The Cornish
Issue 136
December 2024

Bulletin of the Cornwall Philatelic Federation

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Welcome to the December edition of The Cornish which hopefully may give you something to read over the festive season. Having checked some old copies I find that I have been writing the Cornish for just over 20 years now, the first one from me was in March 2004 when I produced them as an A5 booklet with b/w printing only producing them myself on the then office photocopier and spending ages trying to get the right pages in the right place before collating and stapling them on the kitchen table! We have progressed now it is an A4 booklet in full colour, ably printed by our friends at Palace Printers, Lostwithiel. I hope you will have enjoyed my ramblings over the years and I hope to continue writing them for a time yet.

As some of you will have heard, Helen and I are proposing to move out of Cornwall to Camberley in Surrey to be near to children and grandchildren. I did advise people at the AGM before voting on officer appointments and I will continue as Chairman for the time being and Editor of the Cornish. I have advised though that I would resign as Competition Secretary and hope someone else will come forward. I shall be returning to Cornwall on a very regular basis and intend continuing giving displays to Cornish clubs, attend the fairs and Falmouth & Truro club meetings as much as I can.

There has been a flurry of major auction sales over the last couple of weeks with a wide variety of material on offer. It does pay to keep an eye on sites such as Easylive auctions and thesaleroom.com as they have practically all the auctions across the country and you can view catalogues free and only pay if you want to bid on something. Can't actually believe Christmas is only a few short weeks away and a new collecting year starting. A brief reminder of Europhilex which in taking place at the NEC near Birmingham in May next year. This is full blown international with lots of exhibits and a very good range of dealers and really is worthwhile making a visit. It's a good central location and a lot easier to get too than central London!

Finally, can wish all club members a very happy Christmas and a tremendous New Year and 2025.



I was delighted to buy this airmail cover at Cornex. It is an 'Orcadian' newspaper illustrated envelope used from Kirkwall on Orkney on 2 August 1938 addressed to Mr L Pitman on Lundy Island. Not a first flight cover but great as there would be little mail from Shetland to Lundy and it bears ½d purple stamp of Lundy & Atlantic coast Airlines together with a further ½ puffin stamp for the local delivery ,

CLUB PROGRAMMES

2025

Falmouth 2nd Monday at 2pm

13th January Colin Benford—America

10th February Philatelic Letter 'XYZ'

10th March Mike Whyte—GB Old & New

Newquay 2nd Thursday at 2pm

7th January D Hough Vatican City
K Attwood French India

4th February Dave Richards Barbados

4th March D Hough Italy & San Martino

St Austell Last Wednesday at 7.30pm

29th January Members Evening Letters 'G H I'

26th February Brian Whyte entertains

26th March Eric Best entertains

Redruth 3rd Tuesday at 2pm

21st January TBC

18th February Philatelic Letter 'Z'

18th March Sue Burn 'Smithy's Bus'

Truro 4th Thursday 7.30pm

January no meeting

27th February Neil Sargent KEVII Embossed Stationery

27th March Patrick Reed Australian Postage Dues

Launceston 1st Thursday 2.30/7.30pm

Programme to be confirmed

Falmouth Stamp Fair 12th April 2025

Emanuel Baptist Church, Western Terrace, Falmouth, TR11 4Q

Launceston Stamp Fair 1st March 2025,

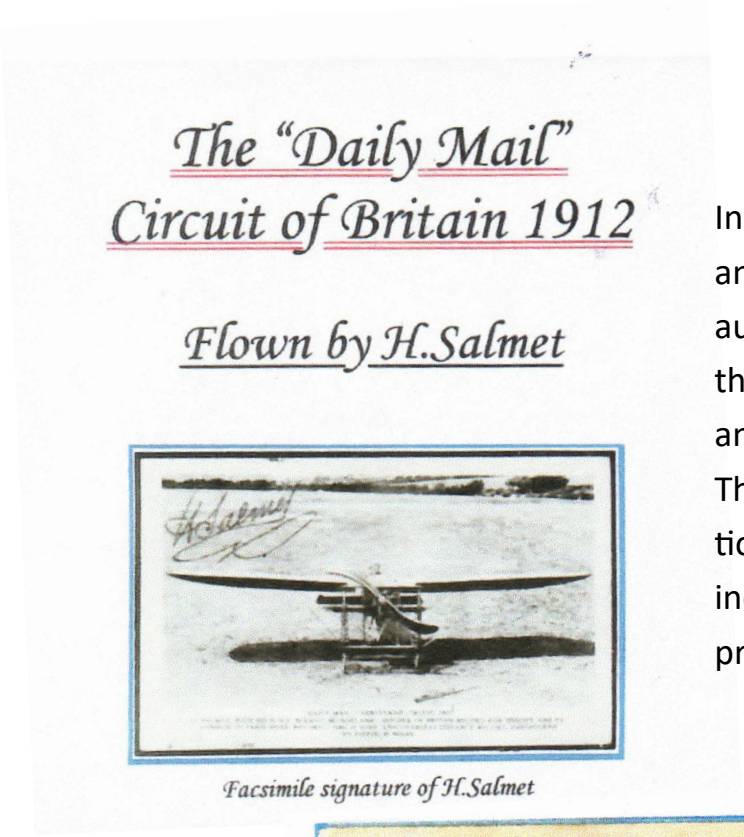
NEW VENUE Lifton Community Centre, Park Wood Rise, Lifton PL16 0LA 10 am - 3 pm

David Adams

Sadly I must inform you that David passed away after a short illness in early October. David was a member of both Falmouth and Truro clubs and specialised in Australia with a particular emphasis on the 1d kanga-roo stamps. He co-authored a significant book on the plating, errors and varieties of these stamps and was considered one of the world's leading experts on this issue. He had been a navigation officer on P & O ships for many years and qualified as a Master Mariner before having his own shipping company. He had an excellent shipping collection and was recently trying to complete a 'Ships on Stamps' collection. He gave displays to various clubs and his material was always fully written and expertly displayed. He was a lovely man with a genuine interest in philately and other peoples collections and will be sorely missed.

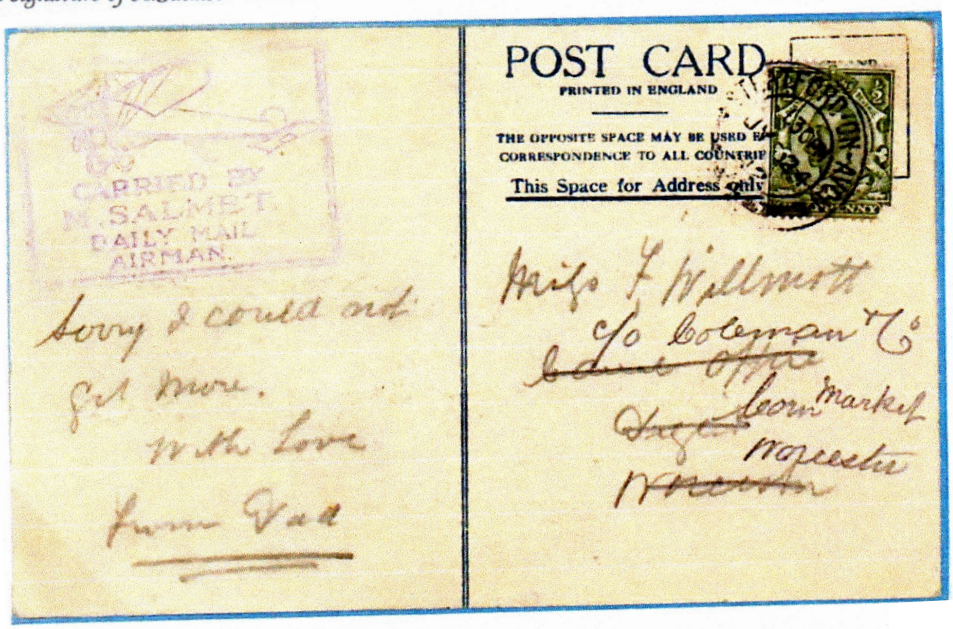
Our condolences to his family and friends.

1912 (July-August), *Daily Mail* Circuit of Britain, group of seven cards, picture post cards (all but one flown), plus two forgeries and the very scarce Official Program, all presented on annotated exhibition pages. Include carried by Fisher & Hubert (one of seven recorded), Gustav Hamel, H. Salmet and Graham White (likely, 2), each with handstamped flight cachet in black or violet. All from the tour of the southeast and southwest coasts made in the summer of 1912 by Waterplane by the Graham White Aviation Company in collaboration with the *Daily Mail* newspaper



Facsimile signature of H.Salmet

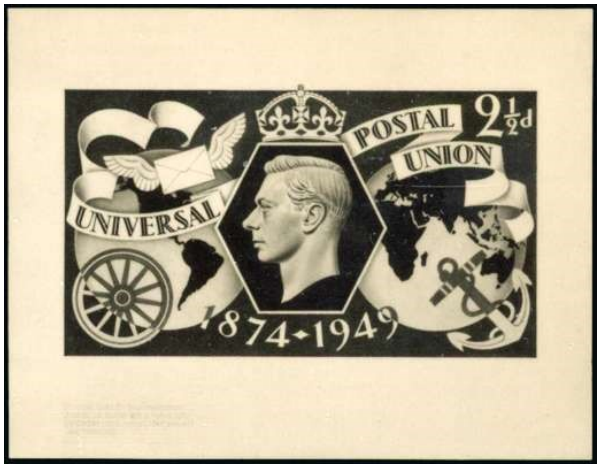
In the last edition of The Cornish I included an article on the Daily Mail Circuit if GB. An auction house in Danbury, USA auctioned the Peter Lister airmail collection in August and one lot related to this aeroplane tour. The description is shown above and illustration from 1 page of the collection. It in included 7 cards and sold for $3,000 plus premium.



Cover carried by H.Salmet from Worcester to Stratford-on-Avon on 24 July, stopping at Evesham on route where he gave exhibition flights. The charge for this service and carriage was 6d.

150th Anniversary of the Universal Postal Union

As this is quite an important anniversary I thought we should have an in-depth article on the UPU. However, I have not found time to research and write one yet. I did notice that Stanley Gibbons/ Baldwins are auctioning a fine collection of KGVI issues (The Tony Mundy Collection) and saw a few interesting essays for the values which I illustrate below as a start!



1949 2½d Universal Postal Union. (SG499). Photographic bromide of an unissued design in black on photographic paper, stamp-sized with surround (50x84mm), showing two globes as per the accepted design, but with different emblems and the King's head within a hexagon. Unusual and scarce. Ex Dulac Archive. SG499



1949 2½d Universal Postal Union An attractive photographic proof mounted on card (111 x 92mm) of an unaccepted design by Mary Adshead (designer of accepted design) with King's head at right and Mercury the messenger god at left, within a UPU border; registration number ‘419’ on reverse. Ex Mary Adshead estate. Rare. SG499.

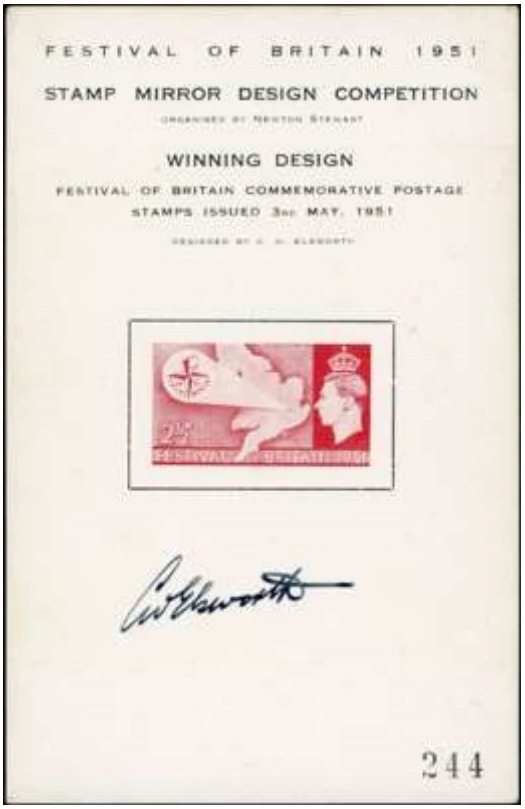


1949 2½d Universal Postal Union. An attractive photographic proof mounted on card (111 x 92mm) of an unaccepted design by Mary Adshead (designer of accepted design) with King's head in centre, overlaying the globe with a ship at left and train at right. Registration number ‘437’ on reverse. Ex Mary Adshead

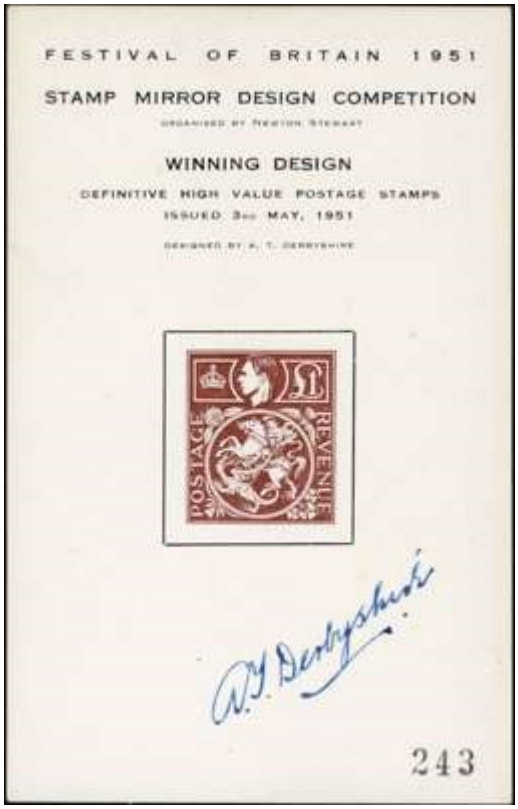
1949 6d 75th Anniversary Universal Postal Union. An attractive photographic proof mounted on card (111 x 60mm) of the accepted design for the 2½d by Mary Adshead. Annotated in her own hand on reverse “Selected design for forthcoming issue of Postal Union Stamps - competition held during summer 1948”. Ex Mary Adshead estate. Rare. SG501



Three more items from the Gibbons sale which I thought were interesting and unusual



1951 2½d Festival of Britain (SG513). Attractive Festival of Britain 1951 Stamp Mirror Design Competition essay in scarlet of an unaccepted design, signed below by the designer C.W. Elsworth and numbered '244' below. SG513var.



1951 £1 Festival of Britain High Values (SG512). Attractive Festival of Britain 1951 Stamp Mirror Design Competition essay of an unaccepted design, signed below by the designer A.T. Derbyshire and numbered '243' below. SG512va



1940 Spitfire Fund & Empire Propaganda Stamps 1s Booklet. Very fine complete booklet comprising of twenty four labels in six panes of four. Very fine and scarce

I have seen the odd Spitfire Fund labels before but never seen a complete booklet with the 24 labels which could be an excellent buy for someone, although you would need to remove the staple and explode the booklet for display purposes.



Great Britain—Wei Hai Wei, 1899 1p Red Postal Card. Cancelled by "Paddington MR 9 99" double-circle datestamp, addressed to Captain William Wingate, 14th Lancers at the British Legation in Newchwang, China, forwarded to Wei Hai Wei, British Shanghai (Apr. 15), blue Tientsin large dollar chop, Newchwang large dollar chop (Apr. 25), and Chefoo large dollar chop (May 6) transit and Wei Hai Wei (Jun. 10) arrival datestamps, Very Fine and well-travelled postal card with three Chinese large dollar chops cancels in transit Est $300/400 Seigel's auction September.

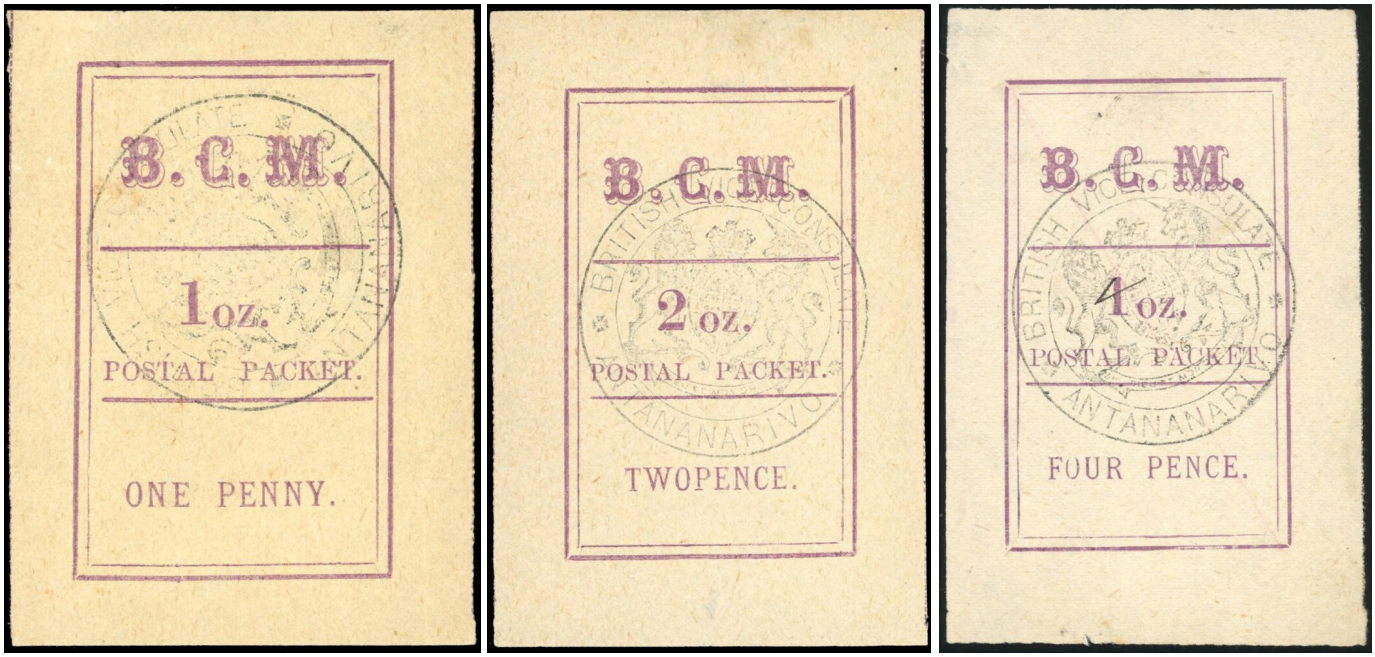




Great Britain—Wei Hai Wei, 1898 Incoming British Leasehold Cover. Great Britain 21/2p Jubilee (114; SG 201), tied by "Armagh JU 15 98" double-circle datestamp on cover to "The Commanding Officer, Wei-hai-Wei, China", sender's directive "Via French Packet", exceptional strike of red "Liukuntau TELEGRAPHS" bilingual handstamp, Hong Kong (Jul. 17) and blue Chefoo large dollar chop (Jul. 23) transit backstamps, manuscript "Recd 29/7/98" receipt docketing, cover opened for display, with minor soiling and some edgewear EXTREMELY FINE. A SUPERB STRIKE OF THE EXTREMELY RARE LIU KUN TAU TELEGRAPHS HANDSTAMP. THIS IS REPORTED TO BE THE ONLY EXAMPLE OF THIS MARKING ON AN INCOMING COVER DURING THE BRITISH LEASEHOLD PRIOR TO THE OPENING OF THE WEI HAI WEI COURIER POST. ARGUABLY THE MOST IMPORTANT POSTAL HISTORY ARTIFACT FROM WEI HAI WEI. British forces, under the direction of Sir E. H. Seymour, immediately occupied Wei Hai Wei after the withdrawal of Japanese troops on May 23, 1898. This cover was presumably addressed to Seymour. It was not until December 1898 that the Wei Hai Wei courier service began. This is the only incoming cover recorded during this interim period. Mail was presumably sent to the nearest Imperial Post Office by passing naval ships and steamers. It is unsure whether the Liu Kun Tau office handled mail at this time or if this cover was an exception. Ex Laurie Franks, Goodwyn and Eide
Est $15—20,000

Madagascar British Consular Mail

Not often seen so thought I would show these examples appearing in a German auction. There was a British community at Antananarivo which used runners to send mail to Tamatave before going in the French postal system., In 1884 the British Vice-Consul reorganised the service and issued stamps for use on both local and overseas mail. They were only gummed in top corner so they could be removed & replaced by stamps of either Mauritius or Reunion depending which postal service they went into.



Three values 1d, 2d & 4d cancelled British Vice-Consulate Antananarivo



Two values 2d, 4½d cancelled British Consular Mail Antananarivo and 8d cancelled British Vice-Consulate Antananarivo

These ‘cancels’ are part of the issuing of stamps and used ones would be cancel by a crayon. They were issued from 1884 to 1886 being replaced by Merchant stamps. The above on sale at estimates between 150 and 400 euros each. I’ve never had one so thought they be on interest as a lesser known part of the British postal service.

Philatelic Science Fiction

Linn's weekly Stamp News Jan. 7, '63

H. F. Rooke

Such is the "Space-Urge" of philately, and so many special "Space" issues are in orbit that it seems remarkable that less than two years have passed since Major Gagarin encircled an admiring globe.

Many of the craft we now see on space-issues are accomplished facts, yet they still resemble some of the fantasies we used to read about in Science Fiction. So it is not remarkable that the first "space" issues were, in fact just that—Science Fictional issues. The "Shapes of Things to GUM"!

Whilst our feet were still firmly on the ground in 1953, a famous soap manufacturing firm combined with a British boy's magazine, to present to its readers a set of "INTERPLANETARY POSTAGE" stamps. This was a well prepared issue, consisting of several "themes". Such as "Presidents of the Planets"; "Famous Buildings of the Planets"; "Historical Scences"; Spacecraft, and Interplanetary plants and animals etc.



The 15 Novas denomination valid for franking of mail carried by Interplanetary Postage!

They also depicted the space-hero of that time "Dan Dare", along with his friends. All stamps were given the values of **"Novas"**, and the majority were inscribed "INTERPLANETARY POSTAGE". The 20N. however was specially designated as "MARS Postage", whilst the 25N. and 30N. were similarly inscribed for "VENUS"!

The full set consisted of 32 stamps, the four different colors being printed in combination sheets. These were green, red, violet, and blue (shades). The issue being given another professional touch by being (comb) perf 12½.

All might have gone well, had this just remained a school-boy stunt issue, but somewhere along the line the philatelic jokers took a hand. Out of the blue, in March 1953, appeared a cascade of curious covers. These passed through the British post in the normal way, but also bore different "Interplanetary Postage" stamps "postmarked" by a green "Spaceship" cancellation inscribed "INTERPLANETARY SPACEMAIL FIRST FLIGHT".

These covers bearing a message on paper headed:—"INTER-PLANETARY SPACE MAIL. From H.Q., C.C.I.P.P.U. Satellite Space Station L.B.L.I"—which reads—

Earthmen—Greetings!

This spacegram will reach you—if our experiment is successful—by the first Interplanetary Space Mail to Earth. My department is already operating Interplanetary Space Mail services between Mars and Venus, with a central sorting office on this Satellite Space Station, and it gives me pleasure to announce the extension of this service to your Planet.

We intend to open negotiations with Earth postal authorities but in the meantime the regulations of the Inter-planetary Postal Union requires all spacegrams to bear stamps of both the Planet of origin and the Planet of destination.

A few minor difficulties have yet to be overcome. At present, for example, Space Mail is handled on Earth by local postal authorities but I hope to be able to arrange very shortly for direct delivery from Mars and Venus by our own Space-personnel.

Although this service is still in its experimental stages Interplanetary Space Stamps will soon be generally available by a unique earth distribution service, and we in Space look forward to inaugurating in the near future a long period of Interplanetary cooperation with Earth.

I am enclosing some first issue specimens of current Interplanetary stamps.

Yours spacefully,

VOL STAR
Chief Comptroller.
Inter-Planetary Postal Union.

Several British newspaper editors received this message, and some took the trouble to write it up to amuse their readers. One commenting, "Someone has taken a lot of trouble to have a bit of fun. What some people will get up to for a laugh."

Other covers are known that didn't pass through the post, bearing "postmarks" of "Venus" and "Mars". One addressed to "H.O.Ax. Esq., Space View, Canal Road, Mars". On this is written, "Not known on Mars—try Venus", and "NOT ON VENUS. RETURN TO EARTH"! (As one newspaper said, "I've been H.O. Ax'ed!") Hoaxed or not, it was the issue that was "Axed". It quietly (but quickly) died away, leaving only one of those pleasant memories on the face of philately usually left by amusing "Phantoms".

Something similar appeared in America during 1959. An excellently printed, five-color label inscribed

(Continued on page 15)

Interplanetary Space Mail

Love this item provided to me by Colin Benford from 1953

Shown here is a contemporary news paper cutting (Linn's Stamp News) from 1963 relating to the possibility of mail from Mars !

Do read the article which started as something of a fun give-away from a soap manufacturer was then turned into official mail by a philatelic somebody with a great sense of humour.

On the next pages are illustrated the letter from Inter-Planetary Space Mail based at the Satellite Space Station together with a cover and a letter from the sister of the manager at the Coventry Evening Telegraph who received the original space letter.

Who said philately wasn't fun!!





INTER-PLANETARY SPACE MAIL

From H.Q, C.C.I.P.P.U. Satellite Space Station L.B.L.1

Earth Editor - Greetings!

This spacegram will reach you - if our experiment is successful - by the first Interplanetary Space Mail to Earth. My department is already operating Interplanetary Space Mail services between Mars and Venus, with a central sorting office on this Satellite Space Station, and it gives me pleasure to announce the extension of this service to your Planet.

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Although this service is still in its experimental stages Interplanetary Space Stamps will soon be generally available by a unique earth distribution service, and we in Space look forward to inaugurating in the near future a long period of Interplanetary co-operation with Earth.

I am enclosing some first issue specimens of current Interplanetary stamps.

Yours spacefully,

Chief Comptroller,
Inter-Planetary Postal Union.

Experimental Sub-Office: 3/5 Swallow Place, London, W.1, Earth. (Landline MAY 8262)



ROOKE COTTAGE,
BALCOMBE ROAD,
HAYWARDS HEATH.
Tel. 626.

11-3-'61

Dear Mr Hurst,

Many thanks for your letter & stamps enclosed.

All that I know about the Canton Island envelope is that it was sent me during the war by Mrs Mullins. Her husband was stationed at Fiji, & had been to Canton in the course of his duties. Apparently there was a naval base of sorts belonging to both G.B. & U.S.A. there, & he sent her this envelope addressed to himself.

The other "joke" envelope was sent to my brother-in-law when he was Advertisement Manager of the Coventry Evening Telegraph. I imagine that similar letters were despatched to other Fleet Street publications as a stunt — when first the idea of space travel came to the fore. I should think that these were the first space stamps (designed but not issued!)

Again, thank you for the stamps,

Yours sincerely,

E.M.R. Burgess.

The first part of the letter is nothing to do with this but she then refers to her brother etc.

Thanks again to Colin and if you find anything fun or interesting please send me an email with the info.

Going through some GB presentation packs, I stopped and actually looked at the card with this set and thought it displayed an excellent array of essays of the Machin head with the comparison with the 1840 penny black and thought worth sharing with you all. This from the 1st April 2008 Definitive Stamps issue.

ROYAL MAIL DEFINITIVE STAMPS

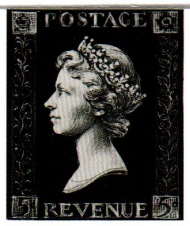
Arnold Machin's iconic design for Royal Mail's definitive stamps was first introduced in June 1967 and was immediately recognized as classic. A timeless symbol of royal authority worldwide, it has now appeared on more than 175 billion stamps.



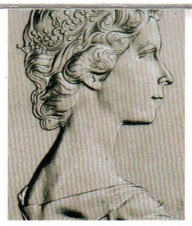
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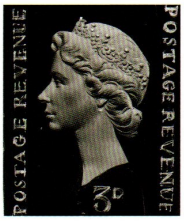

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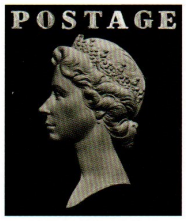
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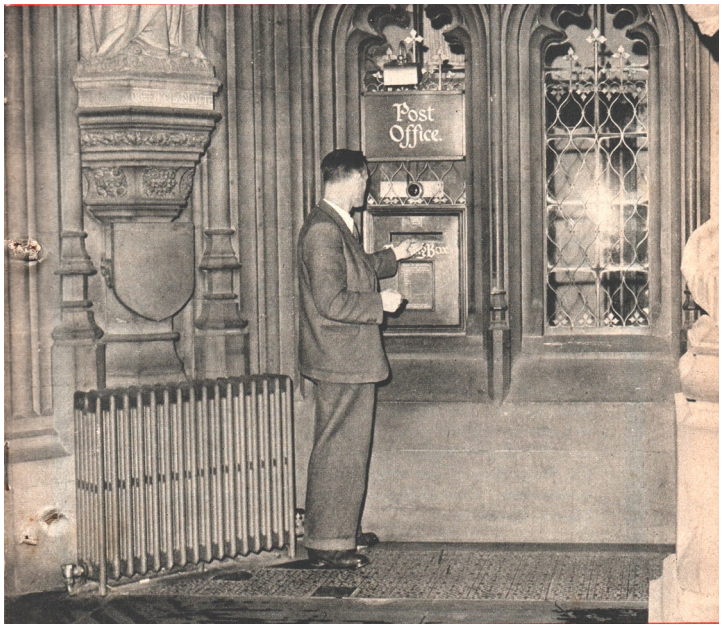
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1.1840 Penny Black 2.Sketch of Queen Elizabeth by Arnold Machin based upon the Penny Black 3.Sketch of Queen Elizabeth by Arnold Machin based upon the Penny Black 4.Machin's head for the decimal coinage 5.Mould for decimal coinage 6.Mould for decimal coinage worked on by Machin 7.Sketch design with regional symbols by Arnold Machin 8.April/May 1966 essay by Harrisons based on Machin's regional-symbols design with his 'Coinage' head 9.Machin's simplification of his 'Coinage' head 10.Further simplification with decreased legend 11.September/October 1966 essay by Harrisons of Machin's simplified 'Coinage' head (with tiara) 12.October 1966 essay by Harrisons of David Gentleman design based on a photograph by John Hedgecoe (with diadem) 13.October 1966 essay by Harrisons featuring silhouette of David Gentleman design 14.Sketch by Machin featuring diadem 15.Late October 1966 essay by Harrisons of Machin's 'Diadem' head without value 16.November 1966 first drawing by Machin with corsage 17.Final drawing by Machin of a full corsage 18.December 1966 essay by Harrisons of Machin's final design 19.'Coinage' plaster cast by Machin 20.Original 1964 photograph by Snowdon 21.Final plaster cast by Machin



Thought I would show over the next 5 pages writings from the 1950s. These are articles that appeared in the 1952 & 1953 copies of 'The Post Office Magazine'. This was a monthly in-house magazine mostly relating to staff promotions, what they had been up to etc but a few had additional articles in them so I have copied a few.

Left is a photo of the House of Commons posting box - rarely seen! Then below is an article on the first mechanised postal order machine. On following pages are on Lundy island and William Dockwra and His Penny Post which I hope you enjoy.

The Postal Order Machine

By R. D. Gibbon

ON October 15, 1951, yet another step was taken on the road to the elimination of queues in our public offices. The Engineering Department installed at Romford Head Post Office the first Postal Order issuing machine in the world.

The need for mechanical aids at our public counters has been growing over the past few years. This is the result of the rapid expansion of the range of services which the Post Office has been called upon to bear. There has also been a phenomenal increase in the demand for postal orders, largely due to the popularity of the "Pools."

The normal postal order is issued in twenty-seven different values ranging from sixpence to forty shillings. Odd values are accommodated by the addition of stamps to the face value of the order. There are four changes of poundage, one penny for values up to 1/5, three-halfpence for values 1/6 up to 5/11, twopence from 6/– up to 21/11, and fourpence for orders of £2. This range of values calls for a large stock of orders and stamps, and at the end of his duty the counter clerk has some twenty minutes' work in balancing his accounts.

The new machine, which is the result of collaboration between the Bell Punch Company, Uxbridge, and the Power Branch of the Engineer-in-Chief's Office, is an entirely new development involving many original ideas. It has taken about three years to design and produce this machine and to arrange for the present trial of the prototype model. Power operated, it takes a prepared blank from a block of a thousand "valueless" but numbered orders; prints in words and figures on the order, and in figures only on the counterfoil, any predetermined value from sixpence to twenty-one shillings and elevenpence in one penny stages. It also inserts the correct poundage, the date, the Office of Issue, and a code letter which identifies the counter officer, and delivers the order to the operator through a slot on the left-hand side of the machine. The entire operation takes only two to three seconds.

The machine has three separate recording devices, two of which, recording the running totals of both the value and poundage of all the postal orders issued, are duplicated inside the machine as a check on the mechanical accuracy of the meters. The third meter on the extreme left of the machine is a simple counter which provides a check of the number of orders issued. This figure should, of course, agree with the difference in the serial numbers of the orders passed through the machine.

The actual values are set by means of two knobs, one on each side of the machine, that on the left setting the shillings and the other, the pence. The amount so set appears in a window close to the left-hand knob. Having selected the required value, the operator starts the machine by depressing the operating handle on the right-hand side, and an order is issued. The value of the orders is printed by means of a serrated roller, which, engaging in milled dies, embosses the paper as well as inking it, and so guards against forgery.



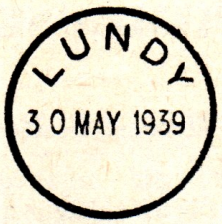
The machine on trial at Romford Post Office

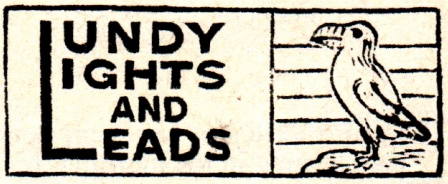
At the Romford office the counter is fitted with a stamp emitter, designed and manufactured by H.T.A. Ltd. This affords a convenient means of supplying 2½*d.* stamps, frequently requested by the public for postage of their orders.

The advantages gained by this installation are a slightly quicker service to the public, the elimination of postage stamps from the face of the order, a small saving in time at the issuing point through the avoidance of a separate date stamping operation, and easier balancing of accounts.

Together with other steps in counter mechanization the new Postal Order issuing machine will, we hope, help to remove that most serious problem—the queue.

LUNDY ISLAND AND ITS PUFFIN STAMPS





OUT in the Bristol Channel, twenty-five miles from Barnstaple, lies the tiny, granite, windswept island of Lundy. Three miles long and half a mile wide, its inhabitants numbering less than a score, it is one of the most beautiful privately-owned islands in Europe.

Woven round Lundy and its owner, Martin C. Harman, is a Post Office story of outstanding interest, yet there is no post office on the island, no postmaster, no postmen, no pillar boxes, no kiosks: the G.P.O. neither collects nor delivers the islanders' mail.

Lundy has had a varied history. It has known peaceful monks and turbulent barons, Algerine pirates, French raiders and Cornish smugglers. It has seen the passing of the heavy galleons of Elizabethan merchant adventurers and the graceful sloops of buccaneers from the Indies. Its islanders waved farewell to Giovanni Cabot in 1498 when he started off on that voyage to Labrador from which he never returned. Charles I fortified it, and Sir John Borlase in 1780 tried to establish a colony of Irishmen on it.

Now it is the home of rare birds, the breeding ground of seal and the retreat of a city financier.

Before August 1914 its mail service was provided for under contract with the Bideford and Bristol Steamship Company, and a service on two days a week was given—one from Instow and one from Bristol. During the first world war a regular weekly service was maintained by Admiralty patrol vessels from Milford Haven and Ilfracombe.

In April 1920 A. L. Christie, then owner of the island, began a weekly service by motor drifter, and, on the withdrawal of the patrol boats, a contract was made between the Admiralty, the Post Office and Mr. Christie under which mails and stores for the crews of a lighthouse and a signal station were conveyed between Instow and the island once a week for the annual sum of £208. In 1925 the island and the motor drifter were sold to Mr. Harman who took over the contract.

The first British post office was established on Lundy during the latter part of the 19th century and until November 1929 ordinary British postage stamps only were affixed to letters and parcels. The postmasters of Lundy were appointed by the Head Postmaster of Bideford subject to the approval of the owner of the island.

In 1927 Mr. Harman gave notice to terminate his mail-carrying contract and asked for higher rates. This was not agreed to and he then made an intriguing suggestion. He offered to perform the service free of charge provided letters posted on Lundy were forwarded to all parts of Great Britain and Northern Ireland without prepayment of postage. Once again the Department shook its head, and, as subsequent negotiations failed to produce any satisfactory arrangement, the islanders' correspondence has since then been conveyed to and from the island by Mr. Harman's own supply ship without remuneration. The Lundy post office was closed. The Admiralty Signal Station, too, was shut down permanently on September 30, 1928.

Why Puffin ?

On November 1, 1929, Mr. Harman issued the first of the now famous "puffin" stamps. He chose the puffin as his "standard of value" because a century or more ago a brisk trade in the feathers of sea birds was done by the islanders with the mainland. Chief of these birds was the puffin, a diving bird of the auk family, which breeds in myriads on the Lundy cliffs. A system of barter grew up whereby the feathers of so many puffins were regarded as payment for goods not produced on the island.

The first issue of stamps consisted of a half and one "puffin" denomination, but later other values were printed. A puffin was equal to a penny.

At the same time Mr. Harman issued two token coins in bronze also with the face value of a half and one puffin but this caused trouble with the Royal Mint and the coins were discontinued. He was, however, allowed to continue the use of his stamps as they did no actual postal duty, ordinary postage stamps having to be affixed in the usual way to all mail sent to or received from the island. The "puffins" are placed on the backs of envelopes as no stamps of any kind are allowed on the same side as British stamps.

The puffin labels have to be placed on every letter or parcel leaving or arriving at the island as such " puffinage " is regarded by Mr. Harman as a kind of export and import tax to provide revenue to cover his expenses in handling the island's post.

Letters for Lundy have to be addressed to an accommodation address and at present this is " Care of the captain of the *Lerinda*, Instow, Devon." At Instow Post Office the mail waits until called for by the captain of Mr. Harman's boat *Lerinda*.

In 1934 Mr. R. T. Boyd started an air service to the island and an agreement was made with the owner whereby an alternative accommodation address was " Care of North Devon Aerodrome, Barnstaple, Devon." Letters were carried to and from the island at halfpenny each and parcels at a penny a pound in addition to ordinary postage rates and, of course, the appropriate " puffin."

All mail posted on Lundy has to pass through the hands of Mr. F. W. Gade, the bailiff of the island and keeper of the general store. After stamping the letters and parcels with the proper British and puffin stamps (the latter being cancelled with a special Lundy date-stamp which also incorporates a puffin) the mail is sealed in a bag and handed over to the master of the supply ship. On arrival at Instow the letters are turned over to our postmaster for forward dispatch.

Incoming Lundy Island mails are picked up at Instow, taken across and handed to Mr. Gade. He affixes the puffin stamps, cancels them and sorts the mail. There are no deliveries and callers when they collect their mail pay " puffinage " which varies according to weight.

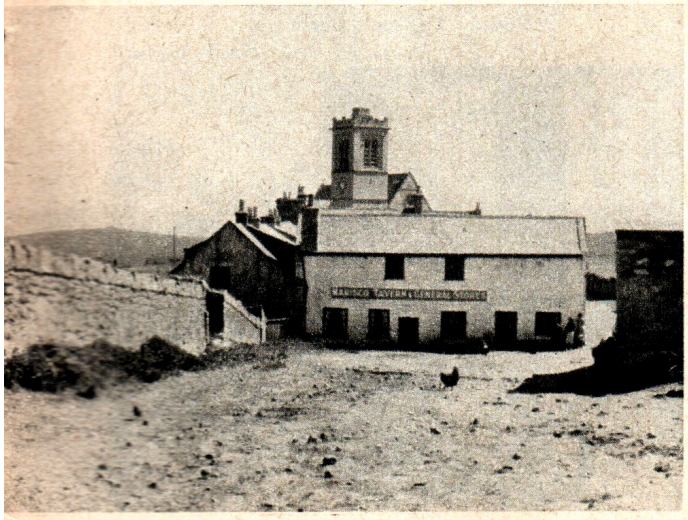
For a short period there was telegraphic communication with the island. In 1883 a cable was laid between Lundy and Hartland Point by a private company. It was abandoned after about four years, but in 1892 another cable was laid by the Post Office from the vicinity of Croyde Bay. This cable broke on several occasions and the crew of our cable ship had some exciting times effecting repairs during the fateful years of the 1914–18 war. This cable was in use until 1930 when a wireless station was erected on the island and maintained contact with Hartland Point receiving and transmitting telegrams.

Lundy has a charm all its own. Mostly it is just lettuce-green grass and wheeling sea birds, beaches and cliffs, the sweet melancholy of the west wind, and a church and a ruin and a touch of history—simple details if you like, but, in combination, they are very beautiful.



Break in the cliffs

Marisco Stores where Post Office work is transacted





William Dockwra and His Penny Post

by R. Robert, A.C.I.S.

TO trace the real beginnings of the Penny Post in this country it is necessary to go back to the times when the right to carry letters was farmed out by the Government to the highest bidder. We may conveniently take for a starting point the year 1644, when Edmund Prideaux was granted the monopoly, in consideration of a rent of £5,000 per year.

This was at a time when, for various reasons, a great increase in letter writing was taking place. Nevertheless, £5,000 was a considerable sum of money for those days, and Postmaster Prideaux, to make sure of running the business at a profit, charged the maximum permissible rate for delivering a letter—sixpence.

There is reason to believe that things went well with him and that he prospered. But monopolistic privileges were as unpopular in the seventeenth century as they are today, and it was not very long before Prideaux was being challenged. A joint-stock promoter named Oxenbridge set up a rival organization in 1651, with the avowed object of reducing the rate by one half, i.e., from sixpence to threepence, at the same time offering more frequent deliveries.

Prideaux was, naturally, indignant at the infringement of his monopoly by these " Undertakers for Reducing the Postage of Letters to Half Their Former Rates," as they styled themselves, but because of the Government's indifference he seemed unable to obtain redress. In these circumstances he attempted to take justice into his own hands by seizing the Company's mailbags and destroying the contents. This declaration of war was immediately taken up by the other side, and there were free fights between the rival post boys.

In the end the " pirates " won at least a moral victory, for Prideaux was obliged to reduce his charge to threepence. By doing so he effectively took the wind out of the sails of his opponents, who nevertheless strove hard to keep their service going. Later another, and much tougher, " farmer " took over the Posts—at £10,000 a year. This was a man of some military prowess, a Captain Manley, who, with the Government now solidly behind him, issued an ultimatum to the men of the joint-stock.

They were required to hand over all letters in their possession, and to wind up their business, in which considerable capital had been sunk. Refusing to comply with the demands, Manley took resolute steps to suppress them and their activities. Gathering together a detachment of Post Office employees, he provided them with arms, and drilled them into an efficient striking force. Then, having reached the required degree of preparedness, he launched a surprise attack on the " undertakers."

Their headquarters were raided and wrecked; the books of account were impounded, and the clerks expelled from their offices into the London streets. The nerve centre was paralysed; and then, hearing that Oxenbridge and other principals were at that very moment holding a meeting, Manley marched his troop to Wood Street, and laid siege to a house, the residence of a shareholder. Here the Post Office men made a great haul of letters, and the defenders, outnumbered and outwitted, were put to headlong flight. Only a few stalwarts, of indomitable courage, remained to barricade themselves in a room at the top of the house. But they, too, were forced to surrender.

There we must leave this rather stirring phase of Post Office history, leaping over a period of some thirty years, in order to consider a second, and more serious, challenge to authority. The position was, by then, considerably changed, for two Acts of Parliament, passed in 1657 and 1660, had brought the " Post Office of England " into being, with a Comptroller in charge of the great network of Posts across the country. His operations were on a considerable scale, for the Post Office in Charles II's reign, contributed £50,000 to the national revenue, ten times the amount which Prideaux had paid in rent.

But the new Post Office was still not the progressive enterprise that it might have been. The officials failed to understand the meaning of the great increase in letter writing, failed, above all, to budge from their fixed tariff of threepence per letter, which, halved though it had been by Oxenbridge's intervention, was still too high.

It was at this point, in 1680, that William Dockwra appeared upon the scene with a suggestion that seemed as startling as it was irresponsible (though it had, indeed, been suggested before): a Post that would deliver a letter for one penny.

Dockwra was a London merchant, and as such had noted the utter inadequacy of the postal services, in at least the City area. Growing yearly in importance as a mercantile centre, London had, indeed, cause for complaint, for, up to the 1st April, 1680, it was only at one place, the General Post Office in Lombard Street, that

letters could be posted. There were no letter boxes, and, of course, no telegraph services, or telephones, such as exist today.

The necessary capital for a metropolitan Penny Post Dockwra raised through a joint-stock company, and the receiving depots were opened to the public on Lady Day, 1680, the terms being simple and attractive. For the sum of one penny, a letter would be delivered within the "Bills of Mortality," which roughly corresponded to the historic square mile. Frequent deliveries were promised, and twelve a day actually achieved. Parcels, as well as letters, were carried, provided they did not exceed 1 lb. in weight or £10 in value. The charge of one penny was inclusive of insurance, for Dockwra, somewhat rashly as it proved, undertook to pay compensation for letters or parcels lost in transit.

Auspicious in its beginnings the Penny Post undoubtedly was, for it provided a service which the great corporations, such as the East India Company, had been demanding, and the private citizens dreaming of, for years. But Dockwra soon found himself involved in a tangle of troubles, not the least of which was the fact that few London houses were then numbered, with the result that the rounds took far longer than had been anticipated, and many packets were delivered to the wrong address.

This particular trouble would, no doubt, have been overcome as the postmen became familiar with their districts. But Dockwra was faced with heavy opposition from the army of messengers upon which the City had formerly relied. These men saw their livelihoods vanishing, and, not unnaturally, took care to ventilate their grievances. Roaming the City in militant bands, they made as big a nuisance of themselves as they possibly could, attacking Dockwra's employees, tearing down his notices, and removing signs from the receiving and sorting offices, of which there were some five hundred.

The greatest blow, however, was the springing into action of the official Post Office, holding, under an Act of Parliament, the sole right to accept and deliver letters. A protest was lodged, and legal proceedings commenced to bring Dockwra's activities to an end. This caused his fellow directors to take fright, and they withdrew their support, leaving him, in 1681, to defend the first of the actions alone.

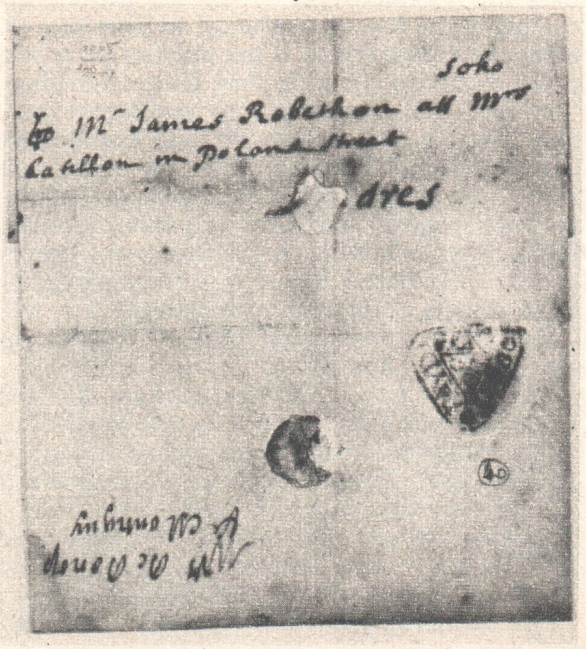
Of course, the law had to come down on the side of the Post Office, and the adverse decision caused the company to collapse. It was wound up, but, in circumstances a little obscure, Dockwra almost immediately afterwards set up again, working with renewed energy and zeal to make the Penny Post more efficient. Much trouble was taken by him to shorten the time taken in delivery, and users were actually asked to complain in cases of undue delay. He introduced, for the first time, stamps for impressing a postmark upon the letters.

That the City supported Dockwra is beyond doubt, for the merchants were entrusting to his care many thousands of notices and prospectuses. But once again, in the autumn of 1682, the Post Office struck, charging Dockwra with infringing its rights, and claiming not only exemplary damages but sequestration of his current receipts.

The defence advanced by him was cogent enough: where the Postmaster failed to inaugurate a service, as he had failed to do in the City, then others were entitled to do so. But the judge had to enforce the law, and ruled in favour of the Post Office, though he refused to grant the damages asked for, imposing only a nominal fine.

Though defeated in his enterprise, Dockwra was yet the instrument of progress, for on 27th November, 1682, the General Post Office announced that it was prepared to carry letters, within the City, for one penny. Dockwra's organization seems to have been taken over in its entirety, and he himself, in 1690, was granted a pension of £500 for ten years. Later, he was even appointed Comptroller of the Penny Post, but although a successful *entrepreneur*, he made but an indifferent civil servant, and a staff rebellion forced him to retire.

Letter bearing postmark used after Dockwra's Penny Post was taken over by the Post Office



Unidentified Sheetlet: I don't think I've illustrated this sheet before but had it a few years now and still not certain what it is. Its unmounted mint with full selvedge and perforated with 2 x 5 'stamps' Any





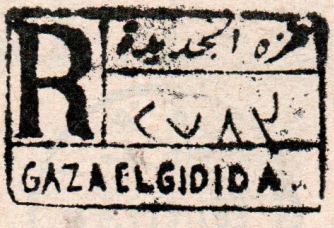
These are The Tower of London commemorative stamps issued on 13th August comprising 6 stamps in se-tenant block with 2 x 1st; 2 x £2 and 2 x £2.50. In addition there is a mini sheet with 4 further stamps these showing people famously linked to The Tower.

Elsewhere I have illustrated the set of 8 stamps celebrating the 50th anniversary of the first episode of the comedy series 'Porridge' issued on 3rd September 2024

Continuing on looking backwards saw this article in December 1955 Philatelic Magazine which is topical because of Gaza troubles but thought I would reprint here and on next page.

MAILS IN THE CONTROVERSIAL GAZA STRIP

EGYPTIAN POST OFFICES IN PALESTINE



SOON after the Mandatory Government of Palestine came to an end at midnight on 14th-15th May, 1948, an Egyptian Expeditionary Force crossed the border from the Egyptian part of the Sinai Peninsula and rapidly advanced to the north, north-east and east. Near the Mediterranean the farthest advance to the north was to the village of Yibna, about ten miles south of Jaffa, and in the mountains of Judea the farthest advance to the north-east was to the village of Beit Safafa on the outskirts of the southern suburbs of Jerusalem.

The occupied area contained a population of approximately half a million, the vast majority of whom were Arabs. In addition, there were and are in this area several Jewish settlements which had been established before the termination of the British Mandate. However, as they were strongly defended, very few of them fell into the hands of the Egyptian forces.

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★ **When the Egyptian forces crossed into Palestine in May, 1948, they re-opened many post offices and introduced new postmarks in Arabic and English to take the place of those in English only, which had been used by the former Mandatory Government.**

By

I. N. CAMP, O.B.E., M.A.

The occupied area contained various Post Offices of the former Mandatory Government and, in view of subsequent events, it may be divided into three geographical areas as follows:—

(1) The area still in Egyptian occupation, now commonly known as the Gaza strip. In this area there are now Egyptian Post Offices for civilian use at Deir El Balah, Gaza, New Gaza (GAZA ELGIDIDA in the Egyptian postmark), Khan Yunis and Rafah (RAFAH PALESTINE in the Egyptian postmark).

(2) The area in Egyptian occupation from May, 1948, until about October of the same year, but since then in Israel. This area contained Post Offices at Beersheba (captured by Israeli forces on 21st October, 1948), Beit Jibrin, El Majdal (captured by Israeli forces on 5th November, 1948), Faluja (El Faluja in Arabic and FALUGA in Latin characters in the Egyptian postmarks) and Isdud. There may have been an Egyptian Post Office at Deir Suneid, or possibly elsewhere. Yibna was only occupied for a few weeks and it is unlikely that the Egyptians had time to open a post office there.

(3) The area in Egyptian occupation from May, 1948, until April, 1949, and then in Jordan occupation until April, 1950, when it and other parts of Jordan west of the River Jordan in occupation of the Arab Legion were united with the Hashemite Kingdom of the Jordan the official name of which in English was subsequently altered by dropping the word "the" before the word "Jordan." There was no change in the Arabic name of the country, a literal translation of which is "the Jordanian Hashemite Kingdom."

In this third area the Egyptians had Post Offices at Beit Jala, Bethlehem (in the unusual form of BETH LAHEM in the Egyptian postmark), and Hebron (El Khalil in Arabic). There may also have been an Egyptian Post Office at Edh Dhahiriya, south of Hebron.

The Arabic name of Hebron literally means "the friend"; that is, Abraham, who is known among Muslims as Khalil Allah, the friend of God. As his reputed burial place is in the Great Mosque at Hebron, the full implication of the name of the town in Arabic is "the city of the friend of God," or, more briefly, "the city of Abraham."

From October, 1948, until April, 1949, the Egyptian forces in the first area were cut off from those in the third area by the successful occupation of the second area by the armed forces of Israel. During this period mails in the third area for other than local destinations were despatched via Amman, the capital of Jordan, as the forces of the latter country were in occupation of the Old City of Jerusalem and as a new road had been made to connect Bethlehem with the main road from Jerusalem to Jericho, Es Salt and Amman.

This road was farther to the east than a newer road over which I passed frequently in the spring of 1954 and which lies just to the east of the Government House area of the former Government of Palestine, this area now being a neutral zone occupied by officials of the United Nations.

In the spring of 1949 the Egyptian forces cut off in the hills of Judea were permitted under the terms of an Armistice Agreement to withdraw

Paging You

Auction Diary 752
Four First Days for Fipex 752
Here and There 753
The Stamp Market 754
Postmarks from the Antarctic 754
The Birth of a Postmark... 755
Philately in Germany ... 757
Publications Received ... 757
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Between Our Shelves ... 763
Active Philatelic Societies 765

across territory held by Israel to the Egyptian part of the Sinai Peninsula and the Gaza strip.

The Gaza strip is about 25 miles long and eight miles wide on the average. It contains a population of



more than a quarter of a million, about four-fifths of whom are Arab refugees and the rest of whom are, for the most part, the original inhabitants of the area.

The refugees are cared for by numerous officials of many nationalities of the United Nations Works and Relief Agency. Several United Nations Officers of various nationalities are also stationed in this area to supervise the working of the Armistice Agreement.

The presence of so many foreign officials and of many business firms and the existence of large refugee camps results in a volume of mail from the various Post Offices immensely greater than that during the period of the British Mandate. Unless used stamps are on covers or pieces, I would strongly advise against collecting them, as many of the so-called used stamps on the market are merely mint stamps cancelled to order and with the gum washed off.

The early covers from the areas occupied by the Egyptian forces bear the postmarks of the Government of Palestine, which were in English only. As some such cancellation stamps must have disappeared in the confusion following the British withdrawal, it must not be assumed that such postmarks were in use at all the Post Offices under the control of the Egyptians at one time or another.

As soon as possible after their occupation of a place with a Post Office, the Egyptians brought into use new circular postmarks with Arabic at the top and English at the bottom. I have noted the following approximate diametrical measurements :—

(1) 27 millimetres, Beit Jala, Bethlehem and Khan Yunis.
(2) 30 millimetres, Gaza and Rafah Palestine.
(3) 32 millimetres, Deir El Balah, Gaza and Gaza El Gidida.

It may be of interest to add a note about the postmarks of Jordan after the taking over of Beit Jala, Bethlehem and Hebron from the Egyptians. At first, the old Government of Palestine postmarks, in English only, were again used, but they were replaced as soon as possible by circular bilingual ones, with Arabic at the top and English at the bottom, measuring about 27 millimetres in diameter. These in turn were superseded in 1952 by similar postmarks about 33 millimetres in diameter.

McKenzie (Q.E. II), Mr. A. J. Childs (S. African airmails), Mr. E. W. Trory (Greece), Councillor Ireland (Ceylon), Mr. E. Hugen (Crash Covers) and Capt. B. Rogers Tillstone (Great Britain).

WALSALL.—On October 25th Mr. F. J. Field gave a display of "aero-philately" in three sections—"from native runner to jet-plane," "Empire Air Mail development" and "Arctic and Antarctic Posts."

WEST CORNWALL.—On October 26th Miss Crutchley gave a specialised display of the stamps of Nyasaland, showing the first issue of overprints from 1891 to (and including) the issues of the Rhodesias and up to the present day. This was followed by a film strip of the "Philatelist's Story of Oil" given by Miss G. M. Bridle assisted by Mr. J. Reed. On November 9th Mr. C. Hoare, the President, gave a specialised thematic display and talk on the historical background of the Cap of Liberty of both the old and new world as depicted on stamps of France, Switzerland, and the republics of S. America.

WOKING.—"Airmails of Egypt" by J. H. E. Gilbert, R.P.S.L. occupied the meeting on

I did also find this in the reports on philatelic societies, a report on the meeting of West Cornwall Society from October 26th 1955.

I'm obviously miles too young to have been there but of course David might remember it!

Anyway, interesting to see but couldn't find any reports of other Cornish clubs.

Anyone remember this meeting?

Irish Swiftpost labels

Interesting items though which I hadn't come across before.

I came across these 2 items in a collection of Ireland I purchased awhile ago. They are mint gummed labels with one appearing to be for inland use and the other for international use.

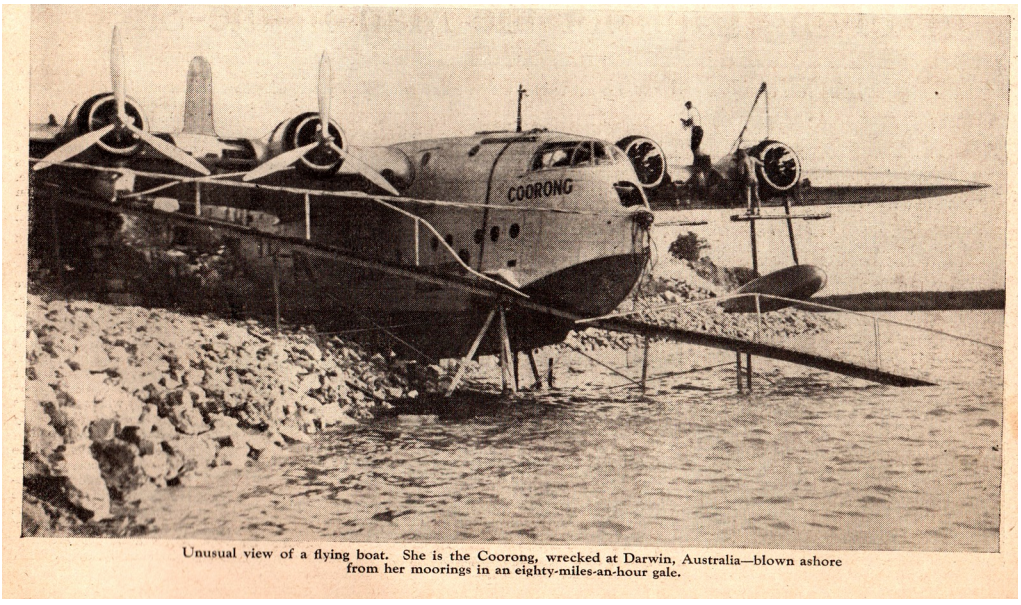
There doesn't appear to be a statement that postage is actually included. The instructions say you peel off the left half and put it on your envelope and hand the other to the post office.

It also says that whilst the item will be dealt with quickly there is no compensation for loss or delay so not a registration system.

We had a 'Swiftpost' service here as well which is considered postal stationery as it specifically included postage. I will check with a chap who collects Irish stationery in a couple of weeks and let you know what they are classified as.







Unusual view of a flying boat. She is the Coorong, wrecked at Darwin, Australia—blown ashore from her moorings in an eighty-miles-an-hour gale.

Contemporary news paper picture of a crashed imperial Airways flying boat after it cut its moorings in Australia

Awhile ago I bought a large collection of Flying weekly magazine from 1938 and 1939. Going through them I found a few airmail articles written by Francis Field the famous airmail specialist dealer.

I have reprinted 4 here as I thought they would be of interest to you all.

Hope they are readable, problems with feint original printing

NEWS OF THE LATEST AIR MAILS by FRANCIS J. FIELD

THE Voortrekker Centenary celebrations at Pretoria on December 16th last, have been made the occasion of two separate issues of commemorative stamps. A reconstruction of the original trek started from Cape Town on August 8th, and arrangements were made for a souvenir mail to be carried to Pretoria by the primitive ox wagons of which the convoy consisted.

Specimens of these souvenir letters were



Face of souvenir cover carried by K.L.M. Goodwill flight from Amsterdam to Pretoria.

afterwards flown to England by Imperial Airways, and it is interesting to note that whereas the first portion of their journey from Cape Town to Pretoria, a distance of 900 miles, took over four months, the second portion from Pretoria to England—nearly 7,000 miles—took only ten days.

Dutch concord with the Centenary was expressed by a Goodwill Flight from Amsterdam to Pretoria and back, operated by the K.L.M., and the Vice-President of the Dutch Privy Council, as the representative of Queen Wilhelmina, travelled by the machine. Double-sided souvenir envelopes were produced for conveyance by this special flight, one side being used for the necessary franking and address on the outward, and the other for the return, flight.

The photographs show both sides of the souvenir cover, one with Dutch franking, postmarked at Amsterdam on December 5th, and arrival stamped with the commemorative postmark at Pretoria on December 12th. The other side bears South African franking defrayed by specimens of the Voortrekker stamps, with despatch and arrival postmarks of Pretoria and Amsterdam.

AN important Indian internal air mail service was inaugurated on November 21st, 1938, serving the district of Kathiawar in the Province of Bombay. The terminal points are at Bombay and Porbandar, but calls are made at Bhavanagar, Rajkot and Jamnagar. The journey by rail occupies thirty-two and a half hours, but, by means of the air service, letters posted in Bombay are delivered in Porbandar four and a quarter hours later.

The operating company is Air Services of India, Ltd., who issued souvenir envelopes for the first service, each bearing a printed inscription appropriate to the respective stage. In addition, a commemorative cachet was employed on first flight covers in each direction, reading "First Air Mail/Bombay-Kathiawar (or Kathiawar-Bombay)/ 21st Nov., 1938."

This service does not come under the "all-up" arrangement, a special air fee of 1 anna being necessary. Consequently, less than 24 lbs. of mail was carried on the first service from Bombay, and quantities despatched from intermediate stages were considerably less. Complete sets of covers consisting of 12 letters should prove a good investment.

THE eastern portion of the trans-Canada service has taken less time to develop than was anticipated, for the first service left Montreal on December 1st, connection being made at Winnipeg with the service to Vancouver which has been operating regularly since last October. On the new portion of the route, calls are made at Ottawa, Toronto and North Bay, and the complete journey to Vancouver is accomplished in about twenty hours. Collectors have become so accustomed to expecting Canadian first flights to be embellished with commemorative cachets



Reverse side of same cover, carried on return flight to Amsterdam.

that disappointment is being expressed that the inauguration of the most important service in the history of Canada should have been allowed to pass unnoticed.

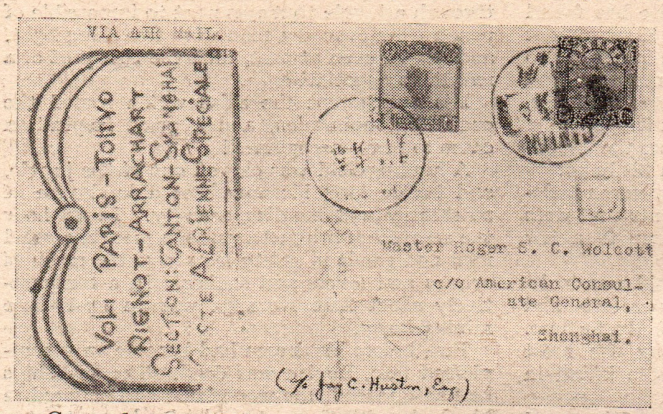
When the western portion was inaugurated last October, although no cachets were employed, strict instructions were issued that all letters should be back-stamped, so that there was sufficient proof of flight, but in the present instance even backstamping has been neglected.

CHINESE AIR MAILS

BY FRANCIS J. FIELD

THE history of the Chinese Postal Service goes back to the Chan dynasty, 1122-225 B.C., but not until 1896 was any effort made to introduce efficiency. Since that date, largely due to foreign influence, the development of the service has been rapid, recent statistics revealing that over 500 million letters are delivered annually.

To serve an area of over four million square miles there is available only 10,000 miles of railway and 33,000 miles of coastal and river-boat services, and it is therefore principally dependent on the foot courier service extending over 250,000 miles.



Cover flown by Rignot and Arrachart from Canton to Shanghai.

In 1922 a foreign loan was floated to buy a fleet of aeroplanes for commercial use. The British Handley Page Company supplied a number of biplanes, and a British officer was lent to China to train the personnel. But as soon as a pilot had obtained sufficient knowledge to be of any use, he was seized by local chieftains for their armies and turned into a military pilot. Several machines were also lost in this way.

The first experimental flight was made from Tientsin to Peking, in May 1920, by a Handley Page machine. The mail was stamped with cachets in Chinese and English, one being applied before departure reading "Chinese Post Office/Despatched by Aeroplane/Tientsin to Peking", and the other after arrival reading "Received by Aeroplane."

On July 1, 1921, an air mail service was established to accelerate mails between Peking and Shanghai, but mails were flown only between Peking and Tsinan, the 450 miles which separates Tsinan from Shanghai being covered by rail. Five air stamps were issued depicting a biplane in flight over the Great Wall, and the operating company received the proceeds of the sale of the special stamps which were additional to the regular postage rate.

Mail carried on the first flights was marked with a cachet in Chinese, the translation of which reads, "Mail carried by First Flight of the Aerial Postal Service Established by China."

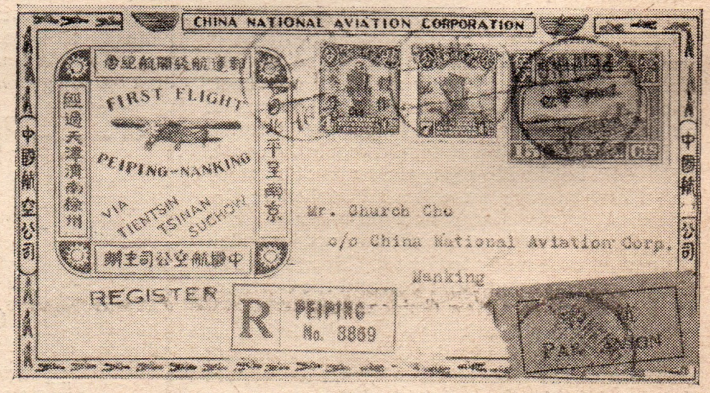
In 1925 the first overseas mail was despatched from China. This was carried by the Italian pioneer aviator De Pinedo, who in the course of his 36,600 miles flight from Rome to Australia and back, called at Shanghai both on his outward and return flights. On his outward flight he carried seventy letters from Shanghai to Kagoshima, Japan, all of which were stamped with a rectangular cachet in violet reading "First Airmail/China-Japan."

Other famous fliers to carry Chinese air mails in the course of their long-distance flights were Rignot and Arrachart, who on their Paris-Tokyo flight carried a mail from Canton to Shanghai in 1929, and Von Gronau, who carried a mail from Shanghai to Hong Kong and Manila on his Round-the-World flight in 1932.

In 1932 an attempt was made to operate a service between Lanchow and Tihwa in Sin Kiang, the most westerly of the Chinese dominions. The trial flights of this service were responsible for the issue of some provisional air stamps which have appreciated in value to a record extent. The first trial flight was from Lanchow to Tihwa, in November 1932, and as no appropriate air stamps were in stock at Tihwa for the return flight, an emergency issue was made by the postmaster by overprinting the regular 15c. and 30c. stamps.

The 1932 plans were not developed, but mail flying experiments were resumed in 1933, and as the air fees had been increased, 5c. and 10c. stamps were overprinted to prepay the additional charges. The present catalogue price of this set of stamps is equivalent to nearly £800.

In 1931 the China National Aviation Corporation was formed and their first service was between Nanking and Peiping, via Suchow, Tsinan and Tientsin, on April 15. The commemorative envelope issued for the first flight is shown by one of the illustrations. A month later the Eurasia Aviation Corporation commenced a service from Shanghai to Manchouli, where mail was placed on the trans-Siberian railway to Europe.



Cover by first flight from Peiping to Nanking

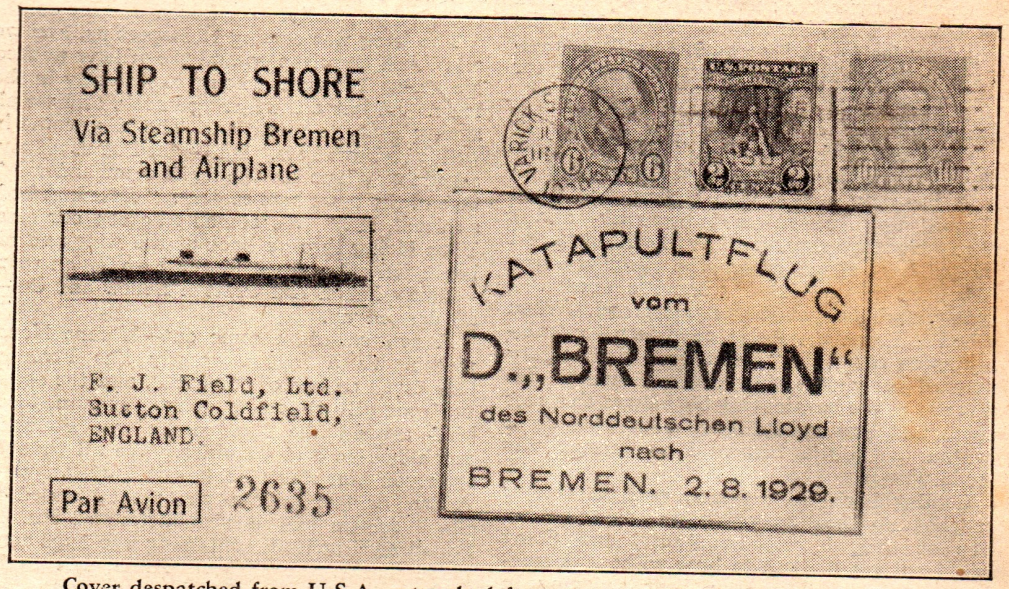
By 1937 the internal services were being rapidly developed and the more important towns were in aerial communication with the rest of the world, when they were disorganised by the outbreak of hostilities with Japan. Whatever the result of the present struggle, the commercial importance of China assures the internal development of suitable airmail routes connecting with the international air lines terminating at Hong Kong.

Next week: Graf Zeppelin Mails

POST HASTE

Ship-Shore Air Mails

By **FRANCIS J. FIELD**



Cover despatched from U.S.A. catapulted from the s.s. " Bremen," August, 1929.

LONG before regular trans-oceanic mail flying was a matter of serious consideration with airway operators, experiments were being made to speed-up mail transport through the use of ocean liners for taking off and landing aircraft; these trials were based on experience previously gained from attempts that were made with battleships as floating 'dromes.

Proof that necessity forced this ship-shore mailing development is found in the fact that before the aeroplane was invented a service for urgent messages existed in connection with Atlantic liners, and as its description in this journal implies, the messages were conveyed by air. In 1899 the Compagnie Generale Transatlantique operated what was called " La Poste en Mer "—a pigeon post—in connection with liners leaving and approaching Havre.

Every week during the summer months twenty pigeons were carried on the outgoing vessel, half of which were liberated on the outward journey, when a certain distance from land, and the remaining half were set free at approximately the same point on the return voyage. These pigeons carried urgent messages, which on arrival at the loft, were copied photographically, the copy being sent to the addressee on a specially printed cardboard mount.

* * *

ONE of the first mail experiments by aeroplane was made by Sir Alan Cobham in 1926, who, upon arrival of the British liner *Homeric* in New York Harbour, flew a portion of the mail from the deck of the liner and landed at Battery Point. The covers bear a special imprint describing the experiment and were all numbered and initialled by Sir Alan. A similar experiment was made by Chamberlin in 1927, who flew a mail from the *Leviathan* at sea to Hasbrouck Heights, N.J.

By 1928 the use of a catapult for launching aeroplanes from the decks of battleships had reached a stage which permitted the appliance to be used commercially. France was again the first nation to adapt the idea for the acceleration of mail, and a catapult was fitted to the deck of the liner. *Ile de France*. This was built by the Chantiers Company and operated by a compressed air device capable of projecting eight tons into the air at a speed of 68 m.p.h. An electro-magnetic release enabled the pilot of the plane to operate the catapult from his cockpit without need of a deck man. Three experiments were made over the Atlantic route in August, 1928, and public mail was accepted for acceleration on payment of a special fee.

A limited issue of stamps was specially overprinted for use on the service, and some of the mail was marked with a descriptive cachet incorporating the name of the pilot, Lieut. de Vaisseau L. Demourget. The aeroplane conveying the mail was catapulted from the deck of the steamer, when about 600 miles from New York, and letters were delivered about thirty hours before those carried entirely by sea. British mail was accepted for the third experiment only, and letters intended for the service needed the endorsement, " Catapult Air Mail per s.s. *Ile de France* via Plymouth," while an extra fee of 2s. 6d. per letter was charged.

* * *

IN spite of the success that attended these first " Catapult Mail " experiments, the French shipping company did not further exploit the possibilities; the idea was, however, enthusiastically taken up by the North German Lloyd Company, who fitted the Bremen with the Heinkel catapult apparatus in 1929. This appliance could be swung from port to starboard and the starting beam could also be extended in order to give the plane the advantage of the best possible wind conditions. Further aid during the start of the plane was rendered by swinging the steamer into the wind. The mail service opened on July 22nd, 1929, and operated on nine voyages, before it was suspended for the winter after the despatch of October 16th, a different cachet being applied to mails carried on each service. A resumption was made in April, 1930, and in September of the same year the *Europa* was similarly equipped with the catapult apparatus, mails again being distinguished by the application of a special cachet.

POST HASTE

THE THREE-HALFPENNY AIR POST

By

FRANCIS J. FIELD



(Right) A Cover recording the first official Air Mail service, Kirkwall (Orkneys) to Inverness, run by Highland Airways Ltd.

THE flying boat *Centurion* seems destined to play an important part in the Empire Air Mail Scheme, for it carried the first "all-up" mail from England to South Africa last June, and was again chosen to inaugurate the first unsurcharged mail to India and Malaya. This left Southampton on February 23rd, and was piloted by Capt. G. U. Allan, whose name will be familiar to air mail collectors in connection with many Australian first flights.

Capt. Allan was associated for several years with the late Sir Charles Kingsford Smith, and the two aviators were co-pilots on a number of occasions. His most important undertaking was the Australia-England-Australia Christmas flight of 1931-2, when he crashed at Alor Star, but resumed the flight in another machine in company with Kingsford Smith. In consequence of the delay at Alor Star, and another accident in England, the return mail, originally intended to reach Australia by the New Year, did not leave England until January 7th. On the return flight, however, they had the satisfaction of beating the record for a commercial machine by reaching Australia in twelve-and-a-half days. Commemorative envelopes were issued for both outward and return flights, and those from Australia to England were also stamped with an attractive cachet. A number of covers bear the autograph of Capt. Allan.

Returning to the subject of unsurcharged air mail, the British Post Office has frequently availed itself of air mail services for the acceleration of ordinary mail before the start of the present scheme, the first occasion being as long ago as July 9th, 1920, when two bags of late mail addressed to Bombay and Freemantle were flown from London to Paris. This enabled connection to be made with the mail boat at Marseilles, and, beyond the usual late fee, no air mail surcharge was levied. During the General Strike in May, 1926, 785 bags of ordinary mail were flown internally to expedite delivery, but unfortunately there is no means of identifying these covers, as no special markings were applied.

May 29th, 1934, was an important day in the history of both commercial aviation and the British Post Office, for it marked the inauguration of the first regular unsurcharged air mail service between Inverness and the Orkneys. Highland Airways had previously operated a very successful passenger service between these two points for several months, and the Postmaster-General eventually granted them a mail-carrying contract, which has been renewed each year. To mark the occasion, the operating company issued commemorative vignettes, which were sold at 2s. each, but their use was, of course, optional.



The first Air Mail flight by Jersey Airways Ltd. to Southampton on June 1st, 1937.

Shortly afterwards a mail-carrying contract was awarded to Railway Air Services, and, commencing on August 20th, 1934, mail was flown between thirteen towns covering the majority of the British Isles. The organisation consisted of three separate services, all of which called at Birmingham, and thus enabled mutual connection to be made. The three routes were: (1) Glasgow-Belfast-Douglas-Manchester-Birmingham-London; (2) Liverpool-Birmingham-Cardiff-Teignmouth-Plymouth; (3) Birmingham-Bristol-Southampton-Cowes. "Thirteen" certainly proved to be an unlucky number, for the weather was most unfavourable and two of the services had to be abandoned owing to the gale, the Liverpool-Plymouth and return being the only one to complete its schedule.

Subsequently the internal air services were modified considerably, and no important new services were inaugurated until June 1st, 1937, when a contract was awarded to Jersey Airways and mail was flown between Southampton and Jersey. The operating company applied a commemorative cachet to all mail handled individually by them, but the ordinary public postings were, of course, in sealed bags when received by the company, and these received no special markings.

The most recent internal service to be inaugurated was between Aberdeen and Shetlands on November 23rd, 1937. This service is operated by Allied Airways (formerly Aberdeen Airways), but neither vignettes nor commemoration envelopes were issued by the company. Vignettes issued by their predecessors, Aberdeen Airways, were, however, used on some of the mail, and commemorative envelopes were issued by the *Shetland Times*.

Although this service calls at the Orkneys, no arrangements have yet been made for mail to be carried between Shetlands and Orkneys, owing to the fact that Highland Airways hold the contract for mail to and from the Orkneys, while Allied Airways have the contract to and from the Shetlands. Mail connection between these two groups of islands is therefore made via Aberdeen by means of the two air services and a rail connection between Aberdeen and Inverness. Mail from Orkneys to Shetlands, therefore, passes within a few miles of its dispatch point after a joint air and rail journey of approximately 400 miles. Even so, acceleration is effected over surface transport; but surely it should be possible to arrange for the mails to be flown direct.



Signpost intended to help Imperial Airways pilots find the right direction!!



Who said the life of a stamp dealer is easy!!Shown right is an apparently very busy and well-known stamp dealer, hard at a work engaging with customers at the recent mega Plymstock stamp fair!

On the bright side at least he doesn't appear to be snoring.

It also perhaps highlights the dwindling attendance at stamp fairs now. The recent Newquex fair was reasonable but with only limited attendance from basically the same people every year. Certainly it does appear the overall attendance at fairs is still declining and will call into question the future of fairs around the country. This is compounded by dealers less keen to travel too far and reducing attendance, meaning organisers are putting up table fees leading to a vicious circle of ongoing reduction in fairs.



India is promoting World Airmail Day in February next year with a virtual exhibition etc. Seems to be a good idea for any airmail collectors as I think you need only send scans of your exhibit rather than taker it there.

Anyone willing to have a go?

AMSIPEX-25

AIR MAIL SOCIETY
INDIA FOUNDATION

1st International Virtual
Aero- & Astrophilatelic Exhibition
15-23 February 2025

India holds a special place in the history of air mail. The world's first postally sanctioned Air Mail flight occurred in India on 18th February 1911, when French pilot Henri Pequet carried about 6,500 postal articles from Allahabad (now Prayagraj) to Naini in a Humber-Sommers biplane.

This event revolutionized global communication, demonstrating the potential of airmail to speed up postal services and connect people across long distances. News of this event spread across the world and nations like Britain, Germany, France, and the United States of America soon began organising similar events. Rapid developments in aircraft design and technology soon followed, allowing for bigger, faster, and more reliable aircraft. This led to the emergence of Civil Aviation and the growth of passenger traffic in the 20th Century.

Despite the importance of air mail in the advancement of communication and transportation, *World Air Mail Day* is not celebrated globally. It is fitting for our nation to leads the effort to commemorate this historic achievement. AMSI is working to ensure that *World Air Mail Day* is widely recognized and celebrated on 18th February each year. We have reached out to various societies worldwide and received an encouraging response.

AMSIPEX-25 provides an ideal platform for launching this initiative. By celebrating *World Air Mail Day*, India will inspire other countries to honour her role in advancing global communication and trade. India is one of the world's fastest-growing Civil Aviation markets and the world needs to recognise the many historic contributions our nation has made over the years.

1929 Galway to London air Mail

On August 26th, 1929, a North German Lloyd Liner arrived at 6.30am in the morning in Galway Bay from New York. Special bags of mail were immediately taken from the ship into Galway by launch, and together with mails that were especially made up in Galway Post Office, were rushed by car to Oranmore Airport. Notices has been placed in the Eglinton Street Office saying that letters would have a special impress affixed for this flight, and that they should be posted early.



A vignette affixed to some covers carried on the ship

A Vickers-Vixen aeroplane was waiting at the aerodrome to take the mail in the first experimental Air Mail flight between Galway and London. The pilot was Colonel Charlie Russell, a former chief of the Irish Free State Air Force and his co-pilot was Flight Officer J. "Mutt" Summers, a test pilot for Vickers Aviation, builders of the plane. The flight left Galway at 7.30am and arrived at Croydon Aerodrome near London at 11.35am having called at Baldonnell near Dublin and Chester. There was no official flight prior to this. Allowing for the stops en route, the actual flying time was 2 hours and 51 minutes.

The plane used was an historic one in that it was kept at the ready in London during the Treaty negotiations. Col. Russell was on standby throughout the talks and in the event of their breaking down was ready to fly Michael Collins back to Ireland immediately. It was named 'The Big Fellow' in those days. The object of the flight was to demonstrate that mails and passengers arriving in Galway from American ports could be delivered in the English Capital a few hours later, and also to prove to "this, the least air-minded country in the world, that if we are not to lose our splendid position as the great island gateway between East and West, we must be up and doing without further delay". It was a first and practical step in the development of civil aviation in Ireland and also hugely significant in terms of postal history.

There were 1,200 items in the American mail on board, and about 1,000 more were posted on the liner and enclosed in a second bag. About 6,000 items had been posted in the G.P.O. in Galway and were made up in five bags. All the liner and Galway items were impressed with an oval lithograph bearing the words "First Air Mail, Galway London, 26th August, 1929". Many of the letters mailed for the occasion were in the nature of souvenirs and of course, important to serious stamp collectors.

Fine airmail cover with the oval magenta cachet for 'FIRST AIR MAIL/GALWAY - LONDON'





photograph of the mail being loaded into car to the airport

A SIMILAR COVER FROM THE FLIGHT. This one is actually signed by the pilot Col Charles Russell. It has been reposted on arrival with a ½d adhesive with machine cancel for the same day, 26th.





fógra speisialta

(SPECIAL NOTICE)

FIRST

AIR MAIL

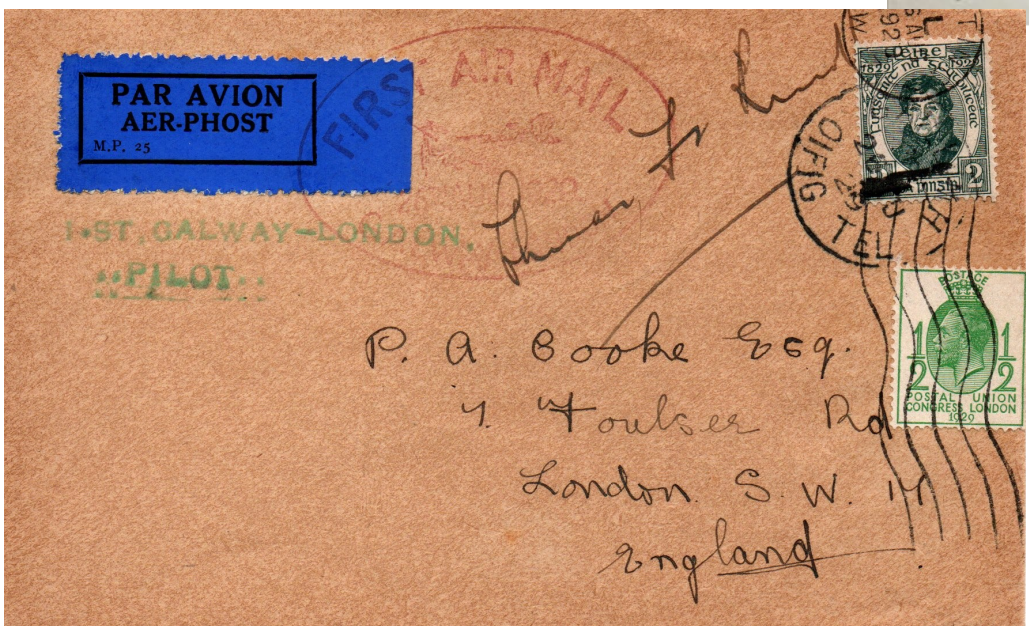
GALWAY—LONDON

26th AUGUST, 1929.

Letters for conveyance by above Mail may be posted at Galway Post Office. The total weight of mails to be conveyed by air is strictly limited, and it is essential that letters for inclusion in the mail be posted as early as possible.

Letters should be specially marked "Air Mail, Galway-London," and should be handed in at the G.P.O. Counter. Ordinary postage only will be charged. Letters cannot be Registered.

Galway Post Office. 22nd August, 1929



Photocopy of the Notice placed in Post Offices regarding the acceptance of mail .



Local mail for England were accepted without any airmail surcharger. This cover has a pair of 1d KGV stamps with the 1922 overprints with a machine cancel for the evening of the 24th August. It was reposted by Francis field on receipt with a ½d stamp obtaining the Sutton Coldfield cds for the following day.



This cover is a little more interesting. It has the Irish 2d stamp and addressed to Hugh Vallancey in London with a cds cancel for 7.15am. However, this was not in time for the 7.30qm departure of the aeroplane so bears the straight line black cachet 'Too Late for Air Mail' and was then sent by normal surface mail

Vallancey was active in philately for 50 years. In 1912, he founded the London Philatelic Club with F.A. Wickhart and in January 1915, he acquired the magazine *Stamp Collecting* of which he became the editor until it was taken over by Douglas B. Armstrong's Stamp Collecting Limited in 1930.[4] He was one of the first philatelists to take a serious interest in perfins (stamps perforated with firms' initials), about which he published a book in 1933.

He was one of the principal dealers in philatelic literature in Britain and acquired the stock of philatelic publishers Harris Publications after A.H. Harris's death, and the library of Frank A. Bellamy which Vallancey estimated to contain over 200,000 items, though he described much of it as "waste paper". He bought Edward Denny Bacon's library after Bacon's death in 1938. It was transferred to the basement of Vallancey's "Philately House" premises in St Bride Street, London, where it was catalogued by L.N. Williams and began to be sold off. On 10 May 1941, however, a German bomb completely destroyed Philately House, taking Vallancey's business and the remains of the Bacon library with it. Not long afterwards, in 1942, Vallancey sold his collection of British stamps by auction through Robson Lowe in a sale comprising 744 lots.

However, the Galway flights of 1929 were not the first England/Ireland flights of note. The previous year in 1928 were the experimental flights by Imperial Airways between Liverpool and Belfast utilising the 'Calcutta' flying boat.

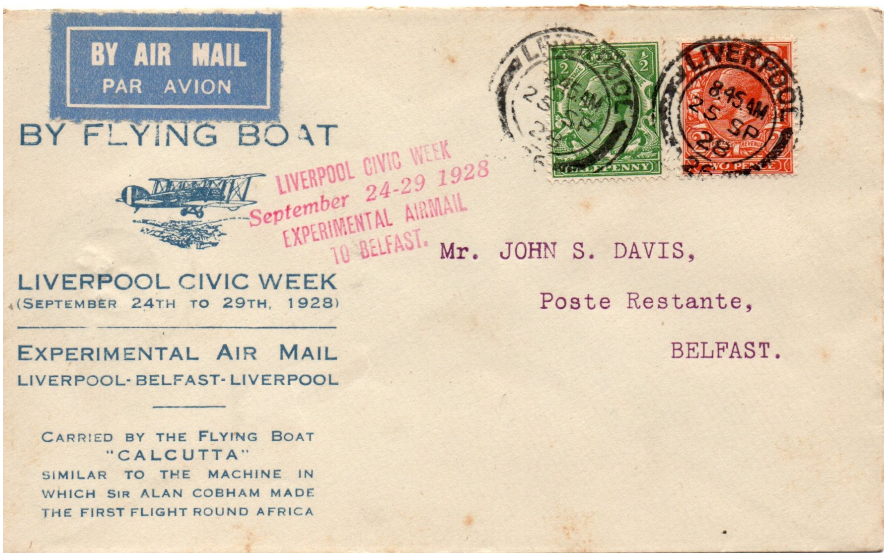
I think I have written an article on this flight before but if you can't remember I illustrate a pair of covers.

These comprise a matched of flights from Liverpool to Belfast and the return trio flown on the second day of flights. Both use the pre-printed envelopes with the 2 different cachets in red.









The two red cachets are different for obvious reasons. The lower refers to Liverpool Civic Week whereas the one applied at Belfast merely refers to Experimental Airmail

Advert in national newspaper during September; I am sure you will all be rushing out to buy a set!! *(sorry about the scan - had to be done in 2 parts).*

Own a Piece of Royal History: The Queen Elizabeth II Wilding Stamp Collection

Dive into the heart of British heritage with the exclusive Queen Elizabeth II Wilding Stamp Collection, a testament to philatelic excellence and royal history. This unparalleled collection presents a unique opportunity to own the first definitive stamp designs of Queen Elizabeth II's reign, marking a significant chapter in the British monarchy.

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Baldwins - who are they? Back to Stanley Gibbons!!!

In 1918 the US Post Office accidentally issued a stamp with the image of an upside-down plane.

We know how they feel.

When you've been serving the collecting community for as long as we have, you know that mistakes can happen. From Presidents with an extra finger, gymnasts who defy the law of gravity and, of course, inverted aeroplanes, errors on stamps or coins have become the stuff of collecting legends. Hopefully, our own recent mistake won't be remembered for quite so long.

As you probably know, we recently made the decision to rebrand our auction house under the Baldwin's name. What you also probably know is that it didn't go down too well. Fortunately, a business doesn't survive for more than 150 years if it can't admit a misstep – and correct it. We're thankful that our customers, friends, partners and team could be so honest about what was wrong with the change we made – and how we could put things right.

Now, our auction house will carry both the Baldwin's and Stanley Gibbons name, reflecting the extraordinary history and global reputation of both brands. This is more than just messing around with the logo – it's about a commitment to collectors of stamps, coins, trading cards and more, that the service, and specialist advice, they receive from us will be at the same high standards they've always expected.

There's no way we could pass this off as anything other than a misjudgement – and one we have no qualms about putting right. Our plane is flying the right way up once more, some misguided ideas have been jettisoned, and our journey continues. This small but significant change will start to appear on our auction website and documents soon. It will not result in any changes to your log in details for SG, Baldwin's or the Auction House and all of your purchase history remains safely stored., and Stanley Gibbons and Baldwin's will continue to provide the range of products and services they do now, with the same devotion and expertise.

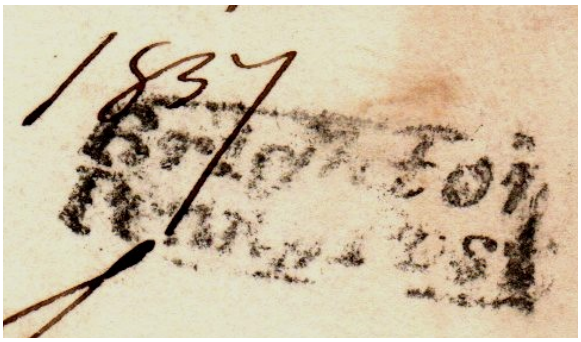
The legal name of the business has been updated to reflect the branding, as of 24/9/24 the legal name of the business has changed from 'Strand Collectibles Group Ltd' to 'Stanley Gibbons Baldwins Limited'. You should start to see this reflected in documents such as invoices and receipts very soon. You may see some materials with previous logos, branding or business names while we make our changes, please bear with us as we move toward consistency.

The SGB Leadership Team

A mea culpa from Stanley Gibbons who for some reason didn't realise that changing their name to Baldwins maybe a slight error. At least they have been honest, admitted a major error and now reverting back to Stanley Gibbons as their main stamp dealing and auction house part of the business.

I was asked about ‘free franks’ the other day so thought I would show a couple I had. Free Franks were a method whereby entitled people could send their mail free of charge by signing the bottom left of the cover. This included Bishops, MPs, Lords etc - the usual lot of entitled people. Shown here are 2 addressed to Mrs Cornish, Kenwyn, Truro from 1837.





This top one is dated 1st April 1837 from Brighton with boxed 2-lne ‘Brighton/PennyPost’ cachet and signed bottom left a name I can’t read. However it bears a manuscript ‘1’ showing in fact postage was payable.





This second front is again addressed to Mrs Cornish (popular lady!) and dated 30th January 1837. Appears signed bottom left by what looks like Henry Nelson. Can’t quite work out where it was posted - looks like ‘**north’. There is a very feint boxed PennyPost cachet with again **north.

However, this front has a manuscript ‘1’ on it and a fine unboxed cachet ‘TO PAY 1d ONLY’ showing there was no entitlement to free postage and postage was payable.

Someone with better research skills may find out who Mrs Cornish and her admirers' were!.

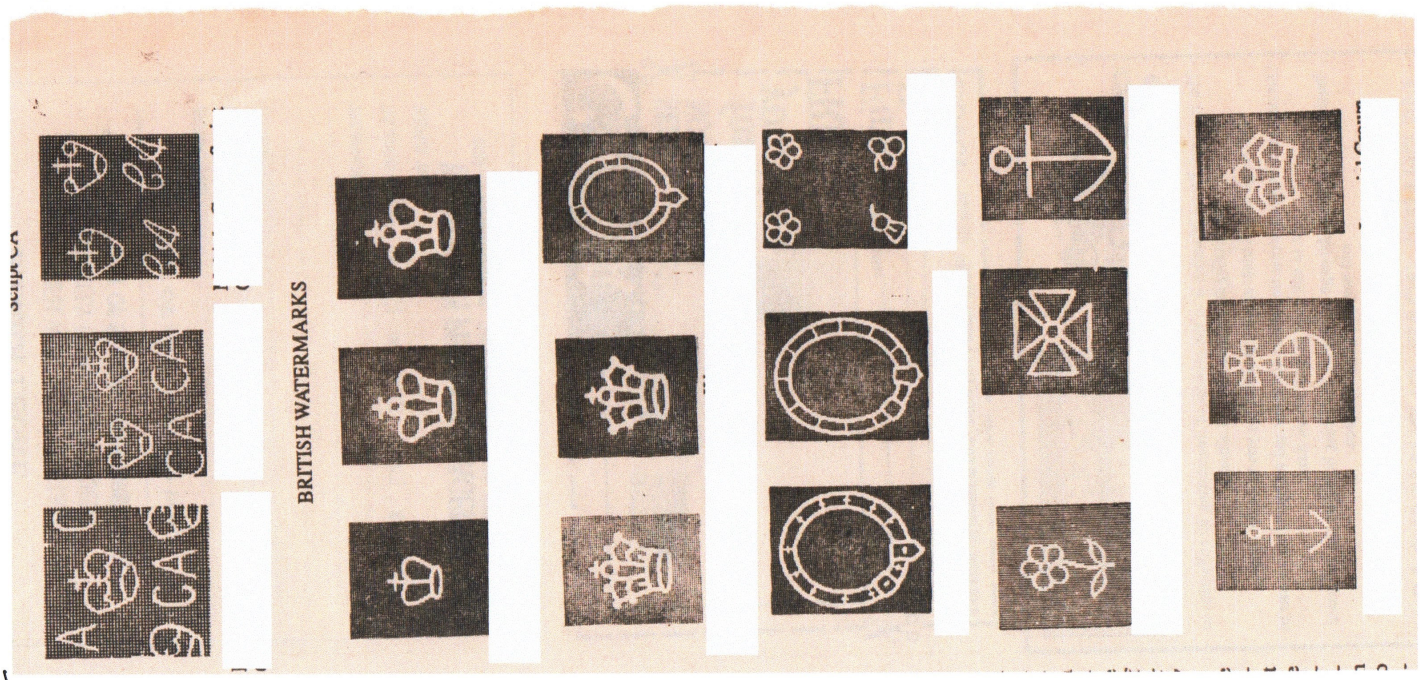
Federation Inter - Club Quiz



The bi-annual Federation quiz took place after the AGM in Falmouth on 14th October. 4 teams competed for the win with teams from Newquay, Falmouth and Launceston together with an Ad-hoc team made up of representatives from Truro, Redruth and Launceston clubs. Outright winners after a tight contest were the team from Launceston and they won both the Memorial Trophy and Inter-quiz shield. They beat Falmouth in second place by about 16 points. Photo above shows the winning team - Des, Rex & Barry receiving their trophies from Neil who acted as quizmaster.



Name the watermarks



Easy - 12 stamps illustrated, for 2 points each name the country they are from



On this page and the next, I have included 5 of the questions that formed part of the CPF quiz for your enjoyment.

No prizes for getting any answers right but have a go at answering them .

If I remember, I will print the answers to these questions in the next issue!

Philatelic Organisations (18)

Please give full name for the following initials:

CPF

SPH

ABPS

RSPL

WASC

BAMS

AEPS

CPS

EASC

APS

BSAP

PCNZA

AAMS

OFSSC

PHSC

BNAPS

IOSC

PSS

Abbreviations & Meanings – a few words or initials that you need to explain:

LATI

FCO BOLLO

BULLS EYES

IR OFFICIAL

POONCH

SHQYPTARE

PFG

OSGS

NF

IMPRIMATUR

FREE FRANK

CTO

BCOF

GRILL

AITUTAKI

Key Dates in GB Post Office history

What happened or why is this date important in the history of the Post Office

31 July 1635

1657

16 Jan 1661

1808

1830

10 Jan 1840

1853

1870

1894

Sept 1911

1924

1934

1937

1942

1959

16 Sept 1968

Minutes of the AGM Cornwall Philatelic Federation
Courtesy of Falmouth & District Philatelic Society
2.00 pm 14th October 2024

1. **Apologies**: Sue Burn, Rosemary & Eric Best, Trevor Dyer & Denis Hough –
24 members present.

2. **Minutes** The minutes of the AGM held at Redruth 17th October 2023 were read and recorded as a true record. Passed unanimously.

3. **Matters Arising**:

Following the purchase of a Zoom license, one meeting has been held but not well attended. As the Postal Stationery Society are not renewing the license further meetings on Zoom will be limited to the 40 minute free sessions.

4. **Reports:**

Chairman Neil thanked Falmouth club hosting the AGM on their club afternoon. He reported generally a good year for the Federation with our series of stamp fairs being generally successful, although attendance tends to be reducing.

Secretary –

1. Correspondence has been circulated to club secretaries and Federation reps by email. Hopefully these items have been circulated at club meetings, where appropriate.

2. Truro have confirmed they will host next year's AGM & Quiz on Thursday 23rd October 2025, St Austell on stand by.

3. I circulate a number of "Philatelic emails" including auction catalogues by "blind copy" to members of the CPF.

If anyone who has email but does not receive these emails & wishes to be added to my distribution list, please forward their email address to me (deskent@talktalk.net). Anyone wishing to have their name removed from the distribution list, please advise.

4. The committee have had two meetings via Zoom since last year's AGM.

ABPS – Executive Bulletins and ABPS news have been circulated by email.

The dates of next year's fairs for Launceston, Falmouth and REDEX have been forwarded for publication in the ABPS News and are displayed on the ABPS Web site. Dates for NEWQUEX & CORNEX will be for warded in the new year.

Web – Only 7 requests for help with valuations received this year.

There was a problem with the Web in that messages to our "Contact-Us" were not being forwarded to Des, this was quickly resolved by our Web support engineer.

Treasurer – See attached report from Sue.

Banks balances as of the 30th June 2024 were Current Account £1442 & Deposit Account £10,115. Neil advised the accounts had not been audited for a number of years and questioned the need of an audit. As David Payne & Sue have digital access to the accounts and both have to authorise payments, it was agreed that this "Self Auditing" was acceptable – approved by all and agreed no further auditing would be required.

Packet Secretary – See David's attached report, and he raised his concerns re the majority of material being received for the packet, were mainly from "Out of County" and members taking the packet had fallen to 27

Competition Secretary – Neil requested members planning to enter in competitions at CORNEX (2nd November 2024) forward details prior to the event. Winners of cups are reminded the CPF will fund engraving of cups.

Bulletin Editor – There were two editions published in the year and are available to be viewed on the Web ahttps://cornwallphilatelic.co.uk/the-cornish.php

5. Election of Officers:

Chairman, Vice-chairman, Secretary, Treasurer

The Chairman advised that he was planning to move to Camberley in the next year but was prepared to continue as Chairman for the next 12 months.

As no nominations for officers had been received the existing team were nominated en block.

Chairman: Neil Sargent
Vice Chairman: David Lethbridge
Treasurer: Sue Burn
Secretary: Des Kent

Proposed by Viv Sandercock and seconded by John Draper, carried unanimously.

6. Appointees –

David Payne Packet Secretary.
Rex Eccott CORNEX dealer coordinator.
Martin Hopkinson Auditor.
Neil Sargent Bulletin Editor.
Neil Sargent Competition Secretary.

7. A.o.B. Nil

8. AGM 2024 - Date and venue of next AGM 23rd October 2025 St Johns Hall, Strangways Terrace, Truro

The Chairman thanked Falmouth for hosting the AGM and providing refreshments.

The meeting closed at 2.24 pm & was followed by the quiz, which was won by Launceston.

D R Kent
Hon Secretary

Treasurers Report AGM 14 October 2024

The Federation still holds substantial balances to support the clubs and Philately in Cornwall.

In support of this aim the committee had agreed to pay the club affiliation fees to the ABPS without seeking payment of fees to the federation, provide the raffle prizes at Cornex and pay half the cost of the dealers table fees. This will have an impact on the income received from the fairs but will hopefully ensure that we have a good number of dealers prepared to make the journey to us.

Balances on the Federation Accounts as at 30 June 2024. (2023 £1,308 and £10,472)

Current Account £1,442

Deposit Account £10,115

Please see the packet secretary's report for the details of progress for this year.

Due to my travel between Cornwall and Bracknell combined with my partner's ill health I have not been able to finalise the accounts and need more time to have them audited before I place them before the members/ Committee. Whilst the Federation has more than adequate funds, I believe that our strategy to support the clubs as outlined above is the correct one

INCOME	£	£
Bank Interest		143
NEWQUAY stamp day - income £138 - £120		18
Affiliation fees @ 25p per club member		25
CORNEX - income £695 - £615		80
REDRUTH stamp day - income £144 - £150		-6
TOTAL		260
EXPENDITURE		
Bulletin expenses	191	
Treasurer's expenses (postage/printing)	0	
Secretary's expenses	24	
Insurance premiums (excluding packet cover)	284	
Chairman's expenses	0	
Subscriptions to ABPS	198	
Cost of maintaining website	95	
Cost engraving cups	143	
TOTAL		935
SURPLUS (DEFICIT-) FOR YEAR		-675

Susan Burn

Treasurer Cornwall Philatelic Federation

PACKET SECRETARY'S REPORT TO CPF AGM 14 OCTOBER 2024

In the year to 30 June sales fell to £7,352. Currently there are only 27 people on the circuit and in the last year only 24 of them have bought anything. Individual sales range from £13 to £1,004 with just five people accounting for well over half the total sales.

Fewer packets are in circulation because the number of books being presented is well down. It's a concern that the majority of the books in packets come from non CPF members.

In order to get more books of better quality material the value on individual books was increased to £400 although this means that sometimes the number of books in a packet has to be reduced to comply with insurance rules.

As always, errors in reconciliation and delays in forwarding packets cause problems.

The errors are picked up only when the packet has completed the circuit. With an aging membership there is no obvious solution to the problem with delays as more and more members have difficulty in arranging the movement of packets.

———————————————-



I bought this cover from Rex at Cornex even though I don't collect GB covers. But I thought it was just a fascinating envelope which I wanted to share with you.

This is a foolscap envelope which has been sent by recorded delivery from The Hyde Broadway NW9 post office to Mr Elbourne at Perivale. The cover has been sent by Elbourne to himself so obviously a collector.

The cover very cleverly has a 1d definitive stamp from each reign through to the new Machin of Queen Elizabeth. There is an added 1/3d Harlech Castle commemorative, the total postage paid is therefore 1/10d The other really interesting part of this envelope is the cancellation - 29th February 1972. So? Decimalisation came in on 15th February 1971 so you would have thought this cover should have been rejected or subject to a penalty change - **BUT** the 29th February 1972 was the last day sterling stamps could be used as they all then demonetised. Clever Mr Elbourbne therefore prepared probably what is not a very common Last Day cover!

Competitions - I am writing this a couple of days before Cornex and our annual Federation competitions. I have been asked on a few occasions about the scoring system used by judges and the difference in the terms used for scoring. Below is a copy from the ABPS Guidance Notes explaining the phrases used. It is a little old but essentially the terms remain the same. I hope some may find this useful guidance for your future entries.

Brief definitions of Judging Criteria

These are to be found in a more complete format on the ABPS website.

Treatment and Importance

Treatment is how the exhibit tells its story; it needs a title and an introduction, a cohesive story line, an appropriate ending, and should be balanced overall.

The 'Philatelic Importance' of an exhibit is determined by both the significance of the actual exhibit in relation to the subject chosen, and the overall significance of that subject in the field of philately in general.

Knowledge and Research

Knowledge is the degree of knowledge of the exhibitor as expressed by the items chosen for an exhibit and their related description. Personal Study is the proper analysis of the items chosen for the exhibit. Research is the presentation of new facts related to the chosen subject.

Condition and Rarity

Condition is relative; however, material should aim to be in the best condition available. However, it is important to remember the actual condition obtainable will vary according to the country and usage.

Rarity is difficult to define in absolute terms and has to be assessed relative to the class of material. Thus in terms of numbers available, many postal stationery items would be considered rare to extremely rare when compared to adhesive stamps. Local Postal History material may be very rare indeed. Value is not rarity. The Judge should take account of: *Does the subject area include very rare material?* And *Are all the accepted rarities in the subject area present? How difficult is it to acquire or replicate the exhibit?*

Presentation

The write up must be clear, concise and relevant to the material shown and to the subject chosen for the exhibit. The method of presentation should show the material to best effect and in a balanced way. It is important to avoid unduly uniform arrangements. No advantage or disadvantage shall apply as to whether the text is handwritten, typed or printed. Brightly coloured inks and coloured album pages should be avoided

Federation Competitions - Cornex 2024

Our annual competition was held at Cornex again this year with some interesting exhibits. Can I please encourage a few more club members to participate. There were no entries in the Thematic or the Open classes this year, so if you had entered in either of these classes you would have won the cup!.

The results were:

General Philately: - Federation Cup

Winner Neil Sargent Large Gold (87 points) NZ QEII Registered Envelopes

Des Kent Gold (84 points) German South West Africa

Viv Sandercock Large Vermeil (77 points) How the Miners Got their Mail

Colin Benford Vermeil (72 points) Revenue Stamps of the Victorian Era

Viv Sandercock Vermeil (70 points) Honduras Airmails –The first 10 years

Postal History: - Philbrick Cup

Winner Barry Mudie Large gold (87 points) Channel Islands internee Mail 1942 to 1945

Colin Benford Large Vermeil (75 points) Pan - Am Birth of an Airline

One Sheet Competition - Entries were:

The Chair Leg Stamp

Introduction of the ½d postcard

Postal Notes of the USA

Specimen Training School

Germany - American Bogus Issue 1944

The winner was Brian Whyte with The Chair Leg followed by Neil Sargent with the ½d postcard.

Other trophies were;

Royal Mail Cup (Best overall exhibit) joint winners B Mudie & N Sargent with the Cup being awarded to Barry

Gordon Rowe Memorial (Best exhibit with American Continent material) C Benford

Peter Chantry Trophy (Best Exhibit with African material) Des Kent

In addition to the above Denis Hough put up 2 displays:

'Wot No Bank Account' interesting display of postal orders from Victoria onwards

Who'd a Thowt it' a display predominately of GB stamps on pieces, all with a Stamp Exhibition cancel of some description .

The Cornex Cup Winners (or Rogues Gallery more likely!)

Sue Burn, as judge, handing out the trophies to the successful entrants. Pictures show Neil (Federation Cup), Barry (Philbrick Cup), Neil & Barry (joint Royal Mail Cup), Des (Peter Chantry Trophy) and Colin (Gordon Rowe Memorial Trophy).





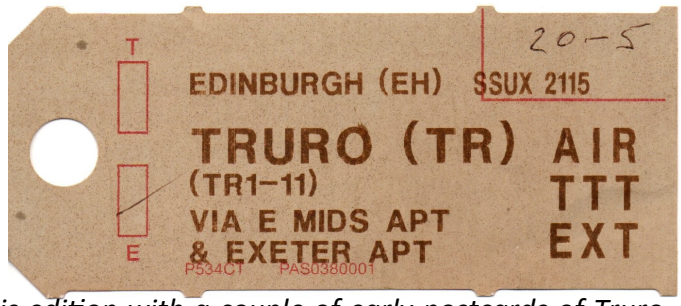












Thought I would end this edition with a couple of early postcards of Truro. The one of the left shows the Barclays Bank building on corner of Pydar Street but then was the Truro Bank & Co. The lower item is an interesting mail bag tag which would have been used for mail being sent from Edinburgh to Truro via East Midlands airport and Exeter airport. The cartoons below are from the 1952 issue of Stamp Collectors Annual . I particularly like the Postal Stationery cartoon!! Happy Christmas

