

NEWSLETTER OF THE ORANGE COIN & STAMP CLUB FOR 30th SEPTEMBER 2025

#275

2025 is our 60th Year



Ray Norman, at left, passed away in January 2025. He is seen buying stamps off Wendy Stoker, the then Club president. Wendy passed away in 2014. The venue was the April 2013 Orange Expo at the Kenna Hall. Ray was an inveterate collector of stamps, royal memorabilia, fine bone china and many other things. He is sadly missed.

Our web-site is <https://orangecoinsandstamps.org/>

THIS NEXT ORANGE COIN & STAMP MONTHLY MEETING IS ON THIS TUESDAY NIGHT 30th SEPTEMBER 2025 at 7.30.

Our current monthly meeting is at the Orange Cultural Centre at 7.30 on this **Tuesday 30th September 2025**. It is a normal monthly meeting.

If it's cold the heaters will be turned on at 4pm

Straight after that, the Club will hold a short **annual general meeting**.

At the annual general meeting all Club positions are up for election. The Club's audited financial report for 2024-2025 needs to be adopted. There are motions on notice so the meeting is unlikely to go over 20 minutes. Straight after the annual general meeting

The next night meeting after that is on Tuesday night, 7.30pm 28th October 2025.

Our next monthly coin & stamp mini-fair is in the Orange Cultural Centre is on **Saturday 4th October 2025** from 9 to 'middayish'.

Our meetings and the monthly fair are held in the Orange Cultural Centre building Sale St, Orange. It's the building that used to be a school. It's on the right hand side

as you enter the Woolworths Car Park. The building is sort of opposite Harris Farm Market, but entrance is from the mini-park on the Sale St frontage.



OUR 6th SEPTEMBER CLUB ANNUAL AUCTION

Our annual auction on 6th September was even more of a success than we had hoped.

There were 220 lots. The stamp lots included some high-quality Australian & European stamp album lots from the estate of the late Tony Richards and the estate of the late Elmar Ozols.

These lots were all "priced to sell" and sell they did. Almost all of the stamp lots were cleared. The box lots all went.

Perhaps only half of the numismatic lots sold. There may have been some reluctance to purchase them at their higher prices.

Your editor counted about 30 bidders on the floor. Quite a few were unfamiliar faces "from out-of-town".

Thanks to all those who helped: -Peter Neville as auctioneer and all those who did the pencilling and recording. Thanks

too to those who looked after the lot viewing earlier in the morning.

Thanks to Tony Read and Howard Lyons who initially prepared and then finalised the catalogue. Thanks also to Howard for supplying the bidding forms and lot inspection sheets.

President`s Report for 2025

This to be my last President`s report, I would like to take the opportunity to thank the Committee and Club Members for their ongoing support.

The year was busy with our first Spring Auction for many years, it turned out to be a great success. The Christmas lunch after the January meeting seems to be the way to go in the future, both members and their partners enjoyed the lunch.

The Spring Fair; and Expo saw a reduction in outside dealers, with Tony Byrnes retiring and Chris Buesnell and Wynyard Coins being unable to attend Expo, club members filled the vacancy. It was possibly one of the best we have had, due mainly to the increased use of electronic media.

Club nights were well attended, even in the bleakest of Orange`s weather, member`s talks were informative and interesting with several newer members participating. The Saturday Bourse possibly needs publicity to attract more visitors, with club dealers more abundant than prospective buyers!

Overall it has been a very successful year for the Club, this being our 60th. Anniversary.

Tony Read.

OUR ORANGE 2025 COIN & STAMP EXPO DEALERS - PLEASE KEEP SUPPORTING THEM

- **Orange Stamps & Coins** (Howard Lyons), PO Box 9288, Orange, 2800; Mobile 0427 107 554 Phone/fax (02) 6362 2368, E-mail: - howard.lyons@bigpond.com
Buying and Selling – Stamps, Coins, Banknotes, Accessories, etc.
- **Phil & Win Morehouse**, Bankstown. NSW 2200 Ph: (02)9707 4087, New e-mail is: - phillipmorehouse401@gmail.com World-wide stamps bought and sold
- **Top End Coins:** Les Robinson, P.O. Box 381, Nelson Bay. 2315 Phone: 0455 660
email: topendcoins@gmail.com
- **Peter Neville Stamps.** Orange. Phone 0400754209
peternevillestamps@gmail.com or www.ebay.com/str/stampsorangens

DATES FOR 2025

Orange Coin & Stamp Club 30th September 2025 monthly night meeting, followed by our short **annual general meeting** all starting 7.30pm at the Orange Cultural Centre.

Orange Coin & Stamp Club mini-fair at the Orange Cultural Centre Saturday 4th October 2025, 9 to 12ish.

Toowoomba Stamp Club 2025 Stamp Fair, 11th October, 9-3.30 at Toowoomba Indoor Bowls Association Hall, 10 Annand St, Toowoomba CBD, QLD

Milton-Ulladulla Stamp Club's 2025 Stamp & Coin Fair, Saturday 11th October 2025, 9.30am to 3pm, at the Bay Pavilion, 12 Vesper Street, Bateman's Bay. Buying & selling. Free admittance.

PHILAS Auction #145, 11th October 2025, Newington Community Centre
Corner of Avenue of Europe & Avenue of Asia, Newington NSW 2127

Richmond Stamp Club hosts the East Kurrajong School of Arts Stamp & Coin Fair (plus fused glass & jewellery), 25th & 26th October 2025, Sat 9-4 and Sun 9-2. At East Kurrajong School of Arts Hall, 1090 East Kurrajong Road, East Kurrajong.

Hobart National 1-frame Exhibition and Stamp Show, at Hobart Town Hall 30th October to Sunday 2nd November. Entries close 4th August.

Fishers Ghost Stamp Fair, Sunday 2nd November 2025, from 9am at Campbelltown Civic Centre, Cnr Broughton and Queen Streets, Campbelltown. 2 auctions 11am and 2pm.

Mudgee Note Mudgee Coin Note and Stamp Club trade fair, 8th November 2025 10-1pm at Club Mudgee

Wagga Stamp & Coin Club's Stamp and Coin Fair, 22nd and 23rd November 2025, starts at 9am, Sturt Public School, White Avenue, Koorinal [a Wagga suburb] 2650

AUSVIPEX 2025 - Australian Virtual Philatelic Exhibition
27th November 2025 - 28th February 2026
The Australian Virtual Multi-Frame Philatelic Exhibition, AUSVIPEX 2025

Organised by: Australian Philatelic Federation (APF).

Official Website: www.ausvipex2025.com

AUSVIPEX 2025 brings together collectors and exhibitors from Australia and around the world, using the internet to share philately without borders.

PHILAS AUCTION CATALOGUE FOR AUCTION #145 IS AVAILABLE IN THEIR WEBSITE



The catalogue for Auction 145 is now available on the Philas website. The Auction will be held on Saturday 11th October 2025. Browse through the wide range of lots and start planning your bids.

This auction is presented in three parts:

Part 1: Lots 1–1000 – Live (online), In Room & Postal

Live bidding will take place online via our secure bidding system. Full instructions are available on the website. Postal and in-room bids are also accepted for these lots.

Part 1 (continued): Lots 1001–1107 – In Room & Postal (no live bidding)

Part 2: Lots 1200–2392 – Postal Only

MUDGEES COIN NOTE & STAMP CLUB TRADE FAIR 8th NOVEMBER 2025

The Mudgee Coin Note and Stamp Club is having a trade fair on the 8th November 2025, 10am-1pm at Club Mudgee, and they are inviting our members to participate.

Alexandra Papworth has said that we can either have a trade table (to sell goods) or display space (presentation of small collectables). Tea and coffee, and lunch on the day will be provided.

They would like anyone interested to RSVP by the 1st September.

If you have any questions please feel free to contact Alexandra Papworth, Hon Sec., on 0478766762

TURN YOUR STAMPS INTO CASH! GET SOME PAGES READY FOR THE CLUB'S EXCHANGE BOOK

Colin needs coin and stamp pages for the next stamp circuit book and the next coin/note circuit books

Colin can be contacted direct at Email: ptilinopus1@bigpond.com Ph: 63690634.

ITEMS FOR THIS NEWSLETTER AND CORRESPONDENCE TO THE CLUB

Items for this newsletter are always required. You do not have to be a member of the Orange Club. They need to be posted to the Editor, Derek Dolstra, who is also the secretary at the Club's postal address: -PO Box 9113, ORANGE 2800 or better still e-mailed in Word format (pictures as

jpg files) to: - ddolstra@bigpond.net.au or Phone 02 63 614 872.



3 Barrack St Sydney 2000

Ph (02) 9299 2047 & Fax (02) 9290 3710
remains the same. Their e-mail address is sales@wynyardcoins.com



Campbelltown District Philatelic Society Inc.

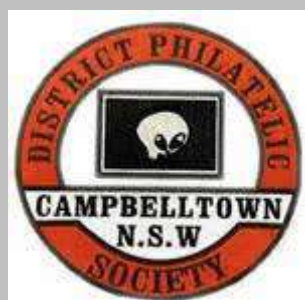


Proudly present Fisher's Ghost Festival 21st Annual Stamp Fair

Campbelltown Civic Centre - Corner Queen & Broughton Streets Sunday 2nd November, 2025

Doors Open 9 a.m. Free Entry Free Parking Easy walking distance from Campbelltown Railway Station and Bus Stops Stamp Auctions held at 11.00 a.m. and 2.00 p.m. Stamp dealers available for valuations and sales of stamps Club Circuit Books also available

Come and join us to see what stamp collecting is all about. Meet new people and start collecting New club memberships welcome - \$10 for the first year; \$5 thereafter Enquiries Club President: Bill - 0420 530 277 Club Secretary: David - secretarycdps@outlook.com Campbelltown District Philatelic Society Inc. Inaugurated 1972 P.O. Box 478 Campbelltown 2560





MUDGEES COIN, NOTE
AND STAMP CLUB INC.

PRESENTS

Coin, Note & Stamp Annual Fair

10 - 1 pm

New members welcome

Saturday, 8th November 2025

Adults \$2 Entry

The Auditorium,

Raffle Dealers

Club Mudgee

Coin & Stamp Displays

99 Mortimer Street, Mudgee

For Further Information Contact; Alex Papworth

0478766762 MudgeeCNSC@gmail.com



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Contacts: Ann 02 4576 5031 or Helen 02 4578 8911

Hosted by Richmond Stamp Club. Free off street parking.



www.eastkurrajonghall.com

Milton-Ulladulla Stamp Club 2025 Stamp & Coin Fair

Saturday 11th October 2025, 9.30am to 3pm

At the Bay Pavilion

12 Vesper Street, Bateman's Bay

Activities: Huge hamper raffle

Buying and Selling

Free Admission

Enquiries: Steve on 0473 900 01 & Mike 0408 262 016

Visit the Club's website www.philas.org.au/clubs.php

Our members would like to extend a warm invitation to your members to attend our next stamp and coin fair.

Please find attached a leaflet advertising our fair which you would be welcome to distribute to members.

Kind Regards, Chris Lambert, Secretary Milton-Ulladulla Stamp Club

TONY READ –FAMILY HISTORY ON HIS WIFE’S SIDE OF THE FAMILY CONTINUES - *From Motor Cycles to Aeroplanes*

Tony Read’s talk to the August Club meeting continued with the history of Williams Brothers moving on from just selling bicycles to selling motor cycles. The Williams were, Tony said, on his wife’s side of the family.

The three original Williams brothers were: -

George Harold Williams

Henry James Williams

William Arthur Williams

The CCM (Canada Cycle and Motor Agency bicycle franchise in Sydney was fully taken over by the Williams Brothers in 1910.

Then from at least late-1910 they started manufacturing bicycles at their George Street, Sydney premises. They were built from standard parts, or were rebadged *BSA* cycles. They were sold under the brand *Waratah* bicycles.



The Waratah Rovers Bicycle Club from Petersham with their Waratah re-badged BSA cycles purchased from the Williams Brothers

W.A. Williams, who had managed the Sydney branch had bought the business from CCM in 1905, although he retained the CCM name until 1913.

In 1913 the bicycle and motor-cycle part of the business was taken over by his sons, Reg. and Percy, and the name was changed to Williams Brothers. Later it was changed to P. and R. Williams. Their motor-cycle part of the business was at 213-217 Elizabeth Street in Sydney.

Percy Williams was first employed as an office boy for the Canada Cycle and Motor Agency at the age of 14. He later reminisced about his first motor-cycle, an *F.N.*, a

Belgian motor-cycle. He bought it for £2 /10s. It was rebuilt several times. The *F.N.* was the first 4-cylinder motor-cycle.

THE REG. WILLIAMS STORY

David Reginald "Reg" Williams had also been employed, at the age of 13, by the Canada Cycle and Motor Agency. His father was Christopher Williams. He soon began experimenting with motor-cycles.

His sister recalls that Reg. took a small shop in Kogarah. He sold bikes and gramophones and other things. With a friend, Albert Clark, he constructed motor-cycles out of imported spare parts.

The two constructed a motor-cycle called the *Kralca*. It was built from fittings and a 5-6h.p. French *Antoine* engine. *Kralca* was Albert Clark spelled backwards. It was said that the shop was set up with less than £5 (\$10) loaned from his brother.

Reg. was in the Kogarah shop for only about 6 months. Williams Bros. (his parents) supplied him with old motor-cycles to do up and sell.

He advertised in the *Herald* every Saturday for 2/6d per ad. He regularly sold one motor-cycle each week.

At one time he advertised a top-of-the range English, *Arno*, 3½h.p. circa-1914 model, for £45. The purchaser gave him 45 single £1 Australian banknotes, which he had never seen before. He went to the bank to ask if they were genuine.

Tony Read pointed out that before the 1870's, most people used gold sovereigns of half-sovereigns. There were banknotes, but these were produced privately by each bank. Often they could only be cashed in at that particular bank.

There had been a large number of banks after the 1870's, but after land values were drastically reduced in the 1892-3 Depression, many had collapsed. At the time of Federation in 1901 there were only 17 banks left.



In the period before the Commonwealth government issued banknotes in 1913, banknotes were produced by individual banks. The £10 note, above is from the Australian Joint Stock bank. In 1910 the Commonwealth government reduced the use of private banknotes by putting a tax on them. The Government then purchased newly printed private banknotes and overprinted them.



The Collins /Allen £1 banknote of September 1913, offered to Reg. was the first Commonwealth of Australia banknote

In 1914 Reg. sold the shop in Kogarah and moved to Orange with Perc. In a later newspaper story it said that he had taken over C.A. Campbell's shop at 22 Simmer Street. In Orange they sold the very popular Douglas motor-cycles



The Douglas 1913 tourer of 2¾h.p.

The shop didn't last. In August 1914 World War I beckoned. Because Victoria had at up the Central Flying School at Point Cook in 1911 (with English box kites), the New South Wales Premier followed suit decided set up the New South Wales State School of Aviation at Richmond in 1916.

The Richmond site was at Ham Common and had previously been used by early aviators as a landing field. Much later it became the Richmond RAAF base.

The first Australian Flying Corps recruits had graduated out of Point Cook in 1916.

Reg. trained at Richmond, with his brother Perce, on a *Curtis Jenny* aircraft, under Captain William 'Billy' Stutt (1893-1920). He was one of an intake of 20, selected from 300 applicants.

For a period after November 1916, Reg. obtained his pilot's licence and then he became one of the instructors. He did that until he left to join the Australian Flying Corps for a posting overseas.

Reg embarked HMAT *Suevic* Melbourne on 21st June 1917. He disembarked at Liverpool on 26th August 1917. Served as 2nd Lieutenant with 7th Squadron of Australian Flying Corps. Served as temporary 2nd Lieutenant with British Army Regular Forces. In June 1917 when he was posted to England as part of the Australian Flying Corps. The 21-year old Reg. did not reach the fighting line, however, but delivered new aircraft from England to France.



AWM image of the NSW State Aviation School trainees. Reg is on the LHS next to the plane with a coat, a cap and a hat.

February 1918 he had operation to remove enlarged gland behind left ear. He left England on 21st November 1919 via aeroplane as a competitor in the 1919 *Greatest Air Race* from England to Australia. His Flying Corps appointment was terminated on 25th April 1920.

At the conclusion of the war the Commonwealth Government offered £10,000 prize money for the first Australian to fly from England to Australia – a distance of 19,000 kilometres - in 30 days. This was the very first long distance air race, and given that aviation was still in its early days: cockpits were open, there was no pressurisation and no radio contact with the ground. Reg. formed a team with Arctic explorer Captain (later Sir) George Hubert Wilkins as navigator, Val Rendle as co-pilot and Garnsey Potts as mechanic.



The Blackburn Kangaroo G-EAC

On 21 November 1919 the team left Hounslow, England in a Blackburn Kangaroo, headed to France on the first leg of their gruelling journey. Reg. recalled: "It was bitterly cold all the time. On the first day out from England, we flew for about four hours in a snowstorm with no means of navigating, just a compass." The crew conversed by sending notes to each other via a pulley and wire attached to the side of the plane. The inclement weather plagued them incessantly but it was engine failure that dashed their hopes of winning the race.

On 8th December en-route to Egypt they crash landed at Suda Bay in Crete. Unable to secure a new engine in time, the team had to abandon the race and Reg. returned to Australia by sea.

He arrived back in Orange in April 1920. On 7th May 1921 Reg. married Mabel Lawson in the Methodist Church at Canobolas just west of Orange.

Perce and Reg. Williams, after the War, continued to trade separately from their parents' Williams Bros, as P. & R. Williams. They opened premises at 80-82 William Street Sydney selling 2nd-hand motor-cycles. They purchased the AJS motor-cycle agency from Williams Bros. That left Williams Bros. with the Douglas agency. They focused on Douglas bikes and their own brand, the *Waratah*.

Williams Bros. were responsible for every sale of a Douglas motor-cycle in Australia. From February 1924 they sold a large number of Douglas motor-cycles to the N.R.M.A. for their roadside assistance teams.

Early Douglas motor-bikes have featured on a number of World stamps: -



The 97h.p. 4 cylinder Douglas racing motor-cycle of 1923



Australia issued 4 stamps showing vintage motor-cycles on 4th September 2018, but didn't include any model that was sold by the Williams'. The stamps showed 1904 Kelecom, from Adelaide, the 1912 Precision, and the 1919 V4 Whiting from Melbourne and the 1923 Invincible J.A.P. from J.A.P. in Melbourne.

In 1927 S.A. Cheney bought the controlling interest from the now-ageing Williams Bros. Cheney as mainly interested in cars, especially their Morris franchise. The buy-out forced a big restructure. A new public company called Williams Ltd was formed under

Reg. Williams to manage the *Douglas*, *Sunbeam* and *Waratah* agencies. Perce was managing director, but he carried on with his own quite lucrative *AJS* and *Velocette* agencies,



The 1922 model AJS motor-cycle



The Perce Williams' AJS Agency was able to sell a large number of motor cycles to the New South Wales Police Force.

David Reginald (Reg) Williams died in 1982.

THE PERCY WILLIAMS STORY

Percy Williams was first employed as an office boy for the Canada Cycle and Motor Agency at the age of 14. He later reminisced about his first motor-cycle, an *F.N.*, a Belgian motor-cycle. He bought it for £2 /10s. It was rebuilt several times. The *F.N.* was the first 4-cylinder motor-cycle.

Percy "PERCE" Harold Williams, David's brother, also moved to Orange in 1914 to open the motor-cycle shop at 22 Summer Street. His father was Cristopher Williams. An accomplished violinist, Percy attended a dancing school in Orange, and it was here that he met his future wife, Amy Burton. Perce lived at 14 Lords Place in Orange. Amy lived at 14 Lords Place and worked as a dental nurse with dentist Arthur Wallace. She was a proficient pianist and the couple enjoyed musical evenings, as well as tennis parties and picnics. Percy and Amy were engaged in October 1917.

Percy enlisted in Orange on 12th November 1917, aged 24. He embarked on the *Indarra* at Melbourne just 2 weeks later on 26th November, disembarking at Southampton on 15th February 1918. Percy was stationed in England during the war,

working as an air mechanic with the Australian Flying Corps. He returned to Australia aboard the *Kaiser-i-Hind*, disembarking in Sydney on 19th June 1919.

Percy and Amy were married at the Rockdale Methodist Church on 21st January 1922. They made their home in Sydney and had two children, though travelled often to Orange to visit family and friends. Percy's name appears on the Methodist (now Uniting) Church Orange Honour Roll.

In later life Percy and Amy Williams lived at 17 Village High Road, Vaucluse.

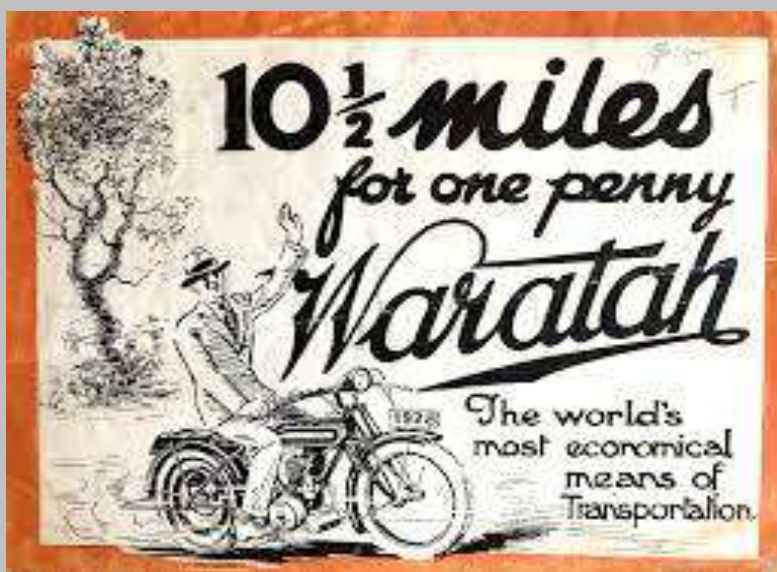
GOING BACK TO THE WILLIAMS BROS, & THE WARATAH MOTOR-CYCLE

Under the aegis of the *Canada Cycle and Motor Agency*, in 1911, the Williams Bros. produced the first of their *Waratah* motor cycles.

The first mention of the **Waratah** is in the *Queanbeyan Age* of 3rd November 1911. They were described as having a 4½.p. *Fafnir* engine. The article talks about the Canada Cycle and Motor Agency being a prominent exhibitor at the Queanbeyan Show.

In the early years they were assembled from British components, with either a *Villiers* or a *Fafna* motor, a *Sun* frame and *Druid & Frampton* forks. They had acetylene lights.

Later, in 1921, they still described the business as being the sole importers of Villiers-Waratah Motor Cycles, and Fafnir and V.T.S engines.



The 7-storey, CCM Building at 822 George Street building was gutted by a massive fire in December 1913. The Williams Brothers re-established at 213-217 Elizabeth Street, Sydney.



Trove image of the burnt-out CCM Building, 1913

In the late-1920's they moved to 74-78 Wentworth Avenue.

Wikipedia lists the *Waratah* motor-cycles types produced: -

- 1911 to about 1913: 4.5 h.p. model with a Fafnir engine
- 1914 to about 1930: 197 cc and 350 cc models, built from Villiers (and initially also V.T.S.) engines and various frames and forks.
- 1930's: - 125 cc, 148 cc and 250 cc models, built from Villiers engines and various frames and forks.
- Post-war: Badge-engineered *Norman* and/or *Excelsior* (almost certainly).

During World War II the *Waratah* motor-cycle was produced for the Australian Army. Also in the later part of World War II they also re-badged and re-engineered Norman and Excelsior motor-cycles from England for the Army.



The 1939 model 125cc

The Williams Bros. *Waratah* was the longest-running motor-cycle manufactured in Australia. The *Waratah* was produced until 1952. New bikes could be still bought in 1953.



The *Waratah* 125cc, 1948 model. A larger 198cc model was available in the last year of production 1951.

TONY READ'S QUICK QUIZ ON EUROPEAN STAMP- ISSUING COUNTRIES

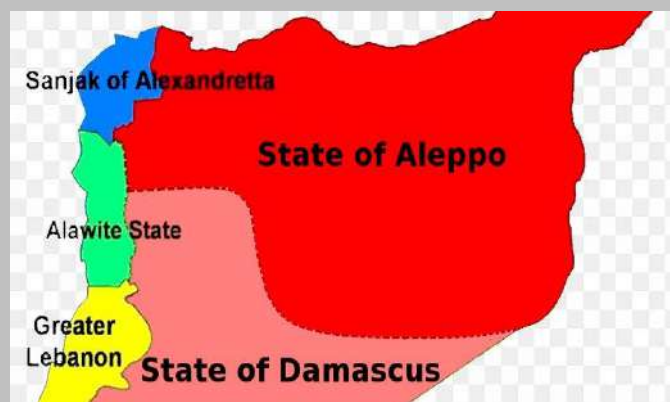
Tony Read ran a short "where-is-it quiz" at the August Club meeting. He passed around five stamp items to members asking "Where is it?"

The first candidate was this group of four overprinted stamps: -



Syria was the right answer - but only "sort-of."

France overprinted Syrian postage stamps in 1938 for use in the Sanjak of Alexandretta. The **Sanjak of Alexandretta** had been part of the Aleppo Vilayet of the Ottoman Empire prior to World War I. It was occupied by France at the end of the War and made part of the French Mandate of Syria.



French Mandate of Syria after World War I

The Sanjak of Alexandretta was an autonomous sanjak from 1921 to 1923, because of the Franco-Turkish Treaty, as it had a large Turkish population (as well as Arabic and Armenian peoples). Joint French and Turkish administered area.

It was the attached to the State of Aleppo. In 1925 it was attached to the state of Syria but with a special administrative status. Mustafa Kemal, the leader of Turkey refused to accept that it should be part of Syria. Jr said "It was a homeland where Turks had lived for centuries. And can't be a captive at the hands of the enemy".

Turkey kept trying to annexe the Sanjak of Alexandretta.

In the 1936 elections two pro-Syrian independence MP's were elected. This caused large-scale rioting. In response the Turkish government coined the word Hatay for the Sanjay of Alexandretta. It was a reference to the ancient Hittites. It had the support of the League of Nations.

On 2nd September 1938 the Sanjak assembly proclaimed it as the Hatay State. This new state only lasted one year under French and Turkish military supervision.

On 29th June 1939 after a referendum, The Hatay legislature voted to dis-establish Hatay and join Turkey. The French encouraged this as they thought it would stop Turkey having an alliance with Nazi Germany.

The president of Syria maintained the French should refuse this, so nothing happened.

The Hatay State issued stamps in 1939. After the annexation of Hatay into Turkey, stamps of Hatay were overprinted "**T.C. ilhak tarihi 30-6-1939**"



Stamp of Hatay overprinted "T. C. ilhak tarihi 30-6-1939" (Annexation 30-6-1939)

The state was transformed *de facto* into the Hatay Province of Turkey on 7 July 1939, *de jure* joining the country on 23 July 1939.

The Second candidate was: -



Yes.....The answer was the Austro-Hungarian Empire.

K.U.K. stood for *Kaiserlich und Koniglich*, i.e. Imperial and Royal – the court/government of the Habsburgs dual monarchy over Austria and Hungary from 1867 to 1918.

The K.U.K. Feldpost stamps were issued by Austro-Hungarian Military Post in World War I, from 1915 to 1918. The full title was *Österreichisch-ungarische Feldpost*. They were used until 1918 in the occupied regions, such as Serbia, Montenegro, and various Italian and Romanian regions controlled by the Austro-Hungarian Empire.

The 2 heller *Mercury* stamp was a newspaper stamp. Most of the other stamps shown are from the 1st July 1915 issue.

Some specific issues of K.U.K. stamps involved overprints:-

- Serbia: Stamps were overprinted with "SERBIEN" in 1916.
- Montenegro: Stamps were issued for use in Montenegro in 1917.
- Italian territories: Stamps were issued in 1918 with the inscription "K.u.K. FELDPOST" and values in Italian currency ("Centesimi" or "Lire") for use in the occupied regions of Italy.

The third candidate was: -



This 5 soldi orange stamp was from the short-lived Kingdom of Lombardy – Venetia. Postage stamps of Lombardy-Venetia are popular among European collectors. Although stamp catalogues list only 24 regular postage stamps and three newspaper stamps, there are many varieties and colours and reprints.



The first issue of Lombardy-Venetia stamps at first used centesimi in June 1850. Lombardy-Venetia issued its second set of regular postage stamps between November 1858 and 1862. The stamp shown is from this issue. It is perforated 14½ and embossed and featured the profile of Franz Joseph. More significantly, this issue and subsequent issues (the last in 1864) of Lombardy-Venetia stamps were denominated in soldi.

All of the Kingdom's stamps were printed at the State Printing House, Vienna. The modern region of Lombardy-Venetia stretches across the fertile valleys of northern Italy.

This Kingdom was a constituent land of the Austrian Empire from 1815 to 1866. It was once part of the Venetian Republic. Napoleon dissolved the Venetian Republic, in 1815. By resolution of the Congress of Vienna that year, the Austrian Empire of Habsburg-Lorraine's right to what was the former Duchy of Milan and the former Republic of Venice was recognised.

The Kingdom survived for only fifty years—the region of Lombardy was ceded to France in 1859 (after the Second Italian War of Independence), which then immediately ceded it to the Kingdom of Sardinia. Lombardy – Venetia had been the western part of the Austrian Empire in Italy, and became a key battleground for the Italian unification (Risorgimento) movement. Popular revolts in Milan and Venice in 1848 briefly led to self-rule but these were suppressed. Lombardy-Venetia was finally dissolved in 1866 when its remaining territory was incorporated into the recently proclaimed Kingdom of Italy following the kingdom's victory against Austro-Hungary in the Third Italian War of Independence.

The fourth candidate was:-



No one guessed this one.

It was a stamp from the very short-lived Republic of Mirdita. The only stamps Mirdita issued was a set of stamps issued in 1921.

Mirdita was a republic in northern Albania that existed from 17th July to 20th November 1921. Albania was a mainly Islamic country so Marka Gjoni and his followers, the Roman Catholics of Mirdita instigated a revolt in June 1921. With the support of Yugoslavia they proclaimed a new state at Prozren. Yugoslavia wanted to destabilise Albania. They used Marka Gjoni as a puppet to cause chaos in Albania.

Albanian government troops fought and eventually extinguished the republic. It had only been recognised by Yugoslavia.



Later, large quantities of unused and unusable stamps produced for Mirdita were sold off to European stamp dealers at a great discount

The fifth candidate was:-



It was from Austria, and was produced to raise funds for the Blons Avalanche Appeal.

The stamp Tony showed was the 1s 20g overprint on the reprint of the 1946 *St Christof* stamp. The 2s. postage stamp had been reprinted in slate-blue especially for the 1954 Blons Avalanches Appeal.

The Blons Avalanches occurred in Austria in January 1954. They took place over 2 days and took the lives of 125 people. 57 people died in Blons. One third of the village population died.



...

THE GOLD RUSH TO CANAL CREEK OF 1863 AND POST OFFICES OF THE WARWICK GOLD-FIELD

Gold is the sign of wealth. The gold-fields discovered in Queensland in the 1860's transformed its history and its economic and social landscape. The gold brought migrants from other colonies and overseas. It was responsible for new towns. The timely discovery of gold in the Warwick district in 1863 and at Gympie in 1867 saved Queensland from the severe effects of the 1866 economic depression. It provided a boost during the first half-century of the State.

The capital it created allowed Queensland to borrow overseas to extend its railways, ports and harbours, making its pastoral properties and farms to become much more viable propositions.

Gold was first discovered at Canoona, west of Rockhampton in 1858.

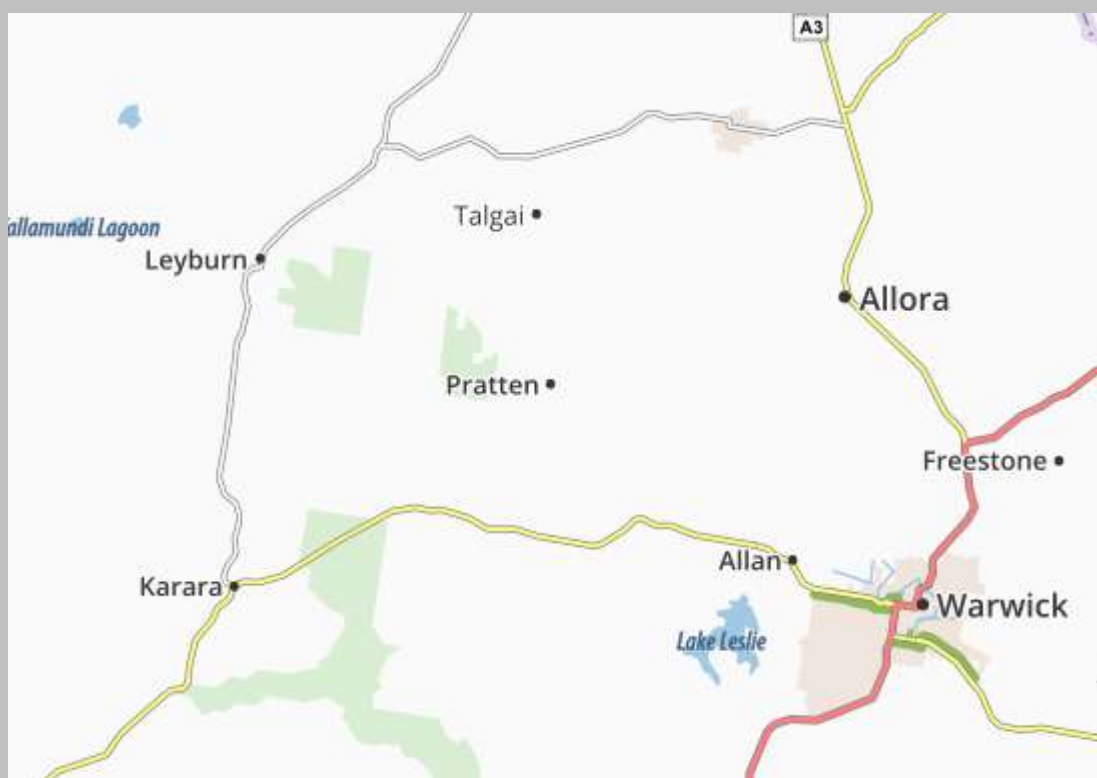
The Canal Creek gold-field was discovered 1863. It was the first of several gold-fields in the Warwick area, including Talgai, Thane's Creek, Leyburn, Darkey Creek (later Pratten), Palgrove, Lucky Valley and Pikedale.

The Canal Creek Gold-field was located in approximately 50 km west of Warwick. The locality is now called Karara. It was on the *Canal Creek Pastoral Run*.

In 1864 the Talgai Gold-field was discovered. It supported alluvial mining and reef mining. An even richer alluvial gold-field was discovered that year at Dunn's Gully, 5km south of Pratten, then known as Darkey Flat. In 1868 the Thane's Creek gold-field was discovered. That's where the first reef, the *Just in Time*, was worked, close to Hart's Hill.

The smaller Leyburn gold-field was discovered in 1872. Pikedale was discovered in 1877 and Palgrove in 1897.

Further reefs were found in 1881. These included the *Queen* and the *King* mines.



These quartz reef mines were initially very productive, that is, until they reached the un-oxidised zone, where gold was finely disseminated through pyrite. It became near-impossible to extract it using mercury. This was a main reason for the decline of reef mining.

At about the same time the gold-bearing gravels were reaching near exhaustion. The rush to the Gympie Gold-field in 1867 drew most of miners away as the returns from gold-bearing gravels diminished.

For the next two decades not much work occurred on the field until in 1887 there was a rush to a new discovery at Glenelg to the south. In 1893 the *St Patricks* reef at Talgai was discovered, as well as the *El Dorado* reef at Thane's Creek.

The Glenelg rush was at *Glenelg* pastoral run, on a spot on Macintyre Creek, in what is now called Cement Mills. Some rich reef specimens were obtained (100 Oz to the ton) but the rush quickly fizzled out.

Pikedale, west of Stanthorpe, attracted reef miners in the 1870's. A number of shafts were sunk, including the Kaffir Reef. None of the reef mines proved payable past their first few years of operation.



Mining alluvial wash at the smaller Lucky Valley gold-field, 20km south-south-east of Warwick, circa-1898

POST OFFICES OF THE GOLD-FIELDS

If you were going to mine gold it was absolutely essential that you had a post office nearby. There was a huge clamour for them. That way the miners could send their gold by registered mail to the Sydney (or Melbourne) Mint and it was insured.

Also the Gold Escort troops could accompany the coach. Cobb and Co had developed a network of coach routes through southeast Queensland in the 1860's and they were accompanied to Ipswich (and later Toowoomba) by the mounted Gold Escort.

The early post offices may have been made out of canvas or flimsy bark sheeting but they were under 24-hour guard. Letters were not the main item these post offices carried.

CANAL CREEK

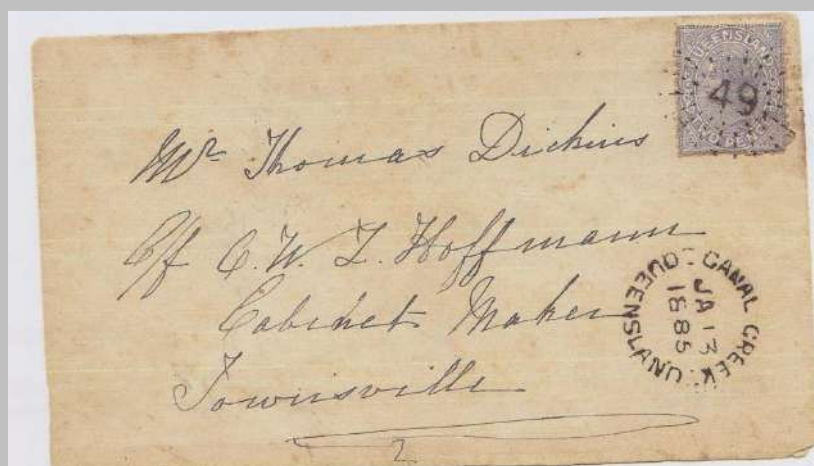
The Canal Creek goldfield, as already mentioned was located approximately 50 km west of Warwick.



Canal Creek, north of Karara

The richest alluvial gold area at Canal Creek was just 6km north of the present-day community of Karara. The Canal Creek gold diggings, however extended over a 10-mile stretch of Canal Creek and its tributaries. In the 1860's Canal Creek kept 500 alluvial miners in work.

The Canal Creek Post Office opened on 1st December 1865. In the early years the post office moved over the whole of this area of the gold-field as the areas being mined changed. It was reduced to a Receiving Office on 5th January 1890. In 1893 the Canal Creek Receiving Office was at the Post Office Hotel which was immediately adjacent to the Karara Town Reserve. It closed about September 1907. The Southwestern Railway to Goondiwindi opened to Karara on 8th July 1907. Karara was the southern extent of the Canal Creek Gold-field.



A cover illustrated in Bernard Manning's 2011 Queensland and Colonial History: Volume II - The Town Datestamps. This is the only recorded date of this Type 1a date-stamp

The new Karara Receiving Office opened at the railway station in about January 1909. It was upgraded to a Non-Official post office in July 1927. It left the railway in 1969. The Karara Post Office closed in 1990. It was replaced by the Karara Community Postal Agency, which now runs out of the Karara Tavern and Motel on the Cunningham Highway.



Karara Railway Station was home to the Karara Post Office from 1907 to 1969



The Karara Community Postal Agency operates out of the hotel-motel

Another post office called Ten Mile Rush, opened on the gold-field at the Ten Mile diggings, between February and December 1865. Joan Frew (1981) opined that it probably became the Canal Creek post office on 1st December 1865. Joan noted that the rush here began in 1864/1865 and there were 600 people in the area.

TALGAI

Another post office called Talgai (Reef), 20km from Leyburn, opened on 1st January 1866. It closed on 1st January 1868 at about the time the alluvial gold was running out. After a number of very profitable reef mines opened up, a Talgai Receiving Office opened in 1876. It closed in 1878. A number of new reef mines opened in the 1890's and the Talgai Receiving Office re-opened in 1896. These closed and the Receiving office closed about September 1909.

The first noisy battery stampers which crushed the ore were heard in 1864. By November 1865 there were 5 public houses and a store. In 1866 Talgai Goldfield consisted of 9 reefs, with a population of 350-400 miners, 8 pubs (of which only 2 were licenced, meaning the remainder were sly grog shops), butchers and a baker. Talgai is now just a locality, 10km west of Allora. There is no longer any sign of the former village. The wider Talgai locality included the Elphinthorpe Railway Station on the now 'moth-balled' Toowoomba to Wallangarra Railway.

The Big Hill that contained the principal reefs is now been mined by Queensland Metals by open-cutting. The Big Hill lode from 1865 to 1939 producing 6,791 Oz from 6,758 tons of ore.

Talgai became famous with the discovery of the *Talgai Skull* in 1886, on Talgai Homestead. It was thought to be the first fossil evidence of early human occupation in the area. It remained at the homestead until 1914 when Professor Edgeworth David, Professor of Geology at Sydney University visited Talgai and presented a theory that the skull was 20,000 years old and provided a "missing link" in the evolutionary chain. This big change in attitude was brought on by the "discovery" of the *Piltdown man* fossils in Britain. The skull was later proven to be a hoax.

THANE'S CREEK

Thane's Creek is now just a rural locality 16km south west of Karara. Thane's Creek never had a post office or even a receiving office. Postal business was done at Thane, 4km to the south of Thane's Creek. Thane Receiving Office didn't open till about August 1904 at the railway station. . It was a post office by 1927. It closed on 30th May 1975.



The tiny Thane Railway Station was home to the Thane Post Office from 1904

Thane's Creek is now the site of a popular fossicking area. However, there are no archaeological ruins to indicate its early mining history – just piles of dirt & trees.



The Thane's Creek Fossicking Area

PRATTEN

The town of Pratten is named after G.L. Pratten, the man who surveyed it. It was previously known as Darkey Flat, because it was the site of an Aboriginal campsite. It is 22km west of Allora, and is west of Talgai. In 2021 it had a population of 230.

Darkey Flat was one of the original diggings on the Talgai Gold-field. The town was officially called Darkey Flat, but was locally called Pratten.

The richest alluvial gold was found in Dunn's Gully, 5km south of Pratten and at Gum Flat, 3km west of Pratten. The largest nugget of 65oz was found by H Gibson in 1895.

The Darkey Flat Receiving Office opened in 1873. It was upgraded to a post office on 1st March 1878. The post office name was changed to Pratten in the mid-1890's, probably on 19th October 1896 when the manual telephone exchange was installed. The Pratten post office closed on 29th March 1974. Mail is now delivered by rural roadside contractors from Warwick

LEYBURN



1872 cover from Leyburn to Toowoomba

Named after Leyburn in England, the town grew up as one of a number of gold diggings in the Warwick area. In the 1860s there were both alluvial and quartz diggings in the area which led to the establishment of a number of camps along Thanes Creek and Darkey Flat.

Leyburn was laid out in November 1852 and pre-dated the gold discoveries. It grew up as a town servicing the surrounding gold mining camps and by the late 1860s it boasted a number of hotels and general stores and a police station. A police force was established in 1861. At that time the town had a permanent population 65 but many transients. Leyburn State School opened on 13 January 1862

The town grew in importance as teamsters and itinerant farm workers used it as a stopover point on the road between Goondiwindi, Toowoomba and the port at Ipswich.

It is possible that Leyburn could have continued as an important centre but the combination of the discovery of gold at Gympie (which saw many of the miners leave for the more lucrative field), the difficulty of extracting gold from the pyrite in the mines in the area which kept flooding, and the decision to have the railway by-pass the town all ensured its slow decline.

Alluvial gold was found at a number of localities around Leyburn. Today Leyburn is nothing more than a general store, the Royal Hotel (which dates from the 1860s when the town was booming), the usual public services - police, school and post office, and a service station.

The post office at Leyburn opened on 1 January 1861. A Telegraph Office opened on 10 June 1872, but combined with the Post Office on 1 August 1872. Leyburn became an Official Post Office in 1893, but was made an unofficial Allowance Office again in 1915 as the population declined. It became a Licenced Post Office in 1993.



Leyburn's main street



Leyburn LPO in 2021

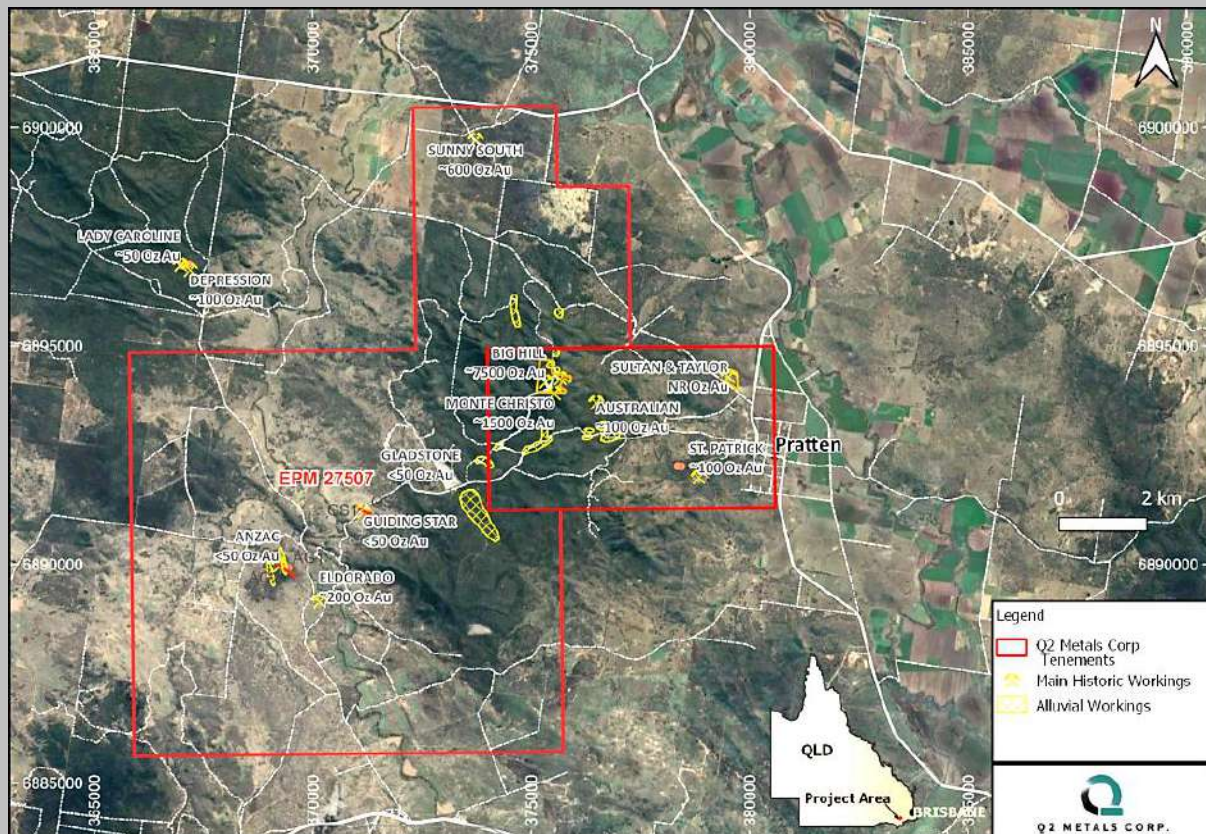
PIKEDALE

On the Pikedale Gold-field, 30km west of Stanthorpe, a post office called Pikedale Reefs opened on 1st February 1878. At that time there were 200 miners on the field. It closed on 14th April 1879, but re-opened on 19th June 1880. It closed again on 1st January 1882.

The Pikedale Goldfield Receiving Office subsequently opened in 1895. Its name was changed to Kaffirville in 1896. This receiving office closed in 1896 when the Pikedale Receiving Office opened in 1896, several kilometres to the south - to service the farming rather than the mining community.

Pikedale was a soldier settlement area after World War I, with a State Sawmill. The Pikedale Receiving Office became a Non-Official Post Office in mid-1927. It closed on 11th October 1930.

Mining resumed at Pikedale in the 1930's, but only for arsenic, mined to combat the prickly pear menace.



Qld Metals map of historic workings at Big Hill and west of Pratten



The Fossicking area in the Durakai State Forest. Good for metal detectors

From the Brisbane Courier 21st May 1897

“THE WARWICK GOLDFIELDS

A POOR MAN'S FIELD.

NEGLECTED PROSPECTS.

THE WANT OF CAPITAL

SOME RICH RETURNS’

‘The Warwick goldfield is essentially a Poor-man's district. That it so long remains is one of those inexplicable things which no one can fathom. True the unearthing of nuggets has been fitful like the cool breezes of January, but then it has been always so in all alluvial workings. Generally speaking the finding of nuggets has been the forerunner of the opening up of heavily-charged reefs. It was the case on Gympie, as it was on the Towers and elsewhere. And some big nuggets have been found under the ranges in the Warwick district, notable at Darkey Flat, which is coloured yellow on the map, and branded "Talgai Goldfield." In a lesser degree the experience of Gympie and Charters Towers has been that of the Warwick fields. The few earth scratchings have revealed the existence of many miles of auriferous country, of greater or less richness. But money begets money, and that which could doubtless add Warwick to the number of notable gold-producing communities has and still is uncommonly scarce. Everywhere one turns he is confronted with the cry, "We want capital to develop the place." Injudicious speculation in years gone by, which encouraged extravagant management and high working expenses, and ended ultimately in failure, has left its impress on Warwick, as on other places where company promoting has been made to pay the few and rob the many. Naturally, the prejudice so established is difficult to remove. Hence it is, may be, that the cry for capital remains so long unanswered. That it will ultimately be answered need not be doubted; ere long Talgai, Thanes Creek, and Canal Creek, to say nothing of Pikedale, which adjoins, but which really is in the Stanthorpe district, must be accorded important positions in the ranks of the world's contributors of wealth.

However, the fields are, as has been stated, totally in the hands of working miners. Parties of men-sometimes in twos, sometimes in fours, and seldom more than half a-dozen-work on shares, and generally speaking knock out good wages ; just how much is difficult to ascertain. Their well-to-do appearance, and the fact that holidays are seldom left uncelebrated, are at all events suggestive signs. The alluvial men are certainly making a good living, although their winnings, since they are exchanged at the banks, are not publicly proclaimed. Locally their earnings are approximated at £4 or £5 a week. Those on reefs possibly are not doing so well, from the fact that they have a deal of dead work to perform, and the crushing appliances in every case are by no means of the most modern type. Still, they stick to their claims, and there can be no surer signs that they are moderately well-paying concerns. In one case a man has been working for years and has many tons of stone at grass, and that he is evidenced by his demand of two or three thousand pounds for his mine. Another at Talgai recently crushed 12 tons for a return of 46oz.; a third got 361/2oz. out of 45 tons, and 238 tons of stone from a fourth claim gave 2201/2oz. This is sufficient to indicate the class of country which is comprised within the limits of the Warwick field. The deepest shaft is but 240ft. The next deepest is 150ft. It was from the deepest that the best returns were got, which emphasises the opinion of experts that gold exists in very payable quantities if capital was only forthcoming to extract it. As a matter of fact, the claims as at present worked are only so many earth scratchings. Gold-bearing reefs up to 6ft. in width are even now opened out, and in one or two cases slate beds, such as have made Gympie famous, are disclosed to view. As a general thing, the country passed through is first sandstone, then blue slate, and finally black slate. One valuable feature which Warwick presents over some of the other new fields is its proximity to the railway, and to a large

town which in many respects is the model and one of the most prosperous in Queensland. Its location is on the rich Darling Downs, which for both agriculture and pastoral products has no rival. On every hand are to be seen systematically cultivated and produce laden lands ; with, stock rolling fat, and homesteads that are famous for their comfortable appearance. The possibilities which present themselves to the man who combines a little grazing or agriculture with his mining immediately suggest themselves to the visitor. The road out to Darkey Flat, which is , the nearest point of the Talgai field to Warwick, is an excellent one. From this out towards Thane's Creek, Canal Creek, and elsewhere, are well-defined tracks. The settlement that has sprung up about Darkey Flat is an up-to-date one ; in one respect It is well ahead of the times, for the ubiquitous " pub.," which everywhere else acts as the finger-post to the township, gives place at Darkey Flat to a church. The Talgai field has a European population of ninety-seven, and there are no Chinese. Within the area of twelve square miles which the field comprises there are no fewer than twenty-two distinct auriferous reefs. There is a ten-head stamper battery, which may be said to treat all the stone obtained in the vicinity, the cost averaging from 11s. 6d. to 15s. per ton. The most important claim is the Talgai Sunny South, the leasehold of C. Haager. It was from this that the 46oz. from 12 tons was obtained. Its area is 800ft. by 400ft., and the average thickness of the reef is about 8in. One of the shafts is down 240ft. the deepest level reached on the field. It starts at a very small ore shoot, which dips west considerably out of the perpendicular. This has been followed for 240ft. (196ft. vertical) without a break. The difficulties which have been experienced, however, in the way of the unsuitableness of the shaft, and of getting the ore crushed, has made progress very slow ; but there can be little doubt that the owner is on the right lead. Naturally, the work has had to be carried on fitfully, by reason of the absence of capital, and as a

consequence the difficulty of having to deal with accumulated water has' been added to other troubles. Locally it is considered that the true lodes have been obtained.

St. Patrick's is another mine, located, however, on Darkey Flat, and worked by two tributors and two shareholders. The two shafts are down 150ft. and 130ft. respectively. The reef was cut at 104ft., and 18 tons taken from the 130ft. level in the No. 2 shaft is now being put through, and is expected to yield a good return. As much as 2oz. to the ton has been yielded, but lately the produce has not been up to this. The formation passed through was first grey slate and conglomerate, with plumbago faces showing. At the present time black slate is being entered.

The Lady Caroline United lies in another direction, and is near Leyburn. The owner (T. Prussing) has not only displayed a considerable amount of pluck, but he is inspired with more than the average amount of hopefulness. He has two men working with him. He has for years pegged away at the reef, which runs from 2ft to 6ft in width, and shows gold right through. Hundreds of tons of stone are lying at grass, principally for the reason that there are no crushing appliances at hand worthy of the name. What he has put through has run up to about 10dwt, but it is considered that much of the precious metal has been lost. He sticks manfully to his claim, and so satisfied is he with its ultimate success that he refuses to part with it under something approaching £2000.

The area known as Thane's Creek lies between Talgai and Canal Creek. Some half-dozen reefs are being worked within the 11,000 acres - its area. Its European population, which comprises chiefly alluvial and quartz miners, totals 175. ' There are sixteen supposedly auriferous ; at any rate up to the present the 238 tons put through has yielded 2201/2oz of gold. There are sixteen supposed ten-head stamper battery on the field, and a second five head is now being erected by Mr. W. Hart. The cost of crushing runs from 10s. 6d. to 11s. 6d. per ton.

Mr. Hart also is the holder of the claim which

intersects Surprise reef, and on which has been sunk two shafts, one 67ft and the other 72ft deep. Forty-five tons of stone from these have crushed 361/2oz. of gold. The reef itself runs to about 18in. in width, so that the possibilities here are decidedly encouraging. Another miner named Clarkson holds King Reef, but he has not crushed at all, so far. Others which have given fair yields have been shut down, owing to the want of capital. The warden, commenting on this fact in 1895, remarked : -" In my opinion, the system adopted generally, and which amounts to little better than scratching the ground, is not calculated to command success. I look forward to the daily increasing prosperity of the colony inducing capitalists to turn their attention to the Warwick goldfields, more particularly those of Thane's Creek and Talgai, which are languishing for the want of a modest and judicious expenditure of capital, and where I am confident that a small outlay in deep sinking, and' an improved cheap and efficacious system of reduction works, will give results much beyond present anticipations." In 1895, it may be mentioned, the produce of 6973/4tons was 5541/2oz. of gold, while the bank returns at Warwick showed 1105oz. 19dwt. 15gr.

Canal Creek is really occupied by alluvial men and fossickers generally ; so also is Lucky Valley (in Killarney direction), and several other places in the district, where gold has been found.

HISTORY OF THE FIELD.

A brief review of their earlier history will go some distance towards proving that the Warwick goldfields are undeservedly neglected. In point of age, Talgai and Canal Creek divide the honour. The Thanes Creek is a continuation of the Talgai auriferous country, although the character and formation of the reefs in the latter place are altogether different. The first stampers were heard at Talgai in 1864. The strike of the reefs is generally from east and west to north, with a dip from due south to west ; but, generally speaking, the reefs are bound up between hard walls,

making the recovery of gold almost outside the scope of the working miner without money. The Queenslander, one of the mines which promised so well in the late eighties, gave some excellent yields. The reef there consisted of quartz veins in sand stone and pipeclay, and from here it is recorded that 90 tons gave 1100oz., while a second 400 tons yielded 5oz. on the average. Then, again, the Monte Cristo, a few yards south of the Queenslander, put through about 200 tons for an average of between 1oz. and 2oz. to the ton. Taylor's reef, near Pratten, too, is reputed to have returned varying yields from 11 dwt. to 7oz. All these, and others which need not be mentioned, have been abandoned for the one reason-want of money. It may be remarked that in the alluvial days nuggets were got in Dunn's gully, near Pratten, up to 12oz. In weight

When in 1881 half-a-dozen or more well-defined reefs were found at Thane's Creek, there was considerable excitement. The year following saw a ten-head battery erected, and in three years from 2800 to 6000 tons were put through this for a yield averaging about 11/2oz. to the ton. For some reason, however, this battery was removed outside the colony, and with it went much of the mining enterprise, for the mines opened on the Mountain Maid, Just-In Time, Queen, Gladstone, Perseverance lines, of reef were, for the most part, closed down. As has been stated above, other batteries have since been put up, and with their aid the field is being again slowly but surely developed.

The proclamation of Canal Creek dates back to 1868. It is situated on the north of the range which divides the waters of the McIntyre Brook from Canal Creek, and extends about seven miles down the right side of the bank by a width of about four miles. Five years before, three Frenchmen had found a considerable quantity of alluvial gold, but keeping their find a profound secret they had things their own way for nearly a year. The secret leaked out, however, and a rush followed, and then the field was proclaimed. From 1865 to 1867 upwards of 500 men earned good wages,

but more extensive finds elsewhere enticed the most of them away, and they have either forgotten or have no need to return. It is estimated that up to 1887 20,000oz. of alluvial gold was unearthed. This alluvial deposit was much more extensive on the northern than on the southern side of the range ; this is shown in the fact that in every gully from the range at the head of Canal Creek in a north-easterly direction on Thane's Creek gold has and still is being found in more or less quantities. It is remarkable, in view of these finds, and from the fact that leads have been traced right up to the outcrop of quartz reefs and mullocky leaders, that nothing has been done to develop the sources from which the many gullies were doubtless fed. The McIntyre Brook has also yielded much alluvial, and indications are not wanting that reef prospecting might prove highly

remunerative.

This compiled (rather than wholly original) article relies heavily on Joan Frew's 1981 *Queensland Post Offices 1842 to 1980 and Receiving Offices 1869-1927*

The internet, especially Trove, was also heavily .used.

There was a noticeable lack of contemporary photographs and illustrations available for this goldfield.

Your editor's collection, also, is not strong on covers and postmarks from the 1860's, so sorry for the lack of illustrations.

DD