new two penny postage rate was introduced.

**To be continued: Part IV** of this article will appear in the October issue of Stamp Hinges.