The Cornish
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Bulletin of the Cornwall Philatelic Federation

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Welcome to this latest edition of The Cornish which you may well not get until we enter 2026! As well as the normal odd-bits, information, new issues etc, included in this issue are articles on:

*Hounslow Date Stamp Error *49th Philatelic Congress *Titanic Letter *RAF Ferry Command *Thin Striated Paper of Malaya *British Guiana Air Letters *Gold Fields Air Service*

Hopefully there will be something of interest to you. Also included are the minutes of the recent Federation AGM. I am grateful to have been re-elected Chairman again and even though I now live some distance away, I hope to still successfully fill that role.

Cornex this year took place on the 1st November and generally was thought successful. The number of visitors was down on last year as well as couple fewer dealers, but overall it was OK and we have decided to go ahead and have Cornex next year. There were no competitive exhibits this year as we lack a Competition Secretary to organise them; would be great if someone came forward to take on this role.

It is accepted now that attendance at fairs is lower than previous years across the board and club attendance is also falling in some places. The hobby is changing with greater use of the internet, social media and online buying and digital competitions. No doubt we will all have to embrace this in one way or another although face to face meetings and actually viewing material can't be beaten in my view. However, auction prices are still appearing strong, even for mixed bulk lots so the material is changing hands somehow!

I am pleased to include a couple of articles not written by me so please can other members join in and send me short or long items on any philatelic matter or particular issue or cover. I hope to get round to writing my article on Barakoma Airfield in the Solomon Islands, which is fascinating, soon as well as rewriting my collection of Paris Pneumatic stationery this winter.

Can I wish everyone a happy Christmas and a fabulous 2026, despite Rachel raiding our pockets!!

Indian Pigeon cover dated 4 April 1941with 1as3pi Service adhesive cancelled in red with wavy line cds 'kalyan/First Pigeon Missive'.

Envelope addressed to Vice-Admiral Herbert Fitzherbert CB CMG, Flag Officer Commanding, Royal Indian Navy, Bombay.

Flown over a distance of 30 miles with Bombay slogan receiver. The back is printed advert for Central Bank of India.



Club meetings and local Fairs

Please attend as many meetings as you can, guests are welcome by all clubs.

Please try and visit our Cornish stamp fairs - without good attendance, clubs will fold and fairs cancelled

Lets all try and keep physical meetings & fairs going in the county for all our sakes!

Newquay

2026

6 January	Hungary – Barbara Attwood
3 February	Togo and Congo – Denis Hough
3 March Club	Marianne – Mike Whyte, Redruth
7 April	Nicaragua – Andrew Telfer Brunton
5 May	AGM
	Smale Cup – Postal history
	Chantry Cup - Anything Goes
	Everyone

Falmouth

2026

January 12th	D Hough Togo & Congo
F**ebruary 9th**	Philatelic Letter 'A'
March 9th	**Dave Richards Trinidad**
April 13th	Neil Sargent Entertains
May 11th	Patrick Reid 'Tattersalls'
June 8th	AGM & Competitions

Redruth

2026

20 January	Des Kent Bude & The Strattons
17 February	Letter 'A'
17 March	Colin Benford 'U.S.A.
21 April	D Hough Something Unusual
19 May	AGM

St Austell

2026

28 January	Jim fisher
25 February	Ken Attwood
25 March	Brian Whyte
29 April	The Sandercocks
27 May	Chairpersons Evening
24 June	AGM & Competitions

Launceston

2026

8 Janaury	Members new items
5 February	Bob Wheeler entertains
56 March	Auction & Raffle
7 May	Members Displays Letters D-E-F
4 June	John Henderson
6 August	Neil Sargent Gibraltar & Africa

Trading takes place each meeting apart from March

Fairs

28 February	Launceston Stamp Fair
14 April	Falmouth Stamp Fair
23 May	Redex
12 September	Newquex
7 November	Cornex

OOPS: A Mishap at Hounslow!

Colin Benford

Recently at a local stamp fair, I came across this trio of covers with a story to tell.

The scene - Hounslow Post Office The date - 5th February 1968 The Occasion - First day of new Machins

The P.O. opened at 8.30am and the special posting box was cleared around 9am and approx. 100 first day covers were given the special First Day handstamp. When the box was cleared again around 11am, and these covers being handstamped, it was discovered that instead of the date of 5 February 1968, the handstamp had the incorrect date of **5 February 1978** *(shown below)*





Instructions were given to trace the 100 odd covers which had been incorrectly cancelled with the wrong date. About 95 of the covers were recovered in local sorting offices, but some mail for overseas destinations were not detected. All recovered mail was returned to Hounslow post office were the incorrect date was deleted by two red lines being drawn through it. This mail was then held, as well as other FDCs posted later in the day until a new handstamp with the correct date, could be brought into use. It was some 6 days later that these FDCs were delivered; each of the defaced covers being accompanied by a cover correctly dated but unaddressed. (*see below)*





The postmen delivering these were instructed to speak to each addressee and hand them a correctly dated one as well as the altered one, and request that the altered one be returned to the Post Office for destruction! Surprisingly, a fair number were returned but as there was no legal requirement to do so, a few were retained by the addressee. However, a number of posted to overseas got through the system without detection. *(see cover below)*





These 3 covers display the whole story: FDC with altered date plug, correct unaddressed FDC and FD with the incorrect date stamp.

I think this was a genuine error of dating rather than a philatelically constructed confection. The source of the information is the original notes written by a Bognor Regis stamp dealer. I would be very interested to learn of any more trio of covers like these out there.

Colin Benford

Back to black! Royal Mail sticks with classic stamps

PHILATELY will get you everywhere, as the old joke goes.

And Royal Mail is underlining this sentiment by reviving classic stamp designs such as the Penny Black in a new set of tributes.

The Penny Black was seen as groundbreaking when it was released in 1840 as the world's first adhesive postage stamp.

The stamps chart the evolution of British philately during Queen Victoria's reign. The main set of eight first-class stamps being revived also include the Twopenny Blue (1841), Penny Red (1864) and Penny Lilac (1881).

Daily Mail Reporter

They feature a watermark image on the reverse, echoing the original anti-forgery design.

David Gold, of Royal Mail, said: 'Each of these stamps is a miniature masterpiece.' They are available to pre-order from today and go on general sale from November 27.



First-class nod: New stamp

I wonder if any at the Royal Mail actually knows anything about penny blacks or the history of postal services. I understand that the new owners have delayed changes to second class post and put back no Saturday deliveries until after the New Year.

Mind you, up here in Camberley we are lucky to get 3 deliveries a week anyway.

49th [redacted] PHILATELIC CONGRESS OF GREAT BRITAIN

meeting at the invitation of the Cambridge Philatelic Society, Cambridge, [redacted] 1967

The "STAMPS" and Their Designs.

Market Hill and Great St. Mary's Church. The University Church, which is really the Parish Church of Great St. Mary, took 120 years to build, and on completion showed two distinct forms of architecture. On reconstruction taking place during the nineteenth century, the upper portion was built as it was supposed the original designers intended. The Market Square is known as Market Hill, but how such a flat expanse came to be so termed remains a mystery. It has been the scene of many historic happenings, including the public burning of the corpses of Dr. Bucer and Dr. Fagius, prominent figures of the Reformation. The fountain in the centre replaced, in 1855, Hobson's Conduit, which was removed to the junction of Trumpington Road and Lensfield Road, where it still stands.

Trinity College Great Court. One of the finest examples of venerable beauty which Cambridge can offer. The Chapel, in which can be seen the fine statue of Sir Isaac Newton; the Master's Lodge, and the gate towers, one of which houses the clock which strikes the hour "twice over, with a male and female voice," and the magnificent fountain, surrounded by glowing flower beds, all provide a setting unsurpassed probably by any other in the world.

The University Library. The Library is situated between Grange Road and Queens Road, and was opened by H.M. King George V in October, 1934. The building was designed by Sir Giles Scott, R.A. It houses about one and a half million printed books, occupying 25 miles of shelves, over 10,000 manuscripts, and 224,000 maps. Each year the increase of books is equivalent to shelf space exceeding two-fifths of a mile, which is not surprising when it is remembered that the Library is entitled to a copy of every book published in Great Britain and Ireland, in addition to which many other foreign books are purchased.

The Backs. Whatever the season, "The Backs" are a continuing delight. In Springtime, with the stately trees bursting into bud overhead, and masses of daffodils and crocuses beneath: during the heat of Summer as the arching greenery provides welcome shade: Autumn, with seasonal tints glowing in October sunshine: Winter, as naked boughs make an appropriate setting for the ancient buildings in the background. No visit to Cambridge is complete without a visit to "The Backs."

Ely Cathedral. "We gain," said Edward Conybeare, speaking of Ely Cathedral, "an impression of some great ship riding majestically over ocean billows. It has, in truth, weathered many a tempest, has been wrecked and built afresh, has sunk and been restored, and it is preserved for us still as a holy and classic House of God." The glorious building conveys an impression of harmony and peace, and a close inspection will reveal the painstaking care and devotion which characterised its constructors. Any who care to climb the tower will be well rewarded for their efforts by the view which is obtained from the summit.

The College Stamps. Against Oxford's nine stamps Cambridge can show but three, all of which are here reproduced. They were printed or supplied by W. P. Spalding, whose premises can still be seen in Sidney Street. The "Stamps" were suppressed in 1886 at the instance of the Postmaster General.

Selwyn was first in 1882 to produce the Messenger stamps, and for design we have the College Arms, backed with a shield, and the name at the foot, lithographed in black on pink paper.

Queens' College used thick white paper, with the design in bright green, this again consisting of the College Arms.

St. John's College stamp was of vermilion colour, showing an eagle (crest of Lady Margaret de Beaufort, the Founder), and the inscription "St. John's College Messenger."

While all the College stamps are scarce and desirable, used copies are of considerable rarity.

The Arms of University, Town and County. The Arms of the University were granted in 1573 by Robert Cook, Clarencieux.

Gules, on a cross ermine between four lions passant guardant or, a book gules.

The Borough Arms, also granted by Robert Cook, Clarencieux, were granted in 1575.

Gules a bridge, in chief, a flower de luce gold, between two roses silver, on a point wave, three boats sable: and to the crest, upon the healme on a wreath gold and gules, on a mount vert, a bridge silver. Mantled gules, doubled silver. The arms supported by two Neptune's horses, the upper part gules, the nether part proper, finned gold.

The County arms were granted in 1914.

The shield. Azure a Bend wavy representing water, of the Fens and Cam, the latter an important carrier of trade and source of prosperity. Double tressure flory counterflory, both or, derived from the Royal shield of Scotland, the Earldom of Cambridgeshire having been held by the Kings of Scotland in the 12th century. The crest, on a wreath of the colours a castle charged with an open helmet both proper, which denotes the ancient Castle of Cambridge. It is drawn showing two towers distinctive from the Suffolk badge of a Castle with three towers.

The supporters, on either side a Great Bustard proper, which bird, extinct in England since the middle of the 19th century, was prevalent in Cambridgeshire. The Motto, "Per Undas per Agros"—"By the Water and Fen."

King's College Chapel from "The Backs." The College was founded by King Henry VI, and the first stone of the Chapel was laid in 1446. It is 289 ft. long, 40 ft. wide, and 80 ft. high, and from the position taken by the photographer presents a view of great beauty. The stained glass of King's is a marvel of intricate design, and comprises one of the finest series of pictorial glasswork in the world, while the carving is worthy of the closest study. The organ screen dates back to the time of Anne Boleyn, whose Arms are found on the West side.

The original photographs were taken by Messrs. Turner and Sons, Peas Hill, Cambridge.

~~TWENTY-FIFTH~~ PHILATELIC CONGRESS OF GREAT BRITAIN
FORTY-NINTH CAMBRIDGE ~~JUNE 21st-24th 1938~~ 1967



DESIGNED AND PRINTED BY HARRISON & SONS LTD. HIGH WYCOMBE BUCKS AND LONDON

PRICE ONE SHILLING PER SHEET OF TWELVE LABELS

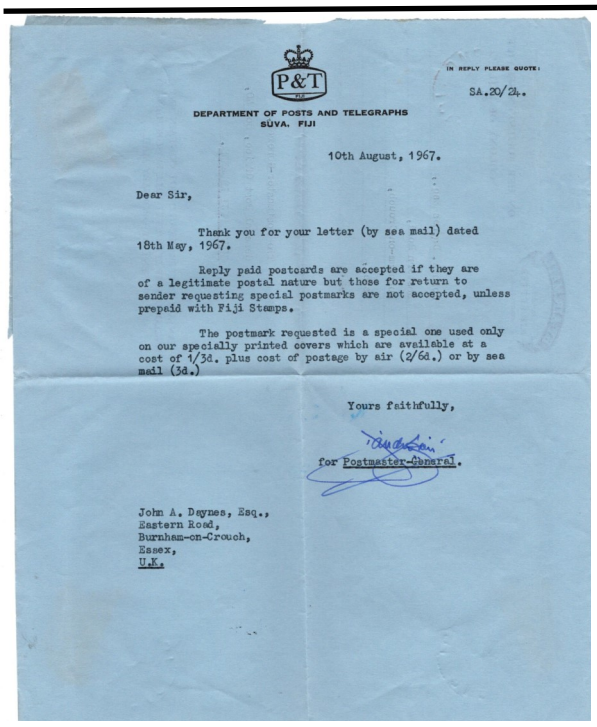
Overprinted by F. & P. Piggott Ltd., Cambridge







At Cornex I brought these items from the 49th Philatelic conference held in Torquay in 1967. It is a complete set of the 4 sheetlets , unmounted mint together with the booklet shown on the previous page. Whist caught my attention was the fact they have been overprinted, having originally been printed for the 25th Conference in 1938. Not seen them before but haven't been able to find out why they had to overprint 29 year old sheetlets and not prepare new designs. Interesting though.



P&T

IN REPLY PLEASE QUOTE:
SA.20/24.

DEPARTMENT OF POSTS AND TELEGRAPHS
SUVA. FIJI

10th August, 1967.

Dear Sir,

Thank you for your letter (by sea mail) dated 18th May, 1967.

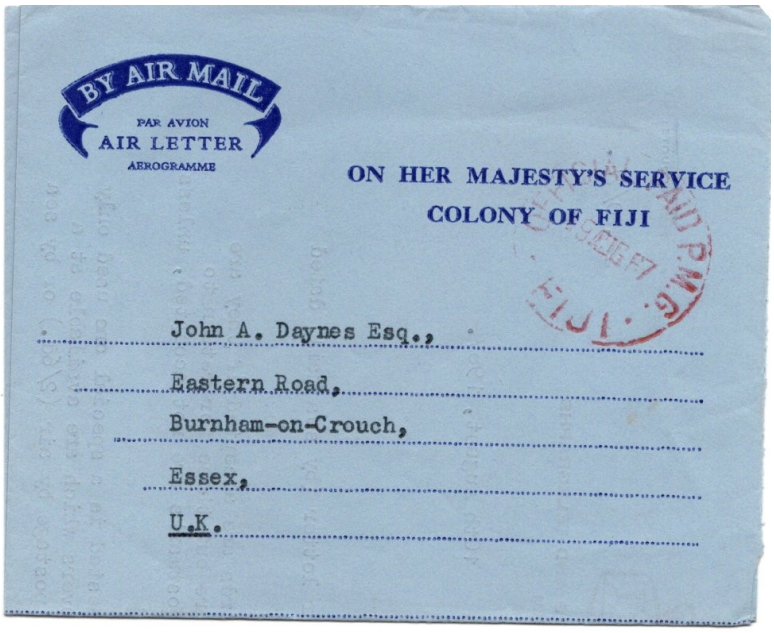
Reply paid postcards are accepted if they are of a legitimate postal nature but those for return to sender requesting special postmarks are not accepted, unless prepaid with Fiji Stamps.

The postmark requested is a special one used only on our specially printed covers which are available at a cost of 1/3d. plus cost of postage by air (2/6d.) or by sea mail (3d.)

Yours faithfully,

for Postmaster-General.

John A. Daynes, Esq.,
Eastern Road,
Burnham-on-Crouch,
Essex,
U.K.



Shown here is a rare official Fiji aerogramme. Clearly shown printed on the front is 'On Her Majesty's Service/Colony of Fiji'. I've not come across this one before. Inside it is pre-printed for the Dept. of Posts and Telegraphs with a type message to John Daynes regarding accepting reply paid postcards. He was a famous author and collector of stationery. Particularly air letters.

Quite interesting what turns up over the years. It is cancelled with a large single cancel 'Official Paid P.M.G. Fiji in red.













Isle of Man Post Office (IOMPO) and University College Isle of Man (UCM) are proud to unveil *Crank Up Christmas*, the 2025 Christmas stamp collection and wider IOMPO Christmas campaign. A heart-warming and festive series designed by students and alumni. This special issue is part of UCM's milestone celebrations, marking over 145 years since the founding of the Douglas School of Art and 50 years of the Homefield Road Campus. When approached by UCM to consider a set of stamps for their landmark anniversaries the team at Stamps & Coins viewed this as a wonderful opportunity to work with creatives of the future to bring together a set of six designs to reflect and embrace their wide range of talents and abilities. Our aim was to encourage this group of young people to think about their take on Christmas through engagement with each faculty at UCM. When presented with their storyboard in January 2025 it was clear they had given a tremendous amount of thought, including subtle messaging, within their draft designs

The students were divided into teams and each given a brief; to portray Manx festive heritage and the evolution of Christmas traditions on the Isle of Man. The students conducted research and brainstormed ways through which they could include reference to each faculty at UCM as a means of representing all students in the project. The culmination of the project captures the spirit of Manx Christmas traditions through a vibrant mix of illustration styles, reflecting the creativity and talent nurtured at UCM.

Each stamp tells a unique story - from Manx traditions such as The White Boys play and First Footing, to modern day occasions depicted through the Christmas light switch on and the annual Santa's on a Bike fundraiser.

This collaboration between UCM and IOMPO is a celebration of community, creativity and heritage. It provided students with a rare opportunity to contribute to a national philatelic release, gaining real-world experience and exposure for their work. The project also fulfilled the criteria for one of their modules.

Izabela (Rue) Garczynska, who worked on the stamp featuring The White Boys play, said: "It was such a fantastic experience to work on the design of the stamps. To be able to deliver a real project that will be seen by thousands of people over the festive season, have my work approved by The King, and work closely with industry has been really valuable for my development and my portfolio. Thank you to Maxine and her team for giving us this opportunity.

Issued on 22nd October, the *Crank Up Christmas* collection includes a Set, First Day Cover, Presentation Pack and Self-Adhesive Postal Booklets (IOM & UK values). The stamps are available online at iomstamps.com/CrankUpChristmas and at all Post Offices across the Islan



A fascinating cover sent from Chobham to Saudi Arabia by registered post, and having a variety of stamps from various reigns - KGV, KGVI, KGVIII, QEII including Wildings, Machins, Commemorative, Regional & Agency overprint.

The total postage paid is 7 shillings which equates to 3 shillings overseas registration and 4 shillings for small packet up to 5ozs. (I thought before loo0king at it properly).

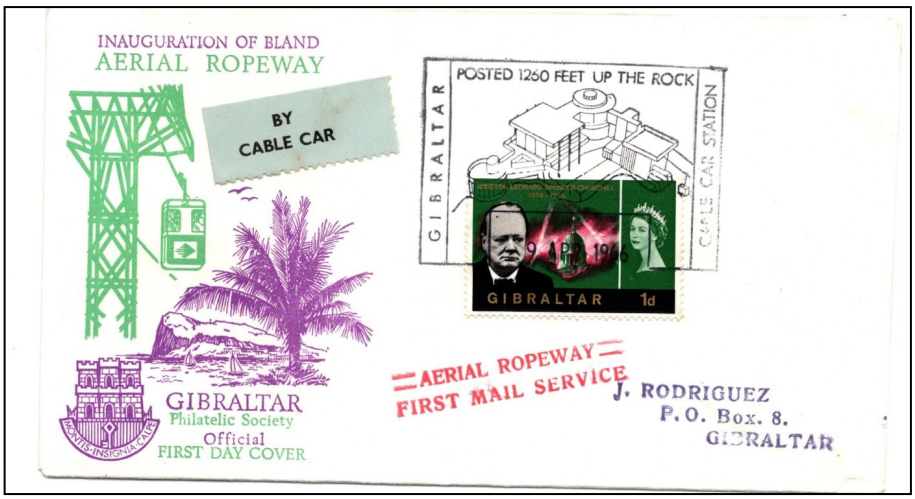
It was posted on 24 August 1971 - that's the problem as we went decimal on 15th February 1971. Various crayon markings appear to include/exclude certain stamps. In early 1970 KGV, KEVIII & KGVI stamps were demonetised, QEII £ s D stamps remained legal until 1st March 1972 so in fact the only qualifying stamps on the envelope are the QEII ones amounting to 5sh 9d = 28½p. Overseas registration in 1971 was 20p leaving 8½p for postage. The minimum for ½oz letter was 9p (Zone C) so was underpaid for even a ½oz letter which this must have exceeded!!

The reason I have this as I acquired it to go in my King Edward VIII display (which Falmouth club members will remember the reason why) before realising how interesting it was in its own right!

I have given displays of GB internal airways, the BEA heli-copter service and hovercraft.

I have fair amount of stock of rocket Mail at the moment BUT this is a first for me - and probably you - which is 'Aerial Ropeway' mail service!

This is Gibraltar cover from April 1964 cachet showing mail posted on top of the Rock and carried down in the cable car.



*There is **always** something new to find.*



I admit it is a little bit creased but is an interesting BOAC advertising postcard , slightly larger than the normal measuring 6inches x 4 inches. The back printing says it is a ***'York Speedbird flying over Cairo, seating capacity of 12, 5 crew and 1 steward. Speedbird routes across the world between Britain - West Africa - Middle East - East Africa - India'***

As you will see from the back it is from Mr Boyle to his son Richard in Chelsea. The additional attraction is the fact it was posted in Mogadishu in Somalia and having a BMA SOMALIA/25 CENTS overprint on a KGVI 2½d pale blue. Rarely seen used in the correct way and posted on 6th January 1949.





'My darling Richard

I have quote ruined myself by getting you a complete set of Aden stamps. They'll have to do as your birthday present!! Mummy will have told you that we are moving from here very shortly so it looks more hopeful for the summer holidays. Don't forget to let me know as soon as you can if you defeated the examiners in your Latin. Have a lovely time in London and all ????? and ????? Next term. Your veery loving Daddy'

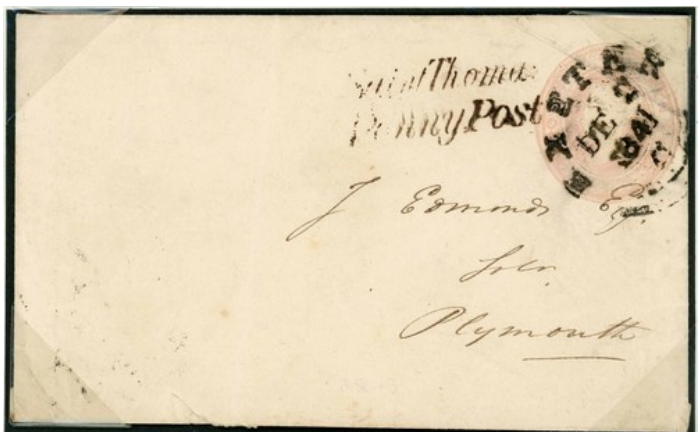
Cavendish are selling the Michael Lockton collection of Exeter postal history - few examples displayed - here on 3rd December; estimates for these are between £70 and £300



RARE 2d BLUE EMBOSSED ENVELOPE LOCAL USAGE CANCELLED BY BOTH MX & "EXETER" CDS; Attractive 11 Feb. 1842 usage of the 2d Blue Embossed Postal Stationery envelope (EP6a) within Exeter having the stamp most unusually cancelled by both a blurred Maltese Cross and by a very fine large "EXETER/C" cds. This 2d envelope with an MX cancel is said to be rarer than a similarly can-



EXETER MALTESE CROSSES (INC. ?DISTINCTIVE TYPE) ON 1d PINK ENVS./1d RED COVERS + BLUE TRURO MX COVER; 1841/3 group inc. 5 1d Pinks from/to Exeter with two very fine different Exeter MXs, one of Dawlish, & one with "EXETER/PY POST" ds; plus two with 1d Red Imperfs. and one (stained E) with 1d Red cancelled by part blue Truro MX



'WESSEX CANCELLATIONS" - EXETER CDS ALONE CANCELLING 1d PINK ENV. WITH "Saint Thomas/Penny Post" MARK; 2 Dec. 1841 1d Pink env. to Plymouth cancelled only by a single very fine large "EXETER/C" cds with no sign of any Maltese Cross, but also having a mainly fine "Saint Thomas/Penny Post" alongside. Rare thus and attractive.





'WESSEX CANCELLATIONS" - EXETER SKELETON CDS ALONE CANCELLING PAIR OF DIFFERENT SIZE 1d PINKS; 24/26 Feb. 1842 usages of the two smaller sizes of 1d Pink envs. to Manchester (some creasing, wear & dusting) or to a local address (very fine) respectively; both cancelled only by a single very fine "EXETER" Skeleton cds with no sign of any Maltese Cross at all. Very rare usages of a Skeleton cds during the 'Wessex Experiment' period. A Unique Pair?

So this was the last page I needed to fill to complete this issue of the Cornish and I admit that I was feeling short of ideas. I assumed you probably didn't want to see another page of postal stationery and I know there are aviation/airmail bias in this issue but I thought why not show my Moroccan air crash mail; so that is what you are seeing on this page now.

Shown left is a party cover from a crash of a plane flying from Casablanca to Toulouse on 4th October 1928.,nice 2-line cancellation:

ENVELOPPE DETERIORE/ACCIDENT/AVION

Pilot and 2 passengers killed unfortunately.



On the right is an earlier crash cover from December 1925 and again on the same route from Casablanca to Toulouse. This one crashed near Alicante but there is not much left of the envelope, but spectacularly burnt.

Unfortunately, there is no 'accident' cachet applied.





This last one has a bit more of the envelope remaining and is from May 1933, again on the same route. Has circular cancel from Military Hospital in Casablanca and small 'F.M.' . The plane crashed into a village of Villadrau in Spain. Has nice 4-line cachet: "CORRESPONDANCE AVION/ retardee et deterioree/par suite de l'accident aerien/survenuer 9 MAI 1933"

***R.M.S. TITANIC*: THE ISIDOR AND IDA STRAUS ARCHIVE:**

One of the most important letters written onboard *Titanic* offered for auction in history, written on *Titanic* stationery with its original envelope bearing the rarest postmark related to *Titanic* known as the famous “TransAtlantic 7”. This postmark denotes that the letter was postmarked on board *Titanic* in her post office. *Titanic*’s postmen hold their own unique part in the immortal story, the most well known of whom was Oscar Woody who was due to celebrate his 41st birthday on April 15th. All of the postal clerks went down with the ship, having tried in vain to prevent her mailbags from being damaged. The letter reads in full:

On board *R.M.S. Titanic*, Wednesday 1912

Dear Mrs. Burbridge.

You cannot imagine how pleased I was to find your exquisite basket of flowers in our sitting room on the steamer. The roses and carnations are also beautiful in colour and so fresh as though they had just been cut. Thank you so much for your sweet attention, which we both appreciate very much.

But what a ship! So huge and so magnificently appointed. Our rooms are furnished in the best of taste and most luxurious, and they really are rooms.

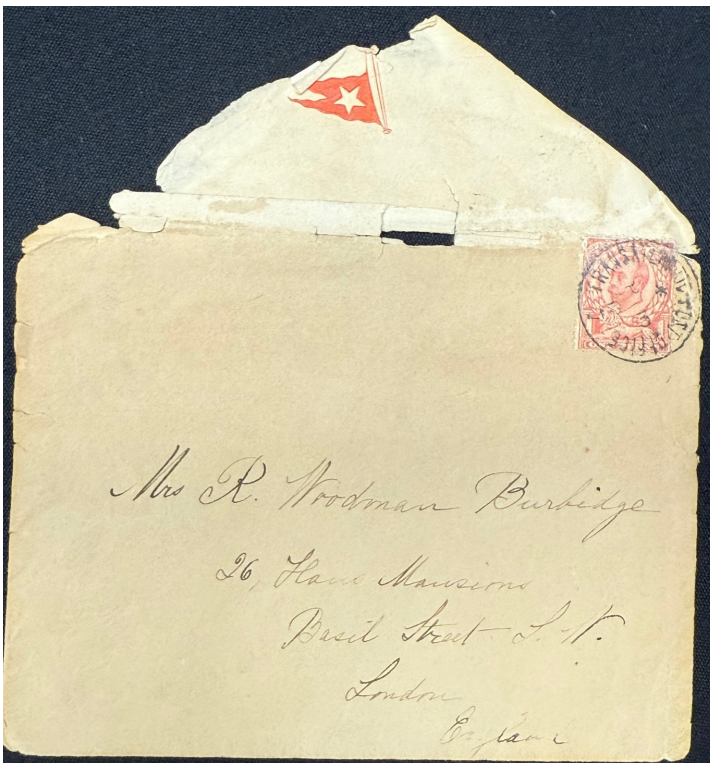
Size seems to bring its troubles Mr Straus, who was on deck when the start was made said at one time it looked painfully near to the repetitions of the Olympic's experience on her first trip out of harbour, but the danger was soon averted, and we are now well on our course across the channel to Cherbourg.

Again, thanking you and Mr. Burbridge for your lovely attention and good wishes and in the pleasant satisfaction of seeing you with us next summer. I am with cordial greetings in which Mr Straus heartedly joins,

Very Sincerely Yours Ida R. Straus.

The letter is sold via direct descent from Isador and Ida Straus and has, to the best of our knowledge, never been on display prior to its present exhibition in the US. Also included is a letter from Isidor and Ida’s daughter-in-law, Irma Straus, to her sons Jack and Robert from a Hamburg Amerika liner, ironically dated in April







On board R·M·S·"TITANIC."

Wednesday 191

Dear Mrs Burbidge:

You cannot imagine how pleased I was to find your exquisite basket of flowers in our sitting-room on the steamer. The roses and carnations are all so beautiful in color and so fresh as though they had just been cut. Thank you so much for your sweet attention which we both appreciate very much.

But what a ship! So huge and so magnificently appointed. Our rooms are furnished in the best of taste and most luxuriously, and they are really rooms, not cabins. But size seems to bring its troubles—

Mr Straus, who was on deck when the start was made, said that at one time it looked painfully near to the repetition of the Olympic's experience on her first trip out of the harbor, but the danger was soon averted and we are now well on to our course across the channel to Cherbourg.

Again thanking you and Mr Barbidge for your lovely attention and good wishes, and in the pleasant anticipation of seeing you with us next summer, I am with cordial greetings in which Mr Straus heartily joins,

Very sincerely yours

Ida R. Straus

The British Air Commission & the RAF Ferry Command

Prior to the outbreak of World War II both the British and French Governments had been investigating the possibilities of purchasing armaments from the North American Continent. A French Air Mission led by M. Jean Monnet in 1938/39, had placed important contracts in the USA for complete aircraft, and also aeroengines. The British Air Ministry also sent a Mission to the USA and Canada in 1938, headed by Sir Henry Self. Apart from making special purchases of aircraft in the USA the Mission also explored the possibilities of increasing the potential of Canadian aircraft production, and the manufacture of British types under licence.

Discussions about the opening of a purchasing agency in North America had been going on since the beginning of 1939 and in August of that year Lord Riverdale visited Washington and Ottawa. On his return he recommended the setting up of a Purchasing Mission in Washington.

In the early days of the Ministry of Supply a British Supply Board was set up in Canada to purchase munitions from Canadian sources. In November 1939 an offshoot of this became the British Purchasing Commission in Washington, responsible for purchases from the USA. In the same month (November 1939) the "British Supply Board in Canada and the United States" was established in Ottawa with Col J H M Greenly as Controller General and Chairman. The British Supply Board was not a direct purchasing agency, its functions were to co-ordinate purchasing in Canada and the United States. Orders for Canadian material were to be placed by the British Supply Board through the Canadian Government's own Supply Board, whilst American orders were to be dealt with by the newly-formed British Purchasing Commission, headed by Mr A Purvis in New York. The formation of the new organisation was announced on the 7th November 1939, just 3 days after the repeal of the United States arms embargo under the revised Neutrality Act.

In January 1940 the Anglo-French Purchasing Board was set up in New York with A Purvis and Bloch-Laine as Chairman and Vice-Chairman respectively. When it became apparent that the fall of France was imminent, the Purvis/ Bloche-Laine association, backed by the authority of the Anglo-French London Committee, assigned existing French contracts over to the British Government. After the collapse of France, the British Supply Board in Canada was wound and United Kingdom orders were placed direct on the Canadian Department of Munitions and Supply in Ottawa.

Increased demand for the production of aircraft and aero-engines in the United States led to the formation of the British Air Commission under the Director Generalship of Sir Henry Self. Functioning first of all within the framework of the British Purchasing Commission it became established as a separate Mission in November 1940, responsible to its parent body, the Ministry of Aircraft Production. About this time other organisations were emerging from within the British Purchasing Commission to become established Missions in their own right, each representing their parent UK Ministry.

On the formation of the Ministry of Aircraft Production in 1940 the minister sent a personal representative to North America to make arrangements for the supply of American and Canadian aircraft and equipment. In August 1940 a special Technical Mission, headed by Professor Tizard, went to America to exchange scientific information, especially that relating to aviation.
In October 1940 the Ministry of Aircraft Production set up a British Air Commission in Washington on a formal basis to be the link between the ministry and North American departments and suppliers.

The practice of ferrying aircraft from US manufacturers to the UK was begun by the Ministry of Aircraft Production. Its minister, Lord Beaverbrook, a Canadian by origin, reached an agreement with Sir Edward Beatty, a friend and chairman of the Canadian Pacific Railway Company, to provide ground facilities and support. MAP would discreetly provide civilian crews and management. Previously, aircraft had been assembled, dismantled and then transported by ship across the Atlantic, and were subject to long delays and frequent attacks by German U-Boats

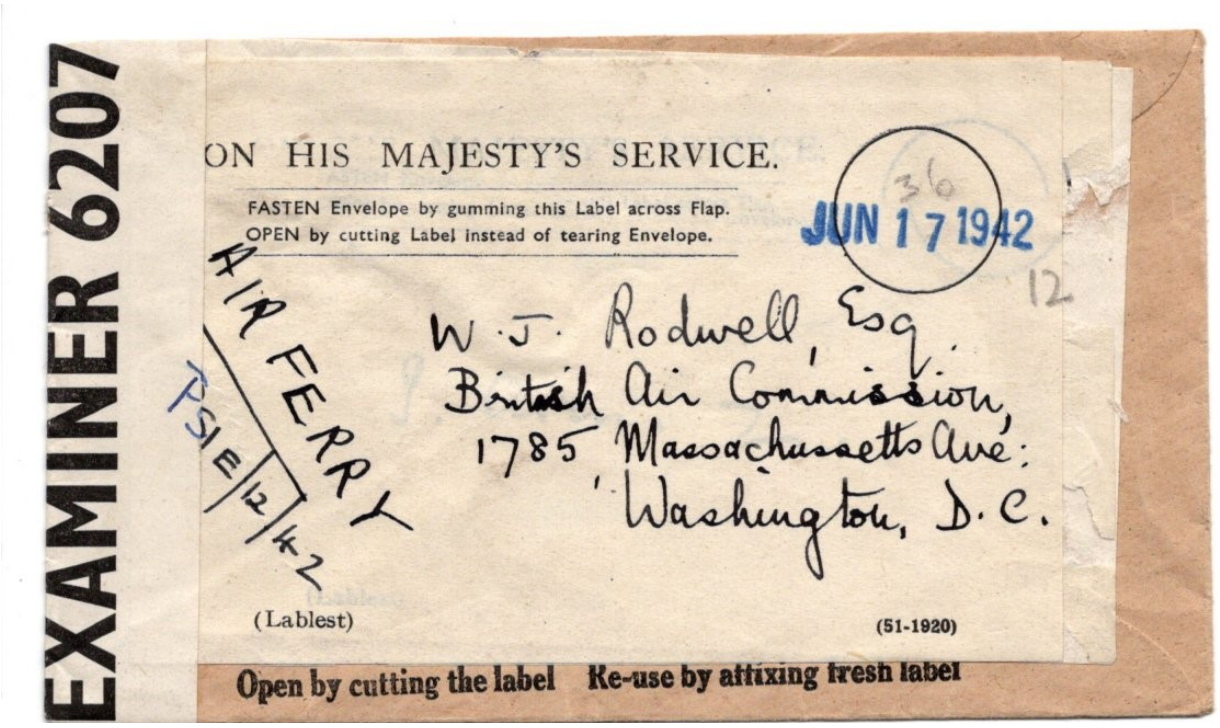
Ferry Command was formed on 20 July 1941, by the raising of the RAF Atlantic Ferry Service to Command status.[6] Its commander for its whole existence was Air Chief Marshal Sir Frederick Bowhill.[6] Dorval, near Montreal, continued as its base of operations.

The main function of Ferry Command was the ferrying of new aircraft from factory to operational unit.[7] Ferry Command originally did this over only one northern area of the world, rather than the more general routes that Transport Command later developed, including routes over the jungles of South America and Africa and the deserts of North Africa and the Middle East. Ferry Command's operational area was initially the North Atlantic, and its responsibility was to bring the larger aircraft that had the range to do the trip over the ocean, with the addition of extra fuel tanks, from American and Canadian factories to the RAF home commands

I know the above has been a lot of reading and hopefully you have managed to stick with it as there is a reason for all this information.

I had been reading awhile ago about the pilots and navigators who flew new planes from North America to the UK during the war. Many of these were purely civilian pilots and many women flew as well.

This also brought to my attention a very interesting cover which is now illustrated on the next page and the reason for this article as it relates to the Air Commission and the Ferry Command.

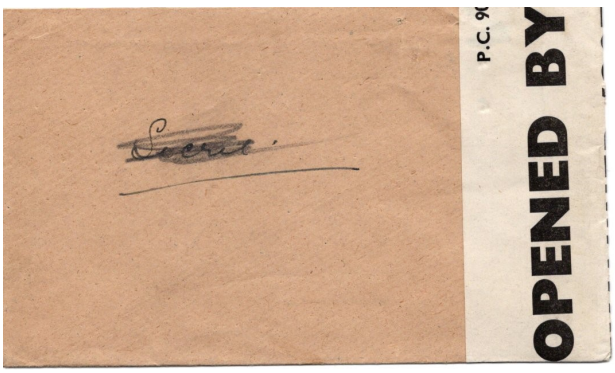


This is the cover and is addressed to W J Rodwell at the British Air Commission in Washington DC, It is addressed using the wartime Economy Label over a previously used envelope. It has a hand stamp in blue of 'JUN 17 1942' and has a Censor label on left-hand side where is was presumably opened, checked for information and re-sealed.

Slightly surprising it was censored as this was obviously an official sending 'On His Majesty's Service'.

On the back someone has written 'Secret' in pencil which has been crossed out.

The bit that interested me was the manuscript writing on the left 'AIR FERRY'. I have not had an envelope with that written on it before so was intriguing. It transpires that some official mail was carried by pilots on return journeys to the USA. Many return trips were made by ship but as demand for more aircraft developed, some were flown back to speed up the delivery service.



Thanks to the National Archive and Wikipedia for the information above. Part of the fun of philately - and it always should be fun - is you never know what is going to turn up and where that will lead you to. I doubt there are many covers like this around, correctly addressed & annotated!

Hopefully, this will have been of interest and at least I have discovered something new for myself.

Neil

Minutes of the AGM Cornwall Philatelic Federation
Courtesy of St Austell
7.30 Wednesday 29th October 2025

Apologies – Neil Sargent, Sue Burn, Andrew Telfer-Brunton,
Viv & Evelyn Sandercock.

Minutes - The minutes of the AGM held at Truro 14th October 2024 were read and recorded as a true record. Passed unanimously.

Matters Arising – Nil

Officers reports – In Neil's absence David read the following three reports from Neil:

Chairman's Report

I do not have much of a Chairman's Report for this year. The 5 remaining clubs continue having lost Truro club which closed in June of this year, disappointing but with only 5 members who were also active members in other clubs there was no enthusiasm for continuing.

Given the solid financial status of the CPF, at the last committee zoom meeting of the CPF it was agreed that the CPF would fund Room Hire & dealers / helpers bacon baps costs for Falmouth & Launceston fairs in addition to the CPF organised fairs at Redruth & St. Eval and of course CORNEX. The CPF will also continue paying ABPS subs for club members.

The Cornish

I have produced the Cornish during the year which appears to be well received by members although as usual it is mostly written by me and I would welcome more contributions from club members. The cost remains manageable at just under £100 per issue.

Competition Secretary

The position of Competition Secretary remains open. I know there is less willingness amongst members to enter competitions and usually it has been because I have worked on a certain number of the same people to put something up.

It could be possible for a display still to take place on an invited basis and non-competitive or ask each of the clubs in rotation to put on a display of a certain number of frames.

The lack of entries seems to be an issue among a lot of clubs and Federations now so we are not alone.

Secretary's report

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

2. Thanks to St. Austell club for stepping into the breach and hosting this year's AGM following the demise of Truro. Launceston have confirmed they will host next year's AGM & Quiz on Thursday 1st October 2026.

3. I circulate a number of "Philatelic emails" including auction catalogues by "blind copy" to members of the CPF. Also, sadly the news of the passing of Ed Caesley, Malcolm Moyle & Jim Parsons.

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, at no expense to the CPF, with 7 members logging in.

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

The dates of next year's fairs will be forwarded for publication in the ABPS News and the ABPS Web site.

Web – Only 5 requests for help with valuations received this year. Currently there is a problem with "Contacts Page" – to be investigated.

Treasurer's report

In Sue's absence Des read Sue's report

Apologies that I am unable to attend due to a long-planned visit to Tasmania where I hope to meet some members of Launceston Philatelic Society! (pronounced Lawn-cess-tan I understand).

To continue our support for the members of the Federation your committee resolved to cover the costs of the ABPS affiliation fees and waive and club affiliation fees to the Federation. The current membership being 99 members at £2 each total £198.

From Cornex 2024 only 50% table fees were charged and from Cornex 2025 we will not charge dealers table fees at our fairs. Whilst this will have an impact on our income it will hopefully ensure that we get a good range of dealers attending.

The packet also greatly supports the Federation particularly for those who are unable to attend meetings and fairs.

The federation agreed to pay the application fees for 3 members to compete in the Inter Federation Competition at York where we achieved a creditable second and raised our profile nationally. There are currently no plans for the next competition.

Whilst the extra costs will have an impact on the Federation balances we are still in a financial position to continue this support for some time to come with balances of £9,835 at year end. Sue Burn Treasurer

CORNWALL PHILATELIC FEDERATION - INCOME & EXPENDITURE ACCOUNT - YEAR ENDED 30 JUNE 2025

2024 £	2024 £		2025 £	2025 £
	143	Bank interest		138
	25	Affiliation fees @ 25p per club member		0
		TOTAL		**138**
	168	TOTAL		138
		EXPENDITURE		
191		Bulletin expenses	363	
0		Treasurer's expenses (postage/printing)	33	
24		Secretary's expenses	0	
284		Insurance premiums (excluding packet cover)	425	
6		REDEX (132-132)	0	
-18		NEWQUEX (130-69)	61	
-80		CORNEX (633-498)	165	
198		Subscriptions to ABPS - 99 members @ £2)	198	
95		Cost of maintaining website	95	
143		Cost engraving cups	59	
		Competition Fees Interfed York	100	
	935	TOTAL		1499
	-675	SURPLUS(DEFICIT-) FOR YEAR		-1361
PACKET ACCOUNT:				
	7370	Payments received : **nett** sales		6797
		Less: Payment to vendors	6369	
		Packet Secretary exp's (incl postage)	201	
		Compensation payment to vendor	0	
		Pkt postage recovered from vendors)	157	
		Insurance £303 less £172 recovered from vendors	131	
	0	TOTAL		
	7370	PACKET SURPLUS(-LOSS) FOR YEAR		-34

BALANCE SHEET AS AT 30 JUNE 2025

	ACCUMULATED FUND	
	Accumulated surplus brought forward from 2023/4	10330
	Operating surplus (+)/loss (-) for the year ending 30 June 2024	-1361
	Surplus (+)/loss (-) on packet	-34
10231	TOTAL	**8935**
	Represented by:	
10115	Cash at Barclays - Deposit account	9153
1442	Cash at Barclays - Current account	682
0	Cash in hand	0
11557	TOTAL	9835
1326	Less undistributed packet sales (29 pkts): estimated	900
	Less Sundry Creditors: uncleared cheques	0
0		0
10231		**8935**

Honorary Treasurer

Packet Secretary's report

As the treasurer said, in the year to 30 June sales fell below £7,000 for the first time. 27 members bought material from the packets. Individual sales in the year range from under £10 to several hundred pounds.

There are fewer packets in circulation because the number of books being presented is well down. It's "seller fatigue". It takes ages to make up a book then to sell very little makes the effort feel less than worthwhile.

As always, errors in reconciliation and delays in forwarding packets cause problems but these are nothing compared to the worrying lack of books. The packets starting this month have only a dozen books in them, not the usual 16 to 18.

Sellers often ask me "what sells well"? It varies but perhaps you would like to tell me what you would like to see in packets and I will tell the sellers.

Payment by bank transfer continues to increase. To help me identify what your payments relate to please make sure I get the paper return slips. Not necessarily after every payment but at least once every two or three months.

With your help the packet will continue.

David Payne

After delivering his report David, reiterated the query from sellers "What sells well?" – there were two responses from the floor GB & Cape Verde.

Election of Officers

As no nominations for the four officer positions of Chairman, Vice-chairman, Secretary and Treasurer had been received the present incumbents – Neil Chair, David Vice-chairman, Des Secretary and Sue Treasurer were willing to continue in post, the existing officers were proposed for re-election by Dave Richards & seconded by Brian Whyte, carried unanimously. Rex Eccott to continue as CORNEX coordinator.

Any Other Business

Relating to the demise of competition entries David Lethbridge asked for Club representatives to discuss with their respective clubs, the possibility of providing displays for CORNEX, with no judging.

Date & venue of next AGM & Quiz – 1st October 2026 at 7 pm.

Thank you to St Austell for hosting the AGM, providing refreshments and to Eric Best for his display of Aland.

The meeting closed at 7-50 pm.



British Guiana Air Letters

Having acquired a very large collection of British Guiana postal stationery earlier this year I thought I would try and get to grips with their air letters; particularly as I have been renewing my interest in air letters generally lately.

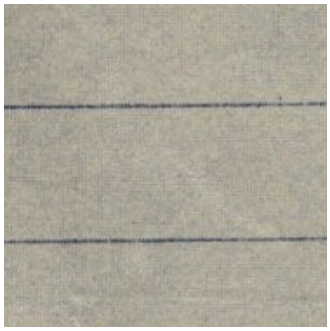
However, it turned out to be more of a challenge than I first thought, but hopefully there are not too many errors in this article.

They start with the 12 cent pictorial of Stabroek Market, the same as the adhesive, but there are 6 different issues of this one design between 1944 and 1953 and I will try and highlight the differences.









The first differences are the overall size of the indicum and the address lines. The stamp area measures either 33mm or 35mm and the address lines are solid or dotted, as shown above.

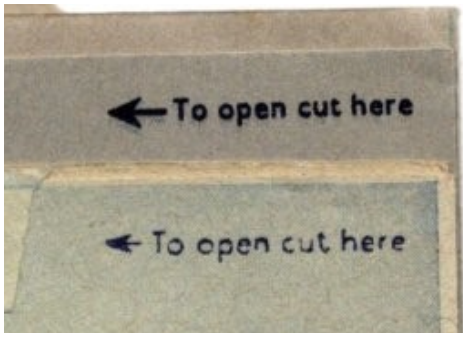




A principle difference in the design relates to the clouds around the tower in the centre. In the first issue there are heavily drawn cloud lines which were redrawn with finer lines - top right. However, there also appears to be another variation, shown right, where the clouds are not visible apart from light lines just below the inner frameline on the right. It is not that obvious from these scans but is certainly noticeable when viewed against others but not mentioned in the catalogues



These differences apply to the first 4 issues, the later 2 issues have the famous waterfall picture on the reverse. What is slightly more difficult to illustrate are the identified shades - red-orange and orange - and the different papers which vary between bluish on greenish paper, greyish and darker grey. There are also different air mail tablets with either 3 or 4 lines of instructions on the later two. Lastly, there is even a difference in the size and style of a small arrow, being either 3mm or 4mm!! The difference is shown below as well as showing different shades of paper.



Shown right are used copies of the first three 12 cent air letters.

The top one was issued in September 1944, with heavy clouds this copy used in December 1948.

The middle one was issued in July 1948, this copy dated 14th July 1948 and I believe is a first day of issue sent to Canada.

The lower, darker grey paper one, was issued in May 1950 with redrawn clouds this copy used in 1956.

These copies also highlight the difference in paper shades and colour.



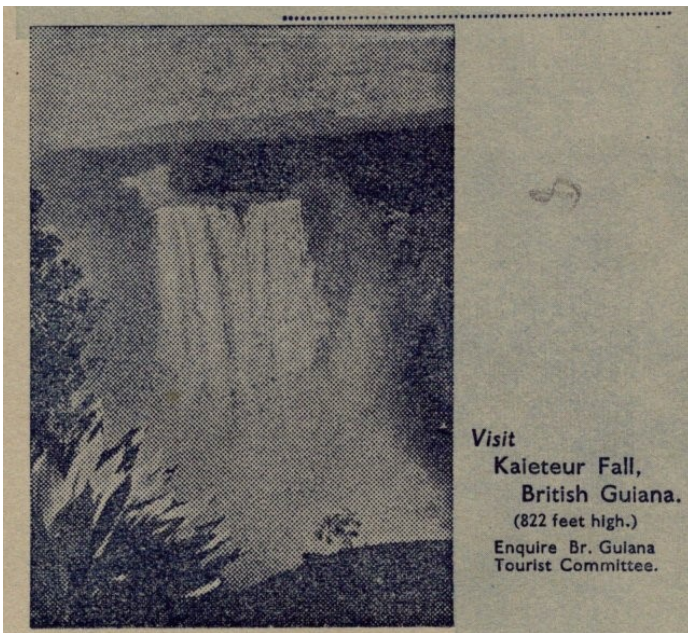




Above is the 4th issue of the 12c orange with indicum measuring 35mm, dotted lines and the larger arrow. This shows a significant misalignment of the stamp impression , being clearly off-left rather than centred.



There were two issues of a 6c air letter in this period but I will cover the last two 12c first. These 2 had the famous 'waterfall' picture on the back of the air letter. Both were printed on the same greyish paper and overlay with dark blue inscriptions, the principal difference in them was the instruction heading which was 4 lines on the September 1952 issue and reverting to 3 lines on the 1953 issue. Both had a 35mm impression space and dotted address lines.

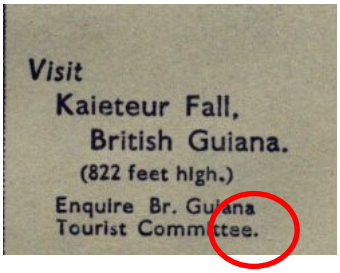


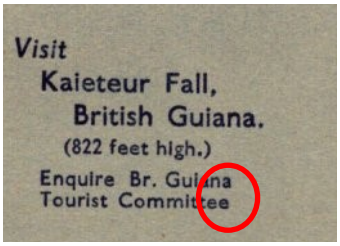
Picture and inscription on back of air letter

Kaieteur Falls is one of the most powerful single-drop waterfalls in the world. It is located on the Potaro River in Kaieteur National Park, central Essequibo Territory, Guyana. It is 226 metres (741 ft) high when measured from its plunge over a sandstone and conglomerate cliff to the first break. It then flows over a series of steep cascades that, when included in the measurements, bring the total height to 251 metres (822 ft). While many falls have greater height or greater flow, few have the combination of height and water volume, and Kaieteur is among the most powerful waterfalls in the world with an average flow rate of 663 cubic meters per second (23,400 cubic feet per second). Kaieteur Falls is about four and a half times the height of Niagara Falls, on the border between Canada and the United States, and about twice the height of Victoria Falls. (*courtesy of Wikipedia)*









Above left is the 1952 issue with the 4 lines of instruction and on the left is the 1953 issue with the 3 lines of instructions.

One listed variation appears on the 1952 printing where the normal one has a full stop after the word 'Committee.' whereas the variation is missing the full stop after the word.

I have tried to illustrate the difference on the left.

It is also notable, that the 'clouds' appear clearly drawn in these two types but not quite as dense as the first issue.

Date	H&G	Clouds	Lines	Stamp	Instruct	Paper	Waterfall
1944	1	Heavy	solid	33mm	3 lines	bluish grey	no
1948	2	Heavy	dotted	35mm	3 lines	bluish on greenish	no
1950	4	Clear	solid	33mm	3 lines	greyish on grey	no
(1950	4a	Redrawn	solid	33mm	3 lines	greyish on grey	no)
1951	6	Clear	dotted	35mm	4 lines	bluish grey	no
1952	8	Heavy	dotted	35mm	4 lines	greyish on grey	yes
1952	8a	Heavy	dotted	35mm	4 lines	greyish on grey	yes
1953	10	Heavy	dotted	35mm	3 lines	greyish on grey	yes

I have tried to summarise them with this table which uses H&G numbers although I am also using Kessler 1961 edition, which has the same numbering.

4a is the version with no principle clouds

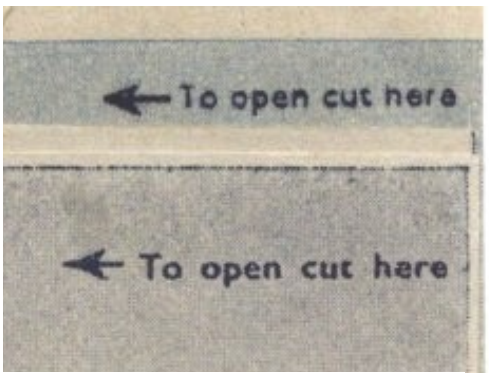
8a is the version without the full-stop, not noted in H&G but in Kessler.



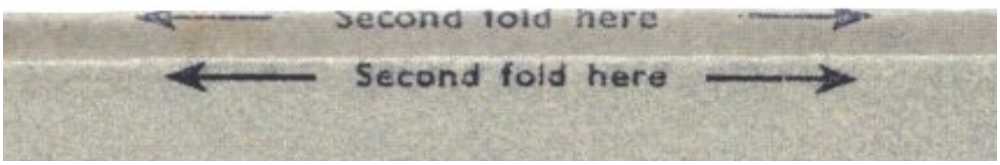




As well as the 12c issue, a 6c air letter was issued during KGVI's reign. This time there are only 4 main issues - 2 without waterfall and 2 with. The first one, in 1950, has solid address lines but dotted address lines in 1952. Both printed on greyish paper as shown above *(I have lighten these marginally as they are darker)* The design uses the same 6c adhesive pictorial showing an 'Indian Shooting Fish'. There does not appear to be any difference in stamp size, all being 27mm.



Although not mentioned in Kessler, there is a clear difference in the size of wording on the rear as well as a differently drawn arrow. The first issue with solid lines it is measuring 28mm against 26mm for the second issue and the arrows measure 3mm and 4mm. There is similarly a difference in the length of them in 'fold' instructions at the bottom of the front panel. It measures 40mm on the 1950 issue and 37.5mm on the 1952 which is also in bold





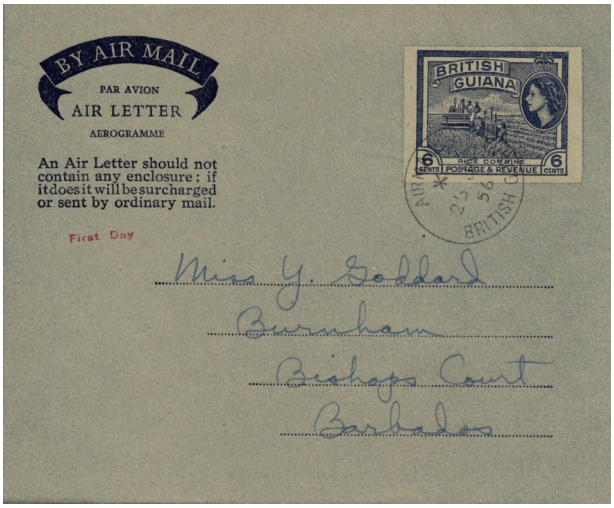
The 6c Waterfall issue came in September 1952, firstly having the 4 line instructions at the top, with the 1953 issue reverting to the 3 line text. Both of them had dotted address lines and there does not appear to be any difference in the instructional markings. Generally, the paper is a lighter grey with more consistent centring. The missing 'full-stop' also occurs on the 1952 issue.



The two different types of instructions

The first QEII issues came in January 1956 at 6 cents and December 1958 for the 12 cent issue. Again they utilised designs of existing pictorial stamps for the indicum with a 'Rice Combine' and 'Felling Greenheart'

The 6 cents maintained the more traditional greyish paper but the new 12c was more striking with a pale red-brown overlay, with a russet brown stamp impression. Major change for both issues was the instructions on the front with a completely new design with 'BY AIR MAIL' in an arched banner with, underneath, Air Letter in English and 'Par Avion' in French. Below, were 4 lines of text with closer printing.





First day of issue used examples - 25th January 1956 & 1st December 1958



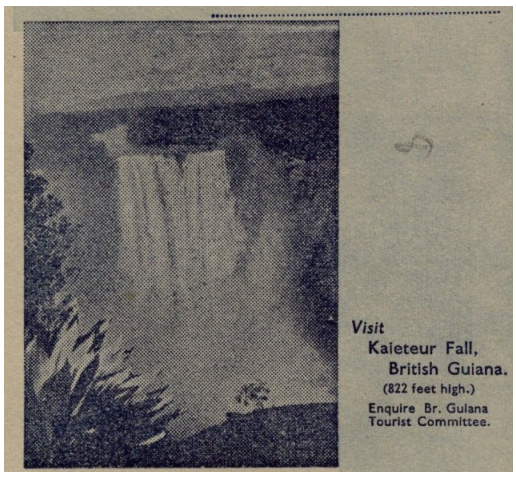
One other major change was the picture of the waterfall. The one used for the proceeding issues had the river leading to the falls coming from the left side and disappearing on the right. This time the picture is reversed with the river coming from the right side and going left at the bottom.

Shown here is the back of the new 12c issue with the picture taking on a sepia appearance.

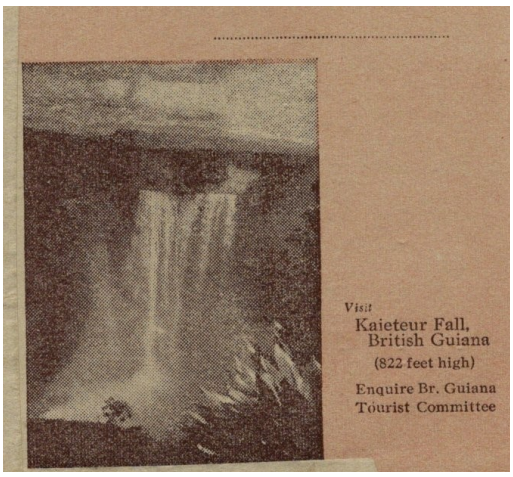


In 1960 the 12 cent air letter was re-issued with a similar stamp impression, but this time printed with a black centre and a light brown frame. Whilst the design of the Air Mail tablet remained the same, there was a change in font used with much better spacing. This time the paper used is light blue with a 'light-brown' overlay; although I do not feel that this is the right description to me - it has the appearance of a more pale lilac overlay. Another change is the 'To open…' and arrow are now printed on the flap rather than on the back .

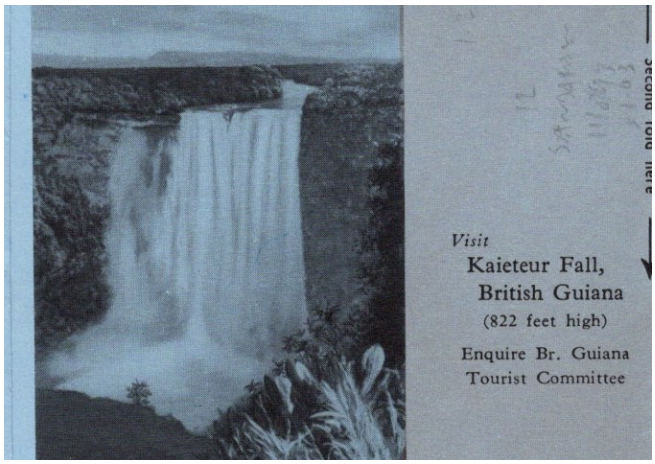
There was however, a further change in the waterfall picture. It was re-drawn now having a much stronger definition of the water cascading down and better overall printing. The 3 different picture are



KGVI issues



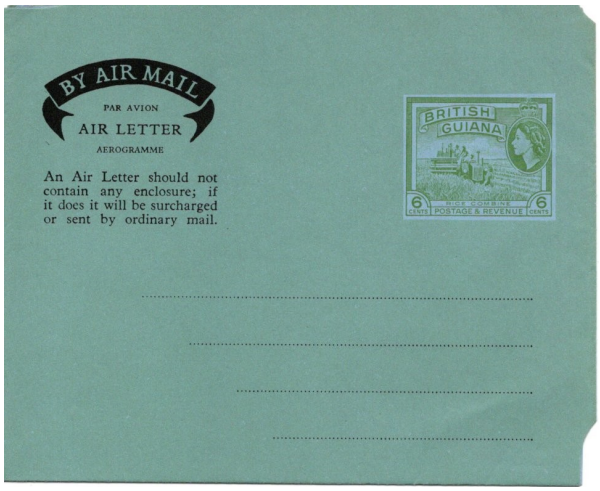
QEII first 6c & 12c issues



The revised 1960 picture with much stronger detailing of the water. Also note the description of the falls uses much better spaced lettering

Shown right is the last of the QEII air letters. This is uses the 'Rice Combine' stamp issue but printed in green on a light blue paper, having same bi-lingual heading in black. The waterfall picture on the rear is the new one used on the preceding 12 cent issue.

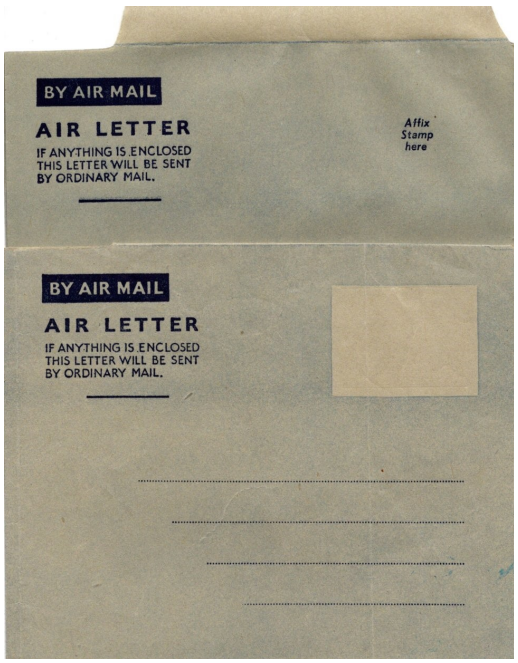
This was the last of the QEII air letters with British Guiana being granted independence as Guyana in 1966.

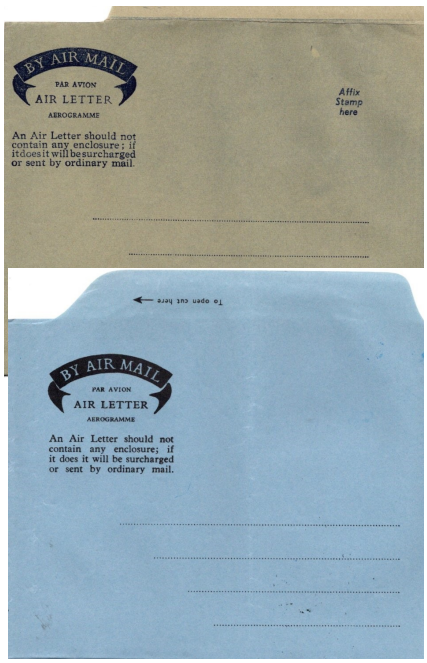


The last air letters I wanted to include are 'formula' air letters - a description used for any air letter that does not have an imprinted stamp. I show a small selection below, starting with a scarce white formula air letter used to Jamaica in March 1946. These white paper air letters were a wartime issue for civilian use from about 1944. They were used by a number of Commonwealth countries and were a follow-on from the blue paper air letters used by the military in the war. Below it is a GB Forces air letter, used in 1946 as well. The other four are unused formula ones with 2 variations on grey paper with the 3 line heading (one having a plain box, the other 'Affix Stamp Here') and a grey and a blue one with the revised arched heading. How do you identify these four as being for/from British Guiana? - they have the waterfall picture on the rear.!









I thought I would finish this article with a list of relevant postage rates for air letters, shown in cents

Date	UK	USA	Jamaica	Nigeria
10/45	24	36	12	36
6/54	9	9	6	15
1/55	9	10	6	12
12/57	12	12	6	12
6/65	15	15	8	15

Relating these rates to the 2 used above, the Forces air letter is correct with 2 x 12c stamps making 24 cents. The white one to Jamaica should have had 12 cents but only has 6c; although there is a pencil note saying 'Affix 12c postage', but wasn't taxed for insufficient postage.

This completes my review of the air letters of British Guiana. My source of references were Higgins & Gage stationery catalogue, Kessler's Catalogue of Aerogrammes Vol 1 (1961) and The Postal History of British Guiana by E Proud.

I am certain that there will be a more comprehensive listing of these items out there although I have not seen one, so hopefully this article will help you identify the various issues.

All items illustrated are from my own collection. **Neil Sargent**

Solar postboxes to deliver a revolution on the street corner

By **Tom Lawrence**

THE iconic red postbox has had the biggest re-design in its 175-year history in an attempt to counter delivery giants such as Amazon.

Around 3,500 of the solar-powered 'postboxes of the future' are due to be rolled out across Britain.

They feature a digitally-activated drop-down drawer which will allow customers to send parcels as large as a shoebox – while still featuring a separate slot for letters.

The new boxes were trialled in Hertfordshire and Cambridgeshire earlier this year.

Customers scan a barcode on the Royal Mail app to open the drawer, which is designed for parcels too large for the traditional letter slot.

'This trend will only continue'

The boxes will use solar power to operate the scanner and drawer mechanism, with a solar panel on the top of the installation.

Proof of posting and parcel tracking is available through the Royal Mail app, with the service aimed at those sending or returning items bought online.

The Royal Mail's Jack Clarkson said: 'We are all sending and returning more parcels than ever before.

'This trend will only continue as online shopping shows no signs of slowing, particularly with the boom of second-hand marketplaces.

'There are 115,000 postboxes in the UK located within half a mile of 98 per cent of addresses, making them by far the most convenient network of parcel drop-off points in the UK. Our message is clear – if you have a Royal Mail label on your parcel, and it fits, put it in a postbox and we'll do the rest.'



Shape of the future: The 3,500 new post boxes can take packages

Royal Mail said the rollout is part of its drive to make posting, collecting and returning parcels as convenient as possible.

Alongside its home delivery and collection services, the company said there are now more than 23,500 parcel points across the UK, including lockers, Collect+ stores, Post Office branches, Royal Mail customer service points and existing parcel postboxes.

Royal Mail was given the green light to scrap Saturday deliveries for second class post and switch to an alternate weekday service instead from July. It maintains Monday to Saturday deliveries for first-class post.

The number of letters sent now is less than a third of the figure for 20 years ago and this is predicted to fall still further.

I have not yet seen one of these

Could be useful although assume the solar panels will get nicked quite quickly!



FEPA Report

The Future of Stamp Exhibitions

The Federation of European Philatelic Associations
www.fepanews.com

Register for the FEPA Newsletter here:
https://fepanews.com/registration/

This report has been prepared in October 2025 by:
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The Federation of European Philately has just published a report on the future of exhibitions. The main summary is shown below. This is particularly of relevance to us, specifically with regard to Cornex and our own competitions. As mentioned in the AGM minutes, there has been no person stepping forward to take on the role of Competition Secretary which meant no entries on display at Cornex this year. It has been a struggle after covid to fill the frames and there seems to be a decline in the number of people wishing to take part. The report recognises this across National, International and Europe.

Summary: Recommendations for Philatelic Societies

Across Europe, philatelic societies are at a turning point. While exhibitions remain one of the cornerstones of organised philately, their format, funding, and audience are under increasing pressure. During five FEPA-hosted Zoom meetings in October 2025, representatives from 31 European philatelic federations shared their experiences and innovations on how to secure the future of exhibitions. This report consolidates the best practices and insights emerging from those discussions, providing inspiration and guidance for both local societies and national federations.

Key recommendations for societies include:

1. Rethink the exhibition format – experiment with smaller, specialized, and one-frame shows.
2. Consider hybrid exhibitions that combine physical exhibitions with virtual presentation of the same exhibits.
3. Have joint exhibitions/fairs that combine philately with related hobbies such as numismatics, postcards, medals, or model trains.
4. Engage with new venues – such as museums, libraries, or city cultural spaces.
5. Embrace digital elements – from QR codes on frames linking to exhibit scans or videos.
6. Strengthen marketing – especially through social media, online videos, and local promotion.

Summary: Recommendations for Philatelic Federations

Federations play a key role in shaping the future of exhibitions. To ensure sustainability and innovation, they should provide leadership, coordination, and shared digital infrastructure. From the FEPA discussions, five strategic recommendations emerged for federations:

1. Facilitate collaboration between member societies to share experiences and digital solutions.
2. Support and standardize hybrid exhibition models combining physical and online participation.
3. Develop sponsorship and funding partnerships to reduce reliance on public subsidies.
4. Promote training of potential exhibitors.
5. Encourage experimentation – in all aspects of exhibitions.



The September 2025 issue of *Stamp Magazine* is the last to be published. They write, "After many decades of serving the philatelic community, *Stamp Magazine* is closing. It has been a difficult decision and we thank you sincerely for your loyalty and support over the years. To ensure your subscription continues without interruption, we've partnered with *Stamp Collector* …and your subscription will automatically transfer to *Stamp Collector* magazine…"

Shame - another source of information bites the dust!!

Barry Mudie takes a look at a special paper

Thin Striated Paper of 1941

The beauty of stamp collecting as a hobby is we can collect what we like and how we like. Only the purist would argue there is a right and a wrong way and when it comes to expertising and competitions they do not always agree either!

Many of us are content to collect based on a catalogue listing. Others are not interested in a shade variety or watermark type, simply “Face different”. There are of course those at the other end of the spectrum who are looking at the minutia of their chosen subject, with many more of us in between.

This short article does not attempt to explain the complicated process of making paper used in stamp production or the different printing processes.

Rather it is to help the collector identify this often troublesome stamp from, in most cases it’s more common basic listing.

The consensus opinion seems to be that the ribbed effect on the surface of the paper was caused during the production process when the paper was rolled to smooth it prior to printing. (That deals with the difficult bit).

In December 1940 the printing works of De La Rue were bombed causing much damage. Work was transferred to Harrison & Sons so that production could continue and it was here where these1941 issues originate.

The thin paper was used to produce two issues of the 1941 printing of the Bahamas definitive the 1/- brownish grey & scarlet SG155a and the 5/- reddish lilac & blue SG156a. (Both were subsequently used for the Columbus overprint). The cheapest listing for the 1/- mint is catalogued at £20, the thin paper £850. The same basic stamp used 75p and thin paper £100. The prices reflect the scarcity of this issue.

The only other CW country to use this paper was some printings of the Malayan States.

There are some Malayan stamps that were only printed on thin paper and it is these that can be used as definitive reference items.

They are: Straits Settlements 2c orange SG294

Negri Sembilan 2c orange SG23

Pahang 8c scarlet SG36

Pahang unissued 2c orange & 6c grey.

All are illustrated.









The paper is noticeably thinner and when viewed from the back the watermark is clearly visible.



The colour of the stamp is often a different shade





Hold the stamp to the light as if you were checking for phosphor bands. The ribbing runs horizontally across the whole of the surface of the stamp often showing on the inked areas as deeper bands of colour. (Most noticeable on the marginal rule lines).



Some of the Malaya issues can be purchased for £1-£2 but some are scarce.

Johore 10c dull purple & yellow basic stamp used 25p thin paper SG112b £190 (mint £130). Or the 50c SG 119a £375 mint, £400 used, £4 for the basic listing.

Why write an article about this? Because we all like a bargain and it is as they say “The thrill of the hunt”. And dealers are known to get it wrong!

I finish with this rather ordinary looking cover, found in a dealers stock, priced at £2.00. It was this cover that prompted me to write this short piece.



Bahamas September 1942 airmail cover to Kingston Surrey, rated at 1/6d. The 1/- stamp is the brownish grey & scarlet on thin striated paper SG155a. Priced from x 3 on cover.

Would anyone like to make me an offer?

B S Mudie

Philatelic Fun!

This was a £2 cover from a recent fair and I think shows the fun side of collecting. It is a pictorial cover printed from the S S Himalaya on its 'Treasure hunt Cruise' September 1973. The envelope states it was dispatched by tin can mail from Niuafo'ou Island in Tonga and addressed to a couple in Kings Lynn.

It has 3 attractive self-adhesive stamps on it totalling 9 shillings.



Niuafo'ou Island

This letter should be regarded as a collector's item because it was posted on board the 'HIMALAYA' during the course of the 'Treasure Hunt Cruise', and went ashore from the ship in an unusual manner, at Niuafo'ou Island, on 21st September, 1973.

Niuafo'ou is one of the outlying islands of the Kingdom of Tonga, 400 miles from Tongatapu Island, on which Nuku'alofa, the capital of Tonga, is situated. It is about 3½ miles long, 3 miles wide, and is of volcanic origin. An interesting point is that a large lake which lies in the old crater of the Island contains islets which themselves have craters, and hot springs are found in various parts of the lake. The last volcanic eruption took place in September, 1946, and when this happened, the homes and properties of the 1,300 inhabitants were almost wiped out, and so they were resettled on Eua Island, south of Tongatapu. About 200 villagers returned to Niuafo'ou in 1958, and the population is now about 600.

What is so unusual about the way this letter went ashore? Well, Niuafo'ou Island is better known by its nickname of "Tin Can Island" because, as there is no good anchorage, at one time the regular means of mail delivery was for the ship's carpenter to seal the mail in 40-pound biscuit tins and throw them overboard, to be towed ashore by waiting "postmen." Hence the nickname "Tin Can Island."

The outward mail was made up ashore into several parcels, and tied to the ends of sticks about three feet long. Two or three natives usually swam out, each with a stick topped by a parcel of mail, supported by poles of Fau wood of six to seven feet in length. These poles were very buoyant and easily carried the weight of a recumbent body. The parcels of outward mail were placed in buckets lowered from the deck of the steamer.

This letter was included in a sealed canister which was thrown overboard off Niuafo'ou Island, picked up, and taken ashore for forwarding to the addressee.

As the government owned vessel in which the mail is conveyed to Nuku'alofa (Tonga) only sails at 5 weekly intervals, it is likely that this letter could take up to 3-4 months to reach its destination.



I bought this just because it was attractive and looked good. Tonga islands proper mail is actually quite scarce from the 1960s onwards.

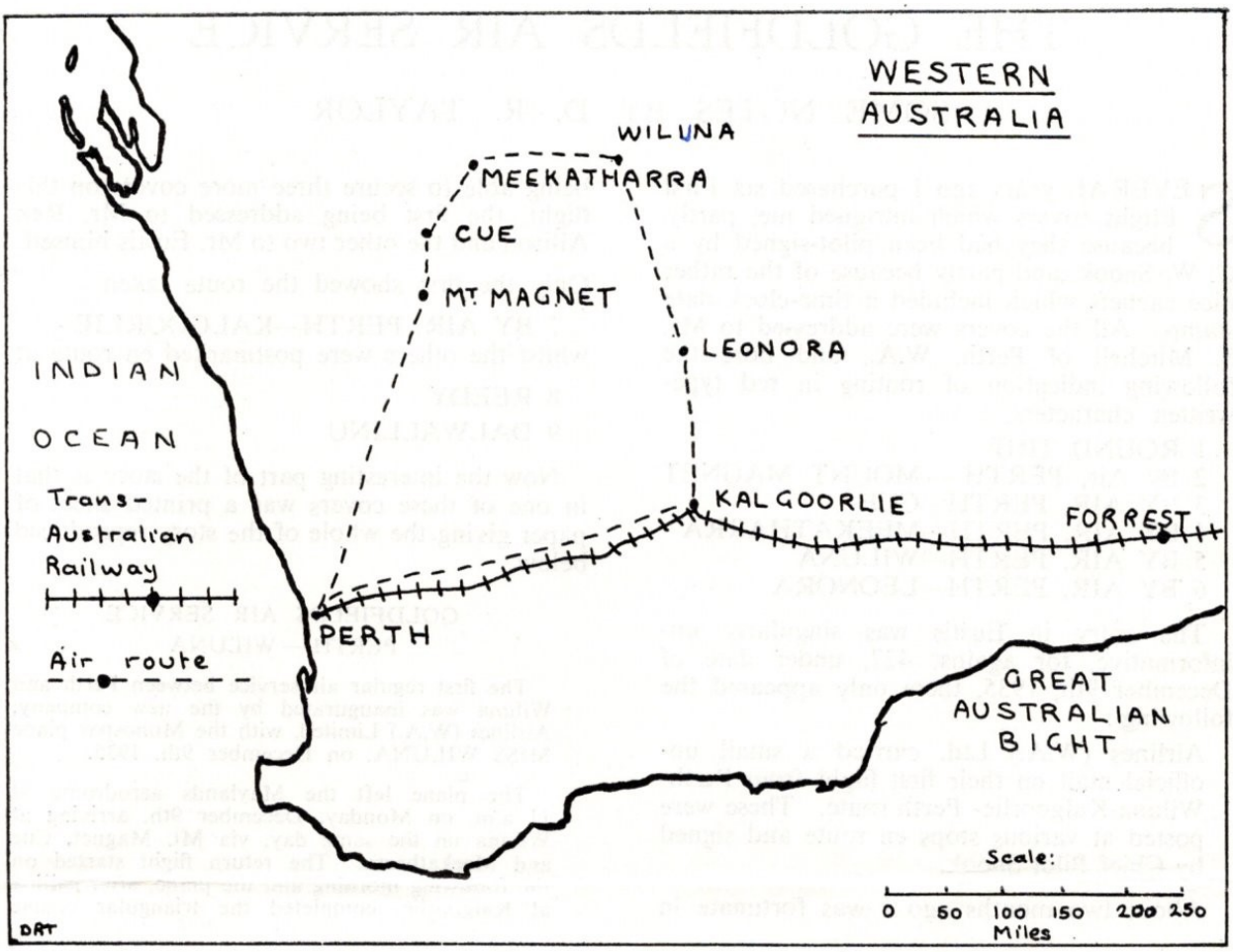
It became more interesting when I bothered to look inside and found this printed leaflet explaining a bit of the history of the island and how mail was received and sent.

Hopefully you will be able to read it as well. This is what I mean about it being fun. Items don't have to be expensive, very old or incredibly rare to be enjoyable and to tell a story.



One box of covers I bought had a large number of these embossed 'stamp postcards'. Whilst they are again good fun and can boost a thematic collection you don't often get one showing GB stamps.

GOLDFIELDS AIR SERVICE
PERTH, AUSTRALIA
DECEMBER 1935



Part of a auction lot I purchased earlier this year, is this fascinating small collection of mail from Western Australia. It was a private air service by a new company called **"Airlines (W.A.) Ltd"** It was intended to serve the gold fields in the area with a twice weekly service for passengers and freight, conveyed in a single-wing Monospar aeroplane called the 'Miss Wiluna'.

It did not enjoy a contract for transporting mail but on the first flight a small number of covers were flown to each of the 5 stops which were then posted back to Perth.



Cover posted at the first stop Mount Magnet'

The covers all follow a similar format with a time-clock printing when plane left with the covers all being signed by the Pilot Captain C W Snook



Second stop cover from 'Cue'.

The route was: Perth, Mount Magnet' Cue, Meekatharra, Wiluna, Leonora and back to Perth. There were options to call at other locations subject to an aerodrome being available!

Goldfields Air Service

PERTH-WILUNA

The first regular air service between Perth and Wiluna was inaugurated by the new company, Airlines (W.A.) Limited, with the Monospar plane, Miss Wiluna, on December 9, 1935.

The plane left the Maylands aerodrome at 11 a.m. on Monday, December 9, arriving at Wiluna on the same day, via Mt. Magnet, Cue and Meekatharra. The return flight started on the following morning and the plane, after calling at Kalgoorlie, completed the triangular course by arriving at Maylands at 5.30 p.m.

The new aerial service is a private venture, for the conveyance of passengers and goods, and regular operations over the route twice weekly in each direction by the alternate routes will connect Perth with the northern goldfields towns and the Trans-Australian railway and the East-West air service.

Arrangements have not yet beer made for the transport of an official mail by the new air service, but on the initial flight, in addition to a small quantity of goods carried from Perth, packets containing envelopes were conveyed to the several stopping places, where they were posted on the day of the arrival of the plane. The minimum freight charge for each article to each destination was 2/6.

Some of these envelopes were stamped in Perth with the rubber stamp of the company, with a time-clock and the inscription "Airlines (W.A.) Limited—per First Aerial Trip from Perth" and signed by the pilot, Captain C. W. Snook. The time-clock showed the date, December 9, 1935, and the time from 9.30 a.m., the postmarks of the offices of posting being as follows: Mount Magnet, 10 Dec. 35; Cue, 9 Dec. 35; Meekatharra, 9 Dec. 35 (showing also 8 Dec. 35 in error); Wiluna, 9A 10 Dec. 35; Kalgoorlie, 4.30 PM 10 Dec. 35 (in an instance where the machine missed the stamps on the envelope, a hand stamp was used, which reads "Postal G. Department—Western Australia 10 Dec. 35").

ROUND TRIP COVERS

On the first flight five covers made the round trip, Perth-Wiluna-Kalgoorlie-Perth. These covers were back-stamped with the company's rubber stamp, 10 Dec. 1935, 6.30 p.m., and, after being signed by the secretary, were posted in Perth and show the Perth machine cancellation 2.30 PM 12 Dec. 1935, with the slogan "Post Xmas Mail Early."

PERTH-LEONORA

A stop was not made at Leonora on December 10, but on Thursday, December 12, the plane Miss Wiluna left Maylands aerodrome at 10 a.m. for Wiluna via Kalgoorlie and Leonora. Covers with inscription and signature of the pilot were carried from Perth (showing the company's time-clock 12 Dec. 1935, 9.10 a.m.) and bear the postmark Leonora 12 Dec. 35.

S.MITCHELL

ASM 2/36

This single sheet is a copy from the Australian Stamp Magazine dated February 1936 explaining all the information. This a contemporary printing written by S Mitchell, addressee of the covers



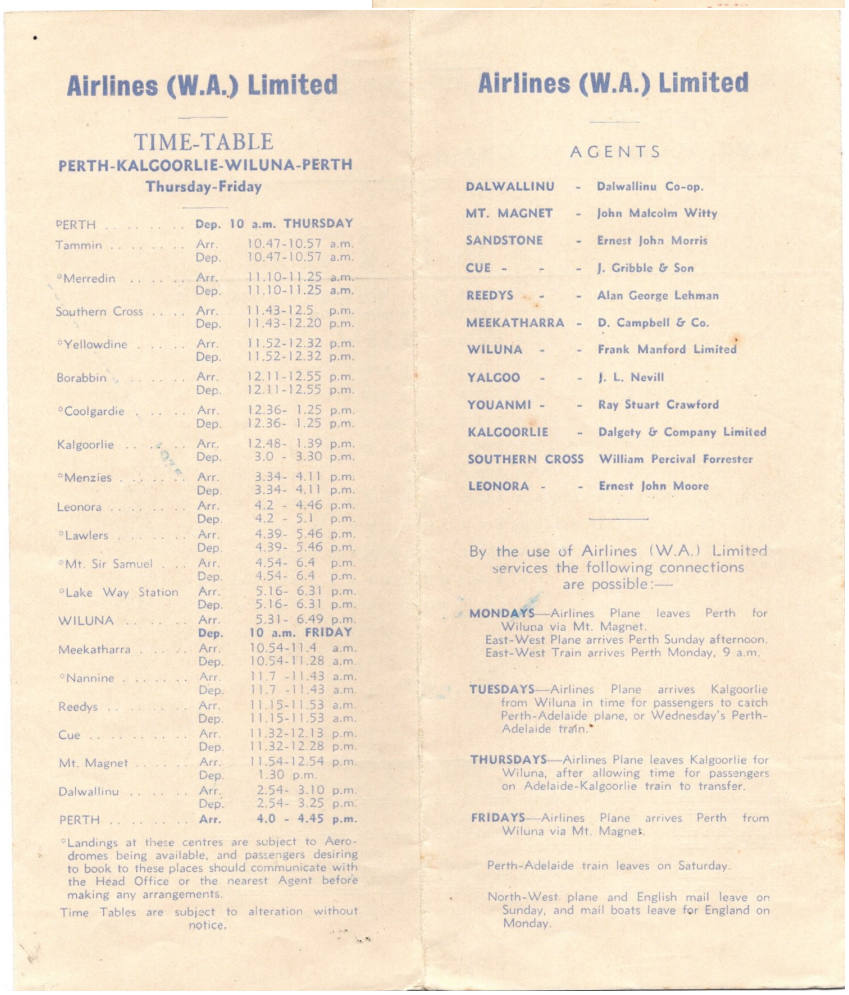
2 more covers for Meekatharra and Wiluna. I am also fortunate to have a copy of the original timetable dated 16 Dec 1935, with address of the S Mitchell who we assume was an agent for the airline.

This is a 6-fold-out brochure with full details of the route and all possible stopping places.

Proved popular as otherwise it was a 2-day drive from Wiluna to Perth.







Airlines (W.A.) Limited

TIME-TABLE
PERTH-KALGOORLIE-WILUNA-PERTH
Thursday-Friday

PERTH	Dep.	10 a.m. THURSDAY
Tammin	Arr.	10.47-10.57 a.m.
	Dep.	10.47-10.57 a.m.
*Merredin	Arr.	11.10-11.25 a.m.
	Dep.	11.10-11.25 a.m.
Southern Cross	Arr.	11.43-12.5 p.m.
	Dep.	11.43-12.20 p.m.
*Yellowdine	Arr.	11.52-12.32 p.m.
	Dep.	11.52-12.32 p.m.
Borabbin	Arr.	12.11-12.55 p.m.
	Dep.	12.11-12.55 p.m.
*Coolgardie	Arr.	12.36- 1.25 p.m.
	Dep.	12.36- 1.25 p.m.
Kalgoorlie	Arr.	12.48- 1.39 p.m.
	Dep.	3.0 - 3.30 p.m.
*Menzies	Arr.	3.34- 4.11 p.m.
	Dep.	3.34- 4.11 p.m.
Leonora	Arr.	4.2 - 4.46 p.m.
	Dep.	4.2 - 5.1 p.m.
*Lawlers	Arr.	4.39- 5.46 p.m.
	Dep.	4.39- 5.46 p.m.
*Mt. Sir Samuel	Arr.	4.54- 6.4 p.m.
	Dep.	4.54- 6.4 p.m.
*Lake Way Station	Arr.	5.16- 6.31 p.m.
	Dep.	5.16- 6.31 p.m.
WILUNA	Arr.	5.31- 6.49 p.m.
	Dep.	10 a.m. FRIDAY
Meekatharra	Arr.	10.54-11.4 a.m.
	Dep.	10.54-11.28 a.m.
*Nannine	Arr.	11.7 -11.43 a.m.
	Dep.	11.7 -11.43 a.m.
Reedys	Arr.	11.15-11.53 a.m.
	Dep.	11.15-11.53 a.m.
Cue	Arr.	11.32-12.13 p.m.
	Dep.	11.32-12.28 p.m.
Mt. Magnet	Arr.	11.54-12.54 p.m.
	Dep.	1.30 p.m.
Dalwallinu	Arr.	2.54- 3.10 p.m.
	Dep.	2.54- 3.25 p.m.
PERTH	Arr.	4.0 - 4.45 p.m.

*Landings at these centres are subject to Aerodromes being available, and passengers desiring to book to these places should communicate with the Head Office or the nearest Agent before making any arrangements.

Time Tables are subject to alteration without notice.

Airlines (W.A.) Limited

AGENTS

DALWALLINU	-	Dalwallinu Co-op.
MT. MAGNET	-	John Malcolm Witty
SANDSTONE	-	Ernest John Morris
CUE	-	J. Gribble & Son
REEDYS	-	Alan George Lehman
MEEKATHARRA	-	D. Campbell & Co.
WILUNA	-	Frank Manford Limited
YALGOO	-	J. L. Nevill
YOUANMI	-	Ray Stuart Crawford
KALGOORLIE	-	Dalgety & Company Limited
SOUTHERN CROSS		William Percival Forrester
LEONORA	-	Ernest John Moore

By the use of Airlines (W.A.) Limited services the following connections are possible:—

MONDAYS—Airlines Plane leaves Perth for Wiluna via Mt. Magnet.
East-West Plane arrives Perth Sunday afternoon.
East-West Train arrives Perth Monday, 9 a.m.

TUESDAYS—Airlines Plane arrives Kalgoorlie from Wiluna in time for passengers to catch Perth-Adelaide plane, or Wednesday's Perth-Adelaide train.

THURSDAYS—Airlines Plane leaves Kalgoorlie for Wiluna, after allowing time for passengers on Adelaide-Kalgoorlie train to transfer.

FRIDAYS—Airlines Plane arrives Perth from Wiluna via Mt. Magnet.

Perth-Adelaide train leaves on Saturday.

North-West plane and English mail leave on Sunday, and mail boats leave for England on Monday.

Below is a photo of the Monospar aircraft on its test flight. It was purchased in England and shipped over to Australia being then built at Marylands for the airline.

Proved to be very reliable aircraft and better than the DH Dragoon



General Aircraft Monospar VH–UVJ Miss Wiluna at Dalwallinu, WA, on the first trial flight to Wiluna, December 2, 1935.
West Australian Newspaper

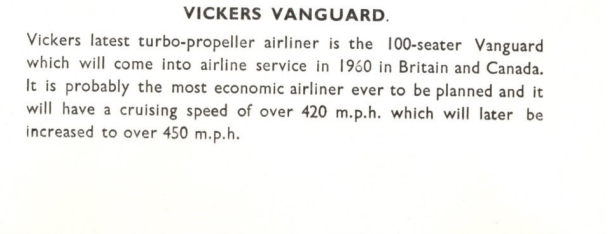


The last of the 5 covers, having been landed at Leonora. This cover is stamped the 12th December as the plane did not stop on the first flight but flew in reverse direction from Wiluna stopping at Kalgoorlie and Leonora.

Airlines (W.A) Ltd went from strength to strength and lasted until 1955 and a merger with MacRobertson Miller Aviation Ltd.. Capt Snook died in September 1948. A full history of the company can be read via May 1973 issue of the Aviation Historical Society of Australia journal .

There were in fact 5 covers that were flown the full route from Perth back to Perth although I've not seen one. The numbers of these other stage covers is unknown but thought to be between 10 and 20 only of each.





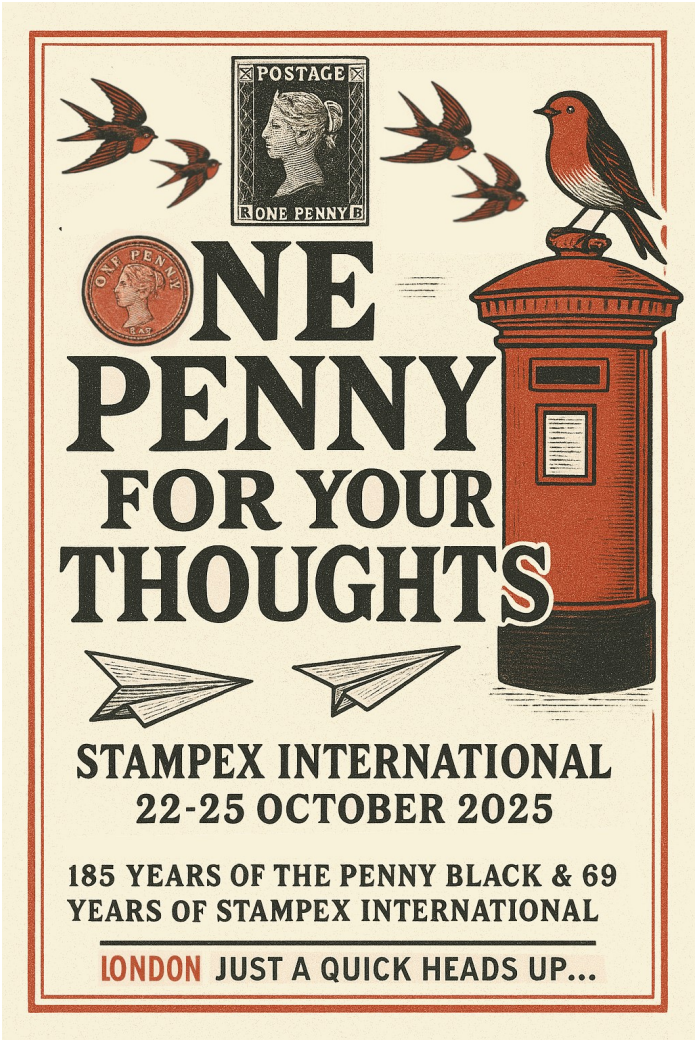


From another box, an interesting test flight cover for the Vickers Vanguard airplane. This is June 1959 before it entered service with BEA and signed by the Test Pilot.

(the old style glue has affected the label!)

The Vanguard was proposed as a larger version of the Viscount but was not that successful and ended up as a cargo workhorse.





Stampex 2025 Postcard Design Winner

Congratulations to Fran Searle, the winner of our Stampex 2025 Postcard Design Competition! And to our two runners-up!

The design, called *"Penny (stamp) for your thoughts" marks 185 years since the introduction of the first penny post, linking a popular phrase to one of the core purposes of sending a postcard; sharing thoughts and feelings. The design draws inspiration from the colours, typography and print style of the era, whilst incorporating nostalgic postal imagery of a traditional post box and a robin redbreast - the name once given to postal workers due to their red uniforms. Origami paper planes are also included, symbolising how the penny post made it possible for written messages to travel easily over long distances*

Designer: Charlotte Hogg



Inspiration: "I am so excited to send my design for Stampex. I included the Stampex Bug, some letters, a postbox and a queens head stamp as that is my favourite. I love looking at stamps and learning about them

sign for Stampex. I included the Stampex Bug, s
as that is my favourite. I love looking at stamps





Designer: Christian Smyrek at PhilaTec

We had a chat with Christian about his Stamp Rain concept and he shared this wonderful image of a real life stamp rain experience. Perhaps this is something we can introduce to Stampex in our Youth Zone? We look forward to hearing more about Stamp Rain projects

Inspiration: "A "Stamp Rain" for children spreading free stamps to encourage them to collect



Another very exciting stamps being issued by Royal Mail for the festive season. They are being issued on the 4th November and no doubt you will rush out and buy them to send all those Christmas cards to friends and family who you haven't spoken to or seen all year.

The stamps comprise 1st & 2nd class, 1st & 2nd class large letter and one at £3.40 which is the standard overseas ordinary letter up to 100 grams. You can also get a miniature sheet and booklets which have either 8 x 1st or 8 x 2nd class stamps in them.

The first official Christmas postage stamp is widely recognized as Canada's 1898 "XMAS 1898" stamp, issued on December 7, 1898.

□□ Canada's 1898 "Map Stamp" — The First Christmas Stamp

- **Issued:** December 7, 1898
- **Official name:** *Imperial Penny Postage*
- **Informal name:** *The Map Stamp*
- **Why it's considered the first Christmas stamp:** Although the design wasn't specifically Christmas-themed, it included the inscription **"XMAS 1898"**, making it the earliest postage stamp explicitly referencing Christmas.

□ Design

- A world map showing the vast British Empire highlighted in red
- A banner proclaiming the start of **Imperial Penny Postage**, a reduced postal rate across the Empire
- "**XMAS 1898**" printed at the bottom—added late in the design stage
- Available in **2-cent** and later **1-cent** denominations

□ Why It Was Issued

Te "XMAS 1898" text was reportedly added after a political disagreement about the stamp's release date and dedication. The Postmaster General supposedly told Queen Victoria he would dedicate it to a date "**that everyone can agree on**"—Christmas

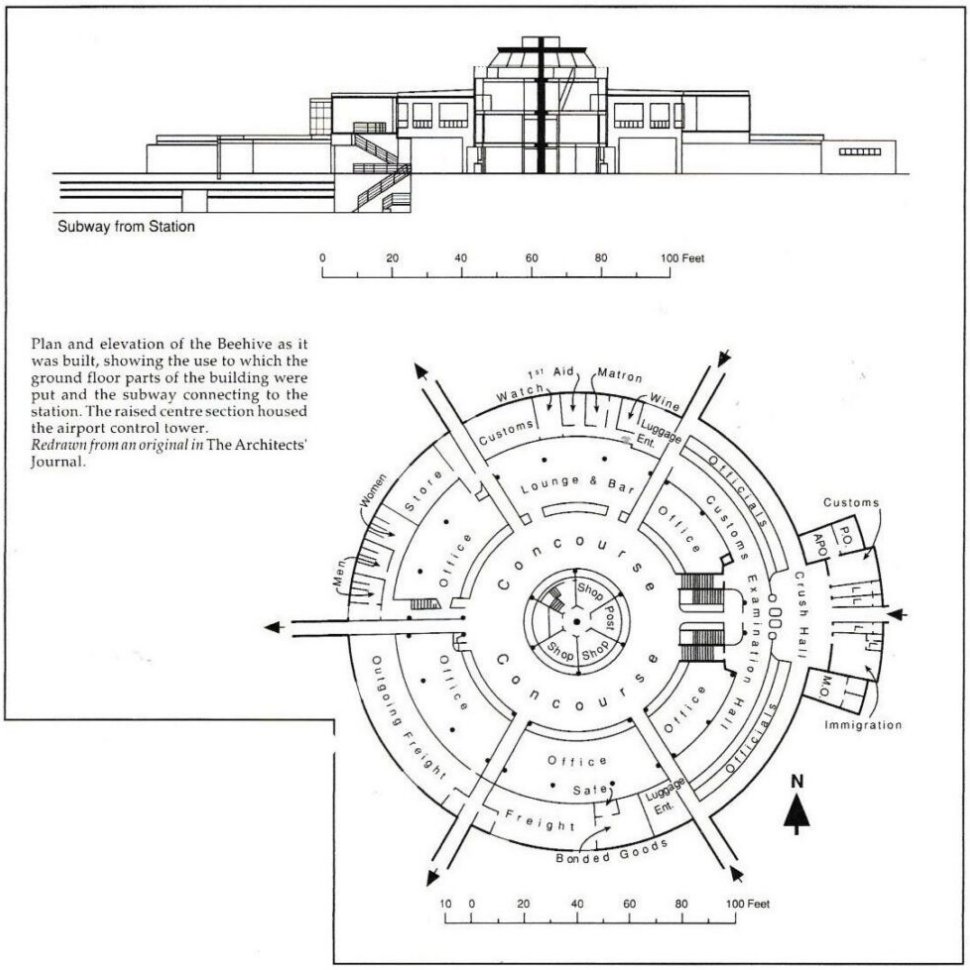
This is response from Chatgpt to "first Christmas postage stamp".



This was going to be the start of a long article on the early development of Gatwick airport and the construction of the rotunda building which opened I think in 1937.

This was because I came across a lovely cover with a fine early Gatwick Airport cancel .

However, I can't find the cover now, can't remember what I was going to write about so you are left with this plan of the building and a DH Rapide flying over it!



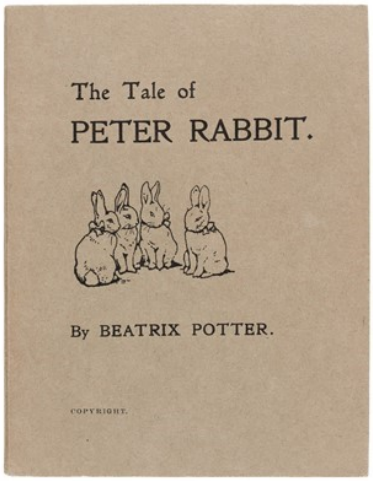


Dominic Winter auction October 2025 - fine and rare Beatrix Potter

Writer and illustrator Beatrix Potter was one of the most important children's authors of the early 20th century. Today, it is said that around the world one of her 'little books' as she called them, is purchased every 15 seconds. As her New York Times obituary of early 1944 stated, she was 'an artist both with words and with brush. The perfect characterisations bear witness to it, and are unforgettable. Her greatness lies in the fact that she was able again and again to create that rare thing, a book that brings grown-ups and children together, in a shared delight.' A remarkable achievement in itself, she was also a Lakeland sheep farmer, pioneering conservationist and an important figure in the early development of the National Trust, to whom she bequeathed over 4000 acres of land in Cumbria.

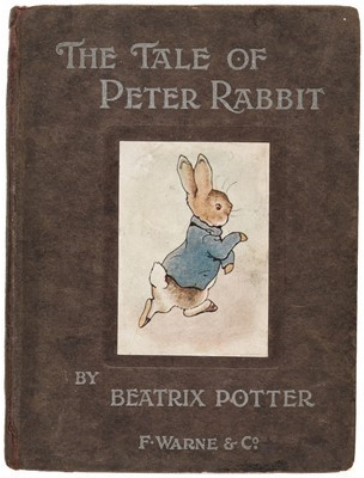
Over 40 years ago I first encountered Thomas and Greta Schuster at their large 19th century villa on the South Devon coast. My older brother Dominic had taken me along as his young and inexperienced assistant. We were led up to Thomas's grand upstairs office and equally substantial desk, from where he sat and talked business. It was an imposing setting, with Thomas's slight European accent (descended as he was from Transylvanian stock) only adding to the exotic encounter. Tom was really however a most affable man with 'old world' charm and poise, and his relationship with our fledgling company thrived over the years both as a buyer and a seller

It is, therefore, an honour to be able to offer for sale by auction this remarkable private collection of rare Beatrix Potter first and signed editions, variant bindings, autograph letters and drawings, as well as related vintage toys, games and figures which Thomas and Greta have carefully put together over many decades. The collection was also intended to serve as the basis for a definitive catalogue raisonné of the works of Beatrix Potter. Thomas had already published a similar guide to the work of the Victorian book illustrator Kate Greenaway in 1986: Printed Kate Greenaway: A Catalogue Raisonné. Sadly the planned publication was curtailed by Thomas's untimely death at the age of 76 in 2013



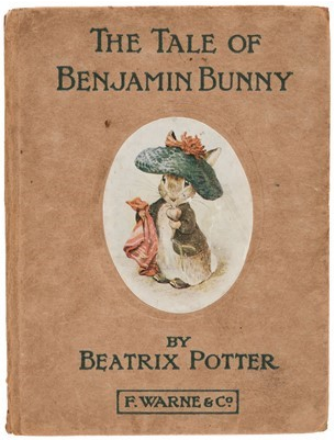
Lot 6 - Potter (Beatrix). The Tale of Peter Rabbit, 1st privately printed edition, 1901

Estimate: £40,000 - £60,000



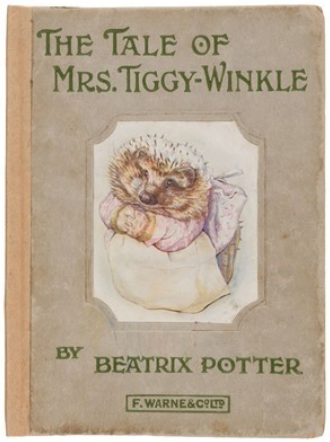
Lot 11 - Potter (Beatrix). The Tale of Peter Rabbit, 1st edition, 1902

Estimate: £400 - £600



Lot 24 - Potter (Beatrix). The Tale of Benjamin Bunny, 1st edition, 1904, inscribed by the author

Estimate: £1,000 - £1,500



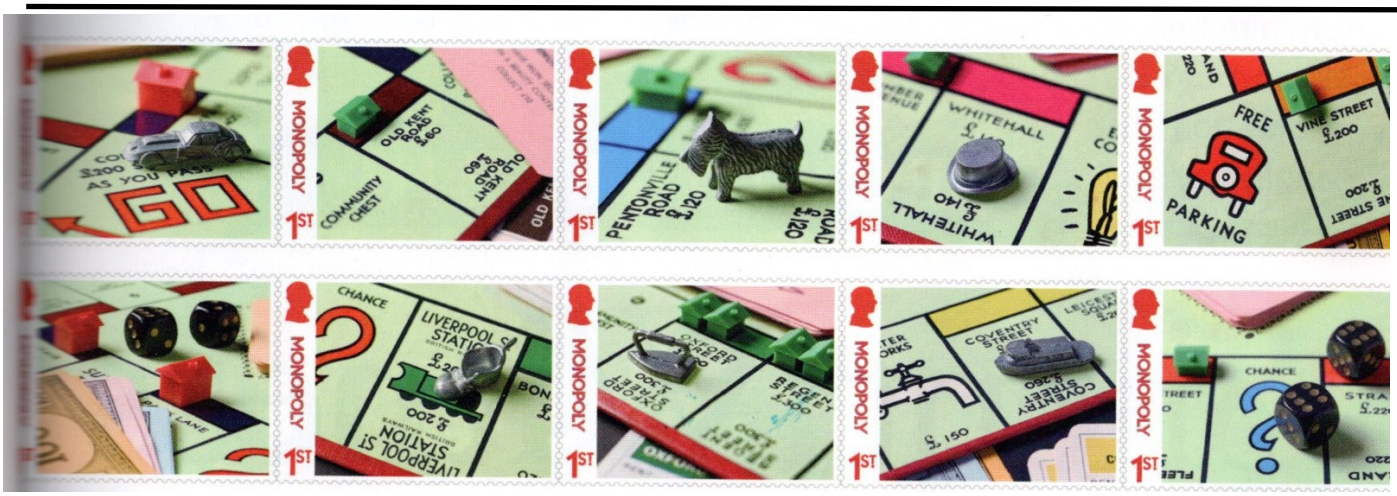
Lot 30 - Potter (Beatrix). The Tale of Mrs. Tiggy-Winkle, circa 1930, signed

Estimate: £400 - £600

17-19 July 2026
Bilateral Stamp Exhibition Germany-Sweden
in the Sparkassen-Arena Bernau at Ladeburger Dreieck,
16321 Bernau near Berlin



125 years of the Berlin Postal Stationery Collectors Association from 1901 e.V



A nice set of stamps issued on 16th October 2025 to celebrate the 90th birthday(!) of the board game 'Monopoly'. Known and loved by everyone there are 10 first class stamps with the King' head profile on the left margin in red.

Doubt you will see many of these used normally in the mail but you never know. Even so, with 10 stamps that is going to cost £17.00 before you start on FDCs, coin covers and presentation packs.

Particularly, relevant at Christmas time as many families will often get the games out after a heavy lunch and play for an hour before everyone falls-out with each other as you make your brother/sister/cousin bankrupt again!!

Good luck

Best wishes Neil