The Cornish
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Bulletin of the Cornwall Philatelic Federation

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Welcome everyone to the new club season and this edition of the Cornish. Summer seems to have been bit of a wash-out with very mixed weather, so hopefully you have found time to work on your own stamp collections. I'm writing this mid Augst and hope to get it printed in time for the September round of lcub meetings. Importantly I must advise you of a change in Falmouth club meetings. Due to changes in the Church they are no longer able to offer us an evening for our meetings. Despite an extensive search of alternative premises it has been decided that we will remain at Emmanuel Baptist Church but will now meet on the second Monday of each month in the afternoons, staring from 2pm. A big change which hopefully won't affect too many members and there does seem to be a trend towards afternoon meetings around the country.

This means the CPF AGM and Quiz will now take place at 2pm on Monday 14th October. Hopefully you will all still be able to come and enter you own club team for the quiz.

In this issue of the Cornish there are articles on the 1912 airplane tour round the West Country, The Hull Outrage when we nearly went to war with Russia in 1904, story about patriotic & advertising covers from the USA as well as a few small articles on various topics which I hope you may found at least one of interest. My thanks to those who contributed with items.

Big news is the success of the Cornwall Federation entry into the Federation competition held in York in July. A team of 3 entered and I am pleased to say we came second out of 5 Federations, only losing out by 1 point. This was particularly pleasing as two of our entries were by first time exhibitors which is very encouraging. Results are inside.

Please remember that Cornex is on the 2nd November this year at Pensilva and I am hoping that we get lots of entries into the competitions. Basically, it is 8/16 or 32 sheets more or less on any philatelic topic, country or subject. Have a go!



I was pleased to buy this New Zealand ½d stationery postcard. This was sent from Oamaru in NZ via Auckland to England via the USA. The Pan Am flying boat 'Samoan Clipper' left Auckland on 2nd January 1937 flying via Honolulu and Pago Pago connecting with the San Francisco flight. These covers have the boxed cachet New Zealand - USA/First Air Mail/December 1937. The card was registered and had a total of 2/7d and no doubt Sue or Colin will correct me if anything is wrong! On the return flight the plane was lost at sea and Pan Am suspended the service.

Inter - Federation Competition York

The team comprised Colin Benford, Barry Mudie and myself. Colin and Barry hadn't entered a competition before and both showed 2 frames while I followed up the rear with one frame. Our results were:

Colin: Highland Airways Limited awarded Large Vermeil with 76 points

Barry: Channel Islanders Internee Mail November 1942 - May 1945 awarded Large Gold with 85 points

Neil: Registered Envelopes of Turkey 1914 & 1983 awarded Large Gold with 86 points.

The winers were Thames Valley & District. The others were Yorkshire Philatelic Society, Federation of Surrey Philatelic Societies and Association of Scottish Philatelic Societies.

So well done Cornwall and hopefully this will inspire others to enter.

Club Meetings

Launceston

Sept 5th David Harwell London Stamp Centre Selfridges 1931 - 1939

Oct 3rd Ian Knight Lundy

Nov 7th Auction & Raffle

Dec 5th AGM & Chairman Entertains

Newquay

3 September Don Harris Cup – Letter E Everyone

1 October Romania – Barbara Attwood

5 November West Berlin – Courtenay Smale

3 December Bring and buy sale Christmas social My recent purchases - Everyone

Falmouth

9th Sept	Gill Grey Shells
14th Oct	CPF AGM & Quiz
11th Nov	Denis hough Portuguese Colonies
9th Dec	Xmas quiz & Social

Truro

24th Oct Colin Benford Antarctica

28th Nov TBC

Dec TBC

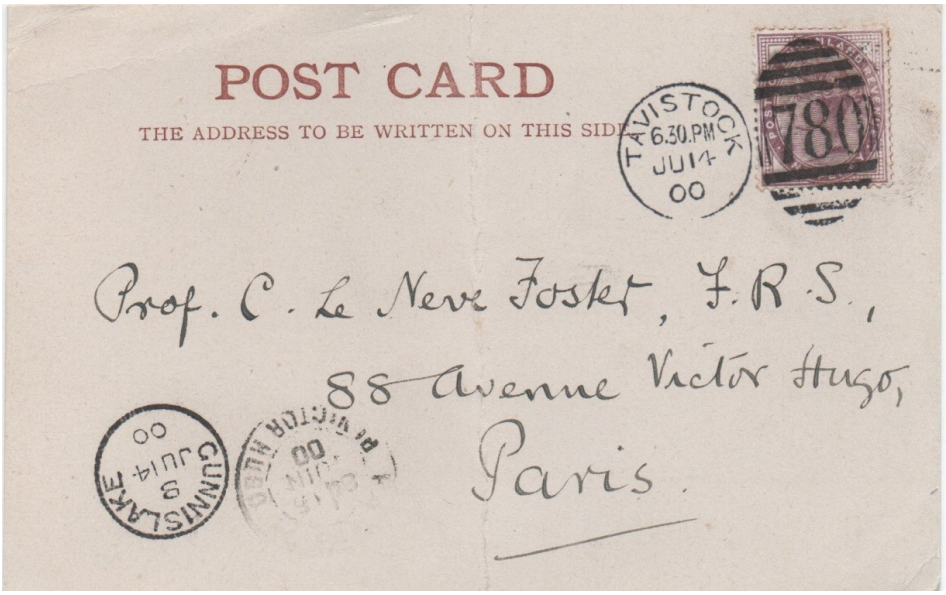
Unfortunately, I do not have a copy of Redruth or St Austell programmes to hand

Please remember:

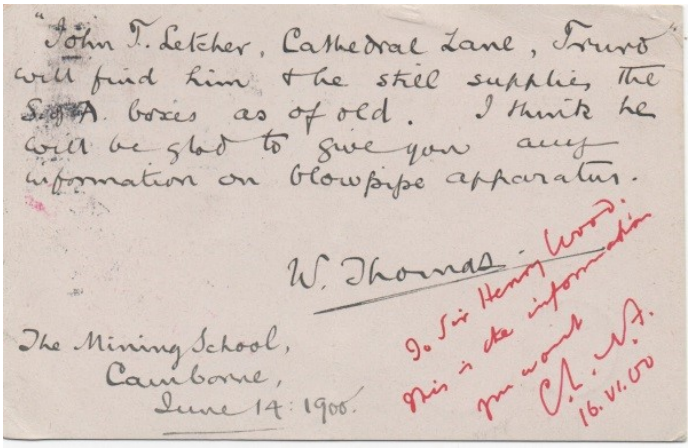
14th September Newquex Stamp Fair at St Eval

2nd November Cornex Fair & Competitions at Pensilva

Early School of Mines Ephemera - A Postcard from Gunnislake in 1900.



A postcard written by W. Thomas to Professor C. Le. Neve Foster F.R.S. in Paris posted from Gunnislake on June 14, 1900. The postcard bears a small circular Gunnislake postmark dated June 14, 1900, a Tavistock duplex of the same date and a Paris receiving postmark. Mr Thomas gives his address as The Mining School, Camborne and refers Professor Le Neve Foster to a John T Letcher of Truro for information on blowpipe apparatus. All three people had a connection with the early formative years of the Camborne School of Mines.



The writer is William Thomas whose association with the School began around 1891. He was appointed joint Vice-Principal in 1893 and has been described as being 'J.J. Beringer's right-hand man'. He was instrumental in securing King Edward Mine for the practical instruction of students. He resigned from his position with the School in 1906 but returned for a short period in 1910. It is interesting to speculate why William wrote the card from Gunnislake. Perhaps he was doing some consulting work at the mines in the area or perhaps classes were held there?

Professor Le Neve Foster was appointed as lecturer to the Miners Association, a forerunner to the School, in 1865. Later he became an Inspector of Mines for Devon and Cornwall and in 1891 was appointed Chair of Mining at the Royal School of Mines. He was elected a Fellow of the Royal Society in 1893 and in 1903 received a knighthood,

The third man mentioned is John T. Lecher the younger brother of Thomas H. Lecher. Thomas taught for the Mining Association at St Day and Camborne from 1871 and with John they developed an apparatus for blowpipe analysis.

The information William Thomas provided was passed on by Professor Le Neve Foster to Sir Henry Wood, not the conductor, but Sir Henry Trueman Wood an equally eminent person of the day who became an expert in the organisation of exhibitions. In 1878 he became secretary of the Royal Society of Arts succeeding Peter Le Neve Foster the father of Clement!

Viv Sandercock

References- Lawrence P.S. Piper (2013) "Camborne School of Mines - A History of Mining Education in Cornwall", Pub. The Trevithick Society.

Wikipedia.

The Times (1929), Obituary Sir H. Trueman Wood.

Nature No. 3095, Vol. 123 February 23, 1929, Obituary Sir Henry Trueman Wood.

China accused of flooding Britain with fake Royal Mail stamps

Reported on 11th April by Ellie Ng in the Independent.

China has been accused of flooding Britain with counterfeit Royal Mail stamps. The Daily Telegraph reported that sources close to Royal Mail said fakes from the Asian country were causing a rise in complaints that stamps bought from legitimate stores were being deemed fraudulent, which can result in a £5 penalty. The newspaper identified four Chinese suppliers offering to print up to one million counterfeit Royal Mail stamps a week. These stamps are being sold for as little as 4p each ahead of delivery to Britain.

The fakes have also been found on Amazon and eBay and websites copying the Royal Mail official store, the newspaper said. These stamps are being bought unknowingly by small retailers, who are allowed to buy stamps from wholesalers rather than from Royal Mail directly.
Post Office minister Kevin Hollinrake told the Daily Mail: “It is key to prevent counterfeit stamps entering our supply chain in the UK. “The Royal Mail must do everything possible to prevent counterfeits entering our circulation and must establish where they are coming from and how they are entering our marketplace.”

The Times reported that a spokesman from the Chinese Embassy in London called the claims “absurd”. He said: “It is totally ridiculous, absurd and ill-intentional. How could one imagine a sovereign country triggers war by bringing fake stamps? “If this case really happened, (the) first thing to do is to have (a) thorough investigation over the internal supply chain, instead of pursuing the attention of (the) media.”
It comes a week after the Telegraph reported Royal Mail is investigating claims that people have been wrongly fined after being sent letters with new barcoded stamps that were deemed to be counterfeit.
A Royal Mail spokesman told PA: “We are working hard to remove counterfeit stamps from circulation. “We regularly monitor online marketplaces to detect suspicious activity, such as sales of heavily discounted stamps and work closely with retailers and law enforcement agencies to identify those who produce counterfeit stamps. “We work closely with a number of police forces across the country and in recent cases we have recovered stamps with a retail value of over £250,000.

Centenary of Commemorative Stamp Issues



Royal Mail issued a set of stamps on 16th April celebrating commemorative stamp issues over the years. The first commemorative stamps issued was of course April 1924 with the 2 special stamps for the British Empire Exhibition held at Wembley Park These 10 first class stamps each feature 3 stamps with the idea being they show the evolution of commemorative stamps over the last 100 years.



14. Penny Black. The world's first postage stamp issued on May 6th, 1840.

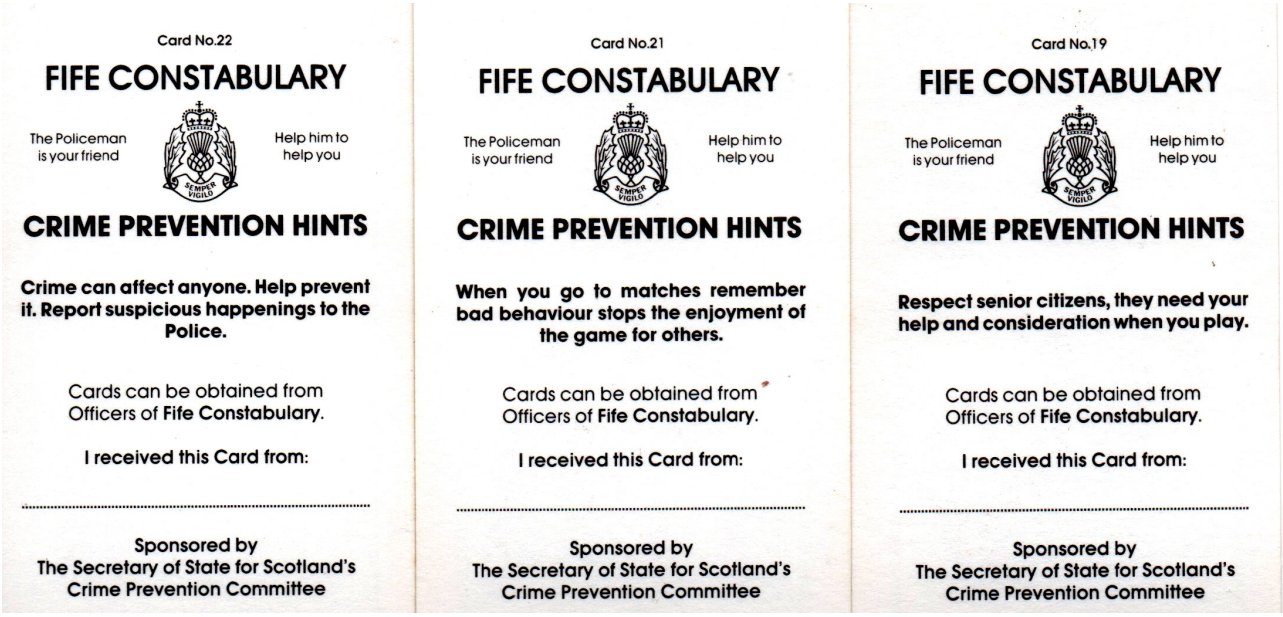
15. Tale of Peter Rabbit (9p). One of a set of four stamps issued in 1979 to mark the International Year of the Child.

36. Cricket (17½p). One of a set of four stamps issued in 1980 to commemorate British sporting anniversaries.

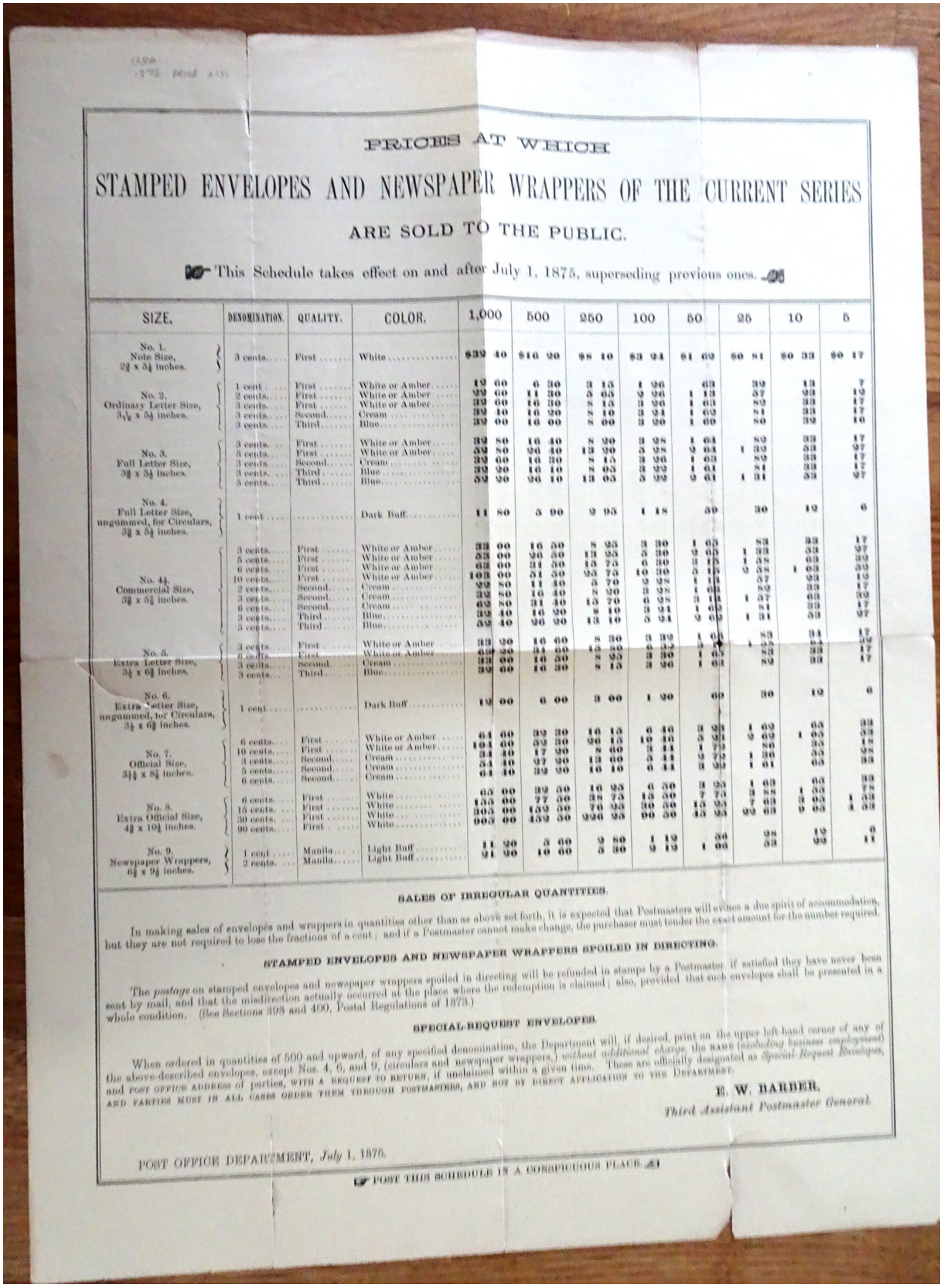
Crime Prevention Scotland Style

I have got this set of 36 cards showing a mainly modern ranger of British stamps. The cards measure 2½" x 4" and were issued by Fife Constabulary in Scotland. Each of the cards has a different crime prevention measure on the back. I believe you had to approach different police officers to get the cards, particularly, as the last card says *"During the time you have been collecting these cards, you have spoken to many police officers. I hope that by doing so, it has given you a better understanding of what policemen do for yourself and others."*

These cards were presumably targeted at children/youths - was this because they thought it a good idea or because stamp collectors are a bunch of hooligans! I don't remember David or Mike instigating this idea in Cornwall.



Ideal addition to any thematic collection relating to the police—I doubt there are many of these sets still around!



PRICES AT WHICH

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS OF THE CURRENT SERIES

ARE SOLD TO THE PUBLIC.

☞ This Schedule takes effect on and after July 1, 1875, superseding previous ones. ☜

SIZE.	DENOMINATION.	QUALITY.	COLOR.	1,000	500	250	100	50	25	10	5
No. 1. Note Size, 2¾ x 5¼ inches.	3 cents.	First	White	$39 40	$16 20	$8 10	$3 24	$1 62	$0 81	$0 33	$0 17
No. 2. Ordinary Letter Size, 3½ x 5½ inches.	1 cent	First	White or Amber	12 60	6 30	3 15	1 26	63	32	13	7
	2 cents.	First	White or Amber	22 60	11 30	5 65	2 26	1 13	57	23	12
	3 cents.	First	White or Amber	32 60	16 30	8 15	3 26	1 63	82	33	17
	3 cents.	Second	Cream	32 10	16 20	8 10	3 24	1 62	81	33	17
	3 cents.	Third	Blue	32 00	16 00	8 00	3 20	1 60	80	32	16
No. 3. Full Letter Size, 3¾ x 5½ inches.	3 cents.	First	White or Amber	32 80	16 40	8 20	3 28	1 64	82	33	17
	5 cents.	First	White or Amber	52 80	26 40	13 20	5 28	2 64	1 32	53	27
	3 cents.	Second	Cream	32 60	16 30	8 15	3 26	1 63	82	33	17
	3 cents.	Third	Blue	32 20	16 10	8 05	3 22	1 61	81	33	17
	5 cents.	Third	Blue	52 20	26 10	13 05	5 22	2 61	1 31	53	27
No. 4. Full Letter Size, ungummed, for Circulars, 3¾ x 5½ inches.	1 cent		Dark Buff	11 80	5 90	2 95	1 18	59	30	12	6
No. 4½. Commercial Size, 3¾ x 5¾ inches.	3 cents.	First	White or Amber	33 00	16 50	8 25	3 30	1 65	83	33	17
	5 cents.	First	White or Amber	53 00	26 50	13 25	5 30	2 65	1 33	53	27
	6 cents.	First	White or Amber	63 00	31 50	15 75	6 30	3 15	1 58	63	32
	10 cents.	First	White or Amber	103 00	51 50	25 75	10 30	5 15	2 58	1 03	52
	2 cents.	First	White or Amber	22 80	11 40	5 70	2 28	1 14	57	23	12
	3 cents.	Second	Cream	32 80	16 40	8 20	3 28	1 64	82	33	17
	3 cents.	Second	Cream	32 80	16 40	8 20	3 28	1 64	82	33	17
	6 cents.	Second	Cream	62 80	31 40	15 70	6 28	3 14	1 57	63	32
	3 cents.	Third	Blue	32 40	16 20	8 10	3 24	1 62	81	33	17
	5 cents.	Third	Blue	52 40	26 20	13 10	5 24	2 62	1 31	53	27
No. 5. Extra Letter Size, 3½ x 6¾ inches.	3 cents.	First	White or Amber	33 20	16 60	8 30	3 32	1 66	83	34	17
	6 cents.	First	White or Amber	63 20	31 60	15 80	6 32	3 16	1 58	63	32
	3 cents.	Second	Cream	33 00	16 50	8 25	3 30	1 65	83	33	17
	3 cents.	Third	Blue	32 60	16 30	8 15	3 26	1 63	82	33	17
No. 6. Extra Letter Size, ungummed, for Circulars, 3½ x 6¾ inches.	1 cent		Dark Buff	12 00	6 00	3 00	1 20	60	30	12	6
No. 7. Official Size, 3½ x 8¼ inches.	6 cents.	First	White or Amber	41 60	20 80	10 40	4 16	2 08	1 04	42	22
	10 cents.	First	White or Amber	101 60	50 80	25 40	10 16	5 08	2 09	1 05	53
	3 cents.	Second	Cream	34 40	17 20	8 60	3 44	1 72	86	35	18
	5 cents.	Second	Cream	54 40	27 20	13 60	5 44	2 72	1 36	55	28
	6 cents.	Second	Cream	64 40	32 20	16 10	6 44	3 22	1 61	65	33
No. 8. Extra Official Size, 4¾ x 10¼ inches.	6 cents.	First	White	65 00	32 50	16 25	6 50	3 25	1 63	66	33
	15 cents.	First	White	155 00	77 50	38 75	15 50	7 75	3 85	1 55	78
	30 cents.	First	White	305 00	152 50	76 25	30 50	15 25	7 62	3 05	1 53
	90 cents.	First	White	905 00	452 50	226 25	90 50	45 25	22 62	9 05	4 53
No. 9. Newspaper Wrappers, 6¾ x 9½ inches.	1 cent	Manilla	Light Buff	11 20	5 60	2 80	1 12	56	28	12	6
	2 cents.	Manilla	Light Buff	21 20	10 60	5 30	2 12	1 06	53	22	11

SALES OF IRREGULAR QUANTITIES.

In making sales of envelopes and wrappers in quantities other than as above set forth, it is expected that Postmasters will evince a due spirit of accommodation, but they are not required to lose the fractions of a cent; and if a Postmaster cannot make change, the purchaser must tender the exact amount for the number required.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS SPOILED IN DIRECTING.

The *postage* on stamped envelopes and newspaper wrappers spoiled in directing will be refunded in stamps by a Postmaster, if satisfied they have never been sent by mail, and that the misdirection actually occurred at the place where the redemption is claimed; also, provided that such envelopes shall be presented in a whole condition. (See Sections 398 and 400, Postal Regulations of 1873.)

SPECIAL REQUEST ENVELOPES.

When ordered in quantities of 500 and upward, of any specified denomination, the Department will, if desired, print on the upper left hand corner of any of the above-described envelopes, except Nos. 4, 6, and 9, (circulars and newspaper wrappers,) *without additional charge*, the NAME (*excluding business employment*) and POST OFFICE ADDRESS of parties, WITH A REQUEST TO RETURN, if unclaimed within a given time. These are officially designated as *Special Request Envelopes*, AND PARTIES MUST IN ALL CASES ORDER THEM THROUGH POSTMASTERS, AND NOT BY DIRECT APPLICATION TO THE DEPARTMENT.

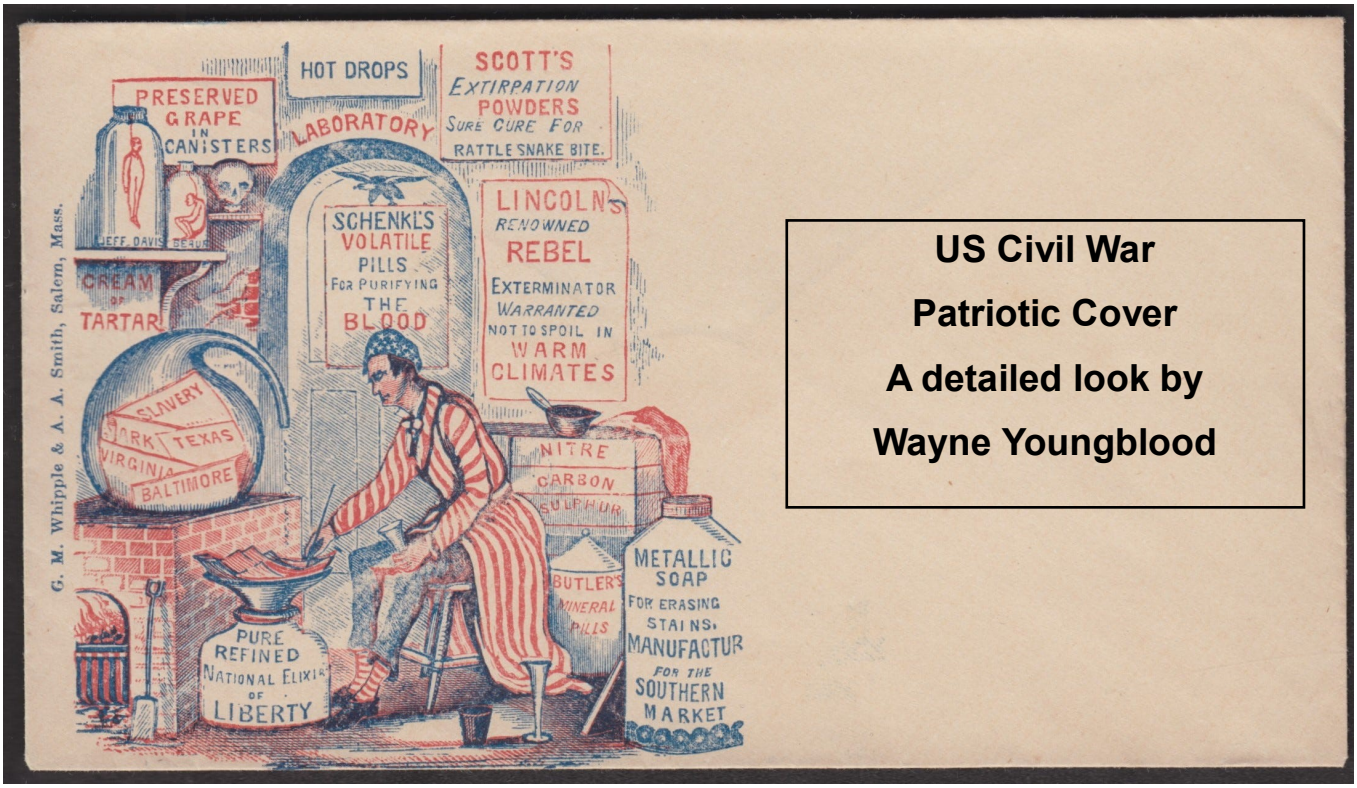
E. W. BARBER,

Third Assistant Postmaster General.

POST OFFICE DEPARTMENT, *July* 1, 1875.

☞ POST THIS SCHEDULE IN A CONSPICUOUS PLACE. ☜

I acquired from Rex sometime ago and think it is fascinating. It is a double foolscap size sheet showing the wide variety of postal stationery envelopes that could be ordered in the USA in 1875. It lists 9 different sizes of envelopes which could be supplied on different coloured paper and different quality. The prices shown on the right relate to the number of envelopes ordered - ranging from a minimum of 5 envelopes up to 1,000. Given the number of options shown above no wondered there always seems to be a lot of early US stationery around today!



Mint Union Civil War Patriotic envelope depicting "Lincoln's Laboratory.

I recently stumbled across the one shown above, known variously as "Lincoln's Laboratory," "Union Alchemist," "Recipe for Secession" and a couple of other names. I hadn't previously encountered this highly detailed bicolored woodcut engraving, but it soon had me entranced. From what I've been able to find, it was illustrated in the Walcott book (*The George Walcott Collection of Used Civil War Patriotic Covers*) *as No. 1175 and listed as "very rare." Indeed, the used and slightly soiled example shown below sold at a Robert A. Siegel auction in December 2013 for $2,600. Of course, used examples are far more valuable than mint patriotic covers.*

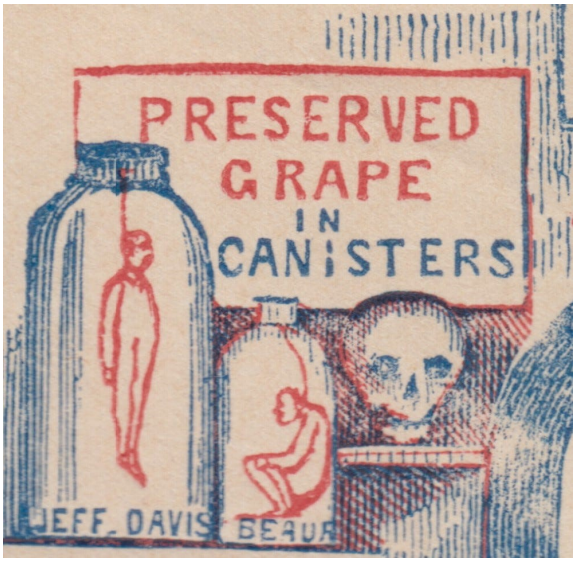


Used example of the detailed patriotic sold by Siegel in 2013. Courtesy Robert A. Siegel Auction Galleries.

But it's neither the scarcity nor the value that attracts me to this unusual depiction of President Abraham Lincoln as an alchemist or pharmacist. There is so much going on.

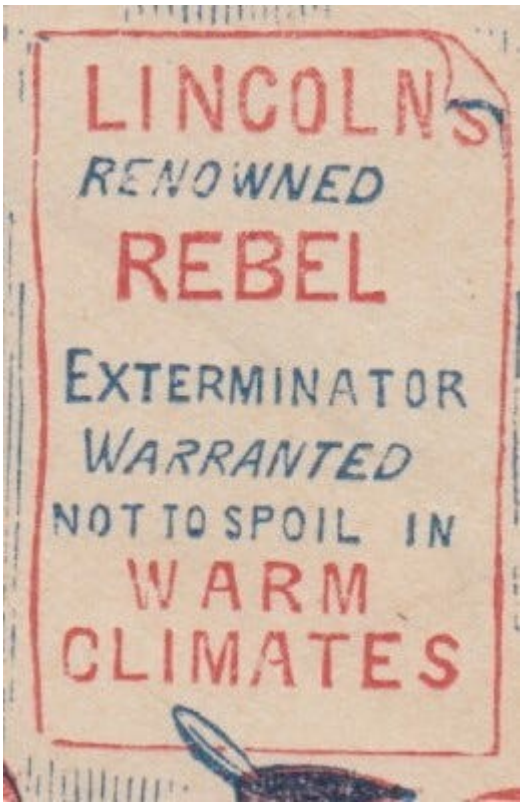
This envelope, produced G.M. Whipple and A.A. Smith, of Salem, Mass. (1860-75), features Lincoln, clad in stars and stripes, stirring papers into a funnel leading to a crock titled “Pure refined national elixir of liberty.” Posters advertising Union remedies surround him, as well as various ingredients on shelves. The rich propaganda of this piece is thicker than a reduced jar of blackstrap molasses.

No self-respecting Union patriotic is found without a hanging figure of Jefferson Davis, president of the Confederacy. My eye was immediately drawn to the shelf in the upper-left corner of the design, which features Davis’ hanging body in a jar, along with a second jar, with the remains of Gen. P.G.T. Beauregard. A skull sits on the shelf next to the jars, and a sign above reads “Preserved Grape in Cannisters,” which probably refers to unused grapeshot if the war was over



The most explicit part of this ornate envelope features the hanged bodies of Confederate President Jefferson Davis and Ge. Beauregard.

Below the jarred figures is a beaker with curved neck holding papers reading “Slavery - Ark. - Texas - Virginia - Baltimore. The beaker is dripping into the funnel Lincoln is stirring — as part of the “refining” process.





Among the signs hanging on the wall is one at the right of the design, reading “Lincoln’s Renowned Rebel Exterminator*Warranted-Not To Spoil In Warm Climates," referring, of course, to the Sout*

Above Lincoln's head is another sign, reading "Schenkl's volatile pills, for purifying the blood." These "pills" were actually a form of exploding shell used against the Confederates, an example of which is shown below. The 3.6-inch diameter shells weighed more than 15 pound

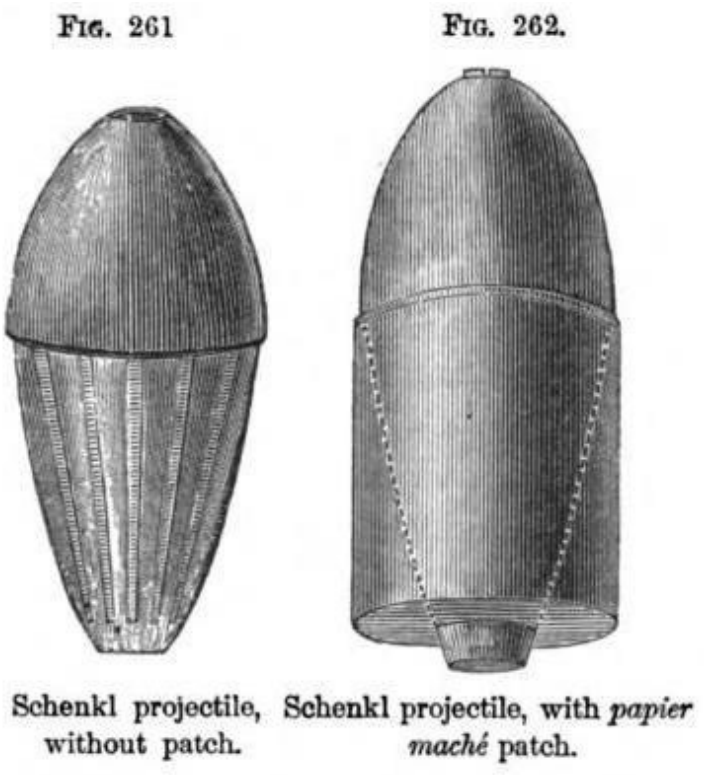


Fig. 261

Schenkl projectile, without patch.

Fig. 262.

Schenkl projectile, with *papier maché* patch.



It's not just the propaganda value of this cover that's interesting, however. While Whipple and Smith, publishers who worked in several printing types and communication media (they produced the first card game of *Authors*), certainly outdid themselves with the intricacy of this design, they weren't just showing off their design skills. They were also marketing a relatively new commercial product: a pregummed machine-made envelope.

The Civil War began only a decade after reduced postage rates in the United States, which increased demand for envelopes, and the first viable envelope-making machine was introduced in Great Britain. Although envelopes, for use with enclosures, weren't new, prior to this each was made by hand, and most letters were sent as folded letters

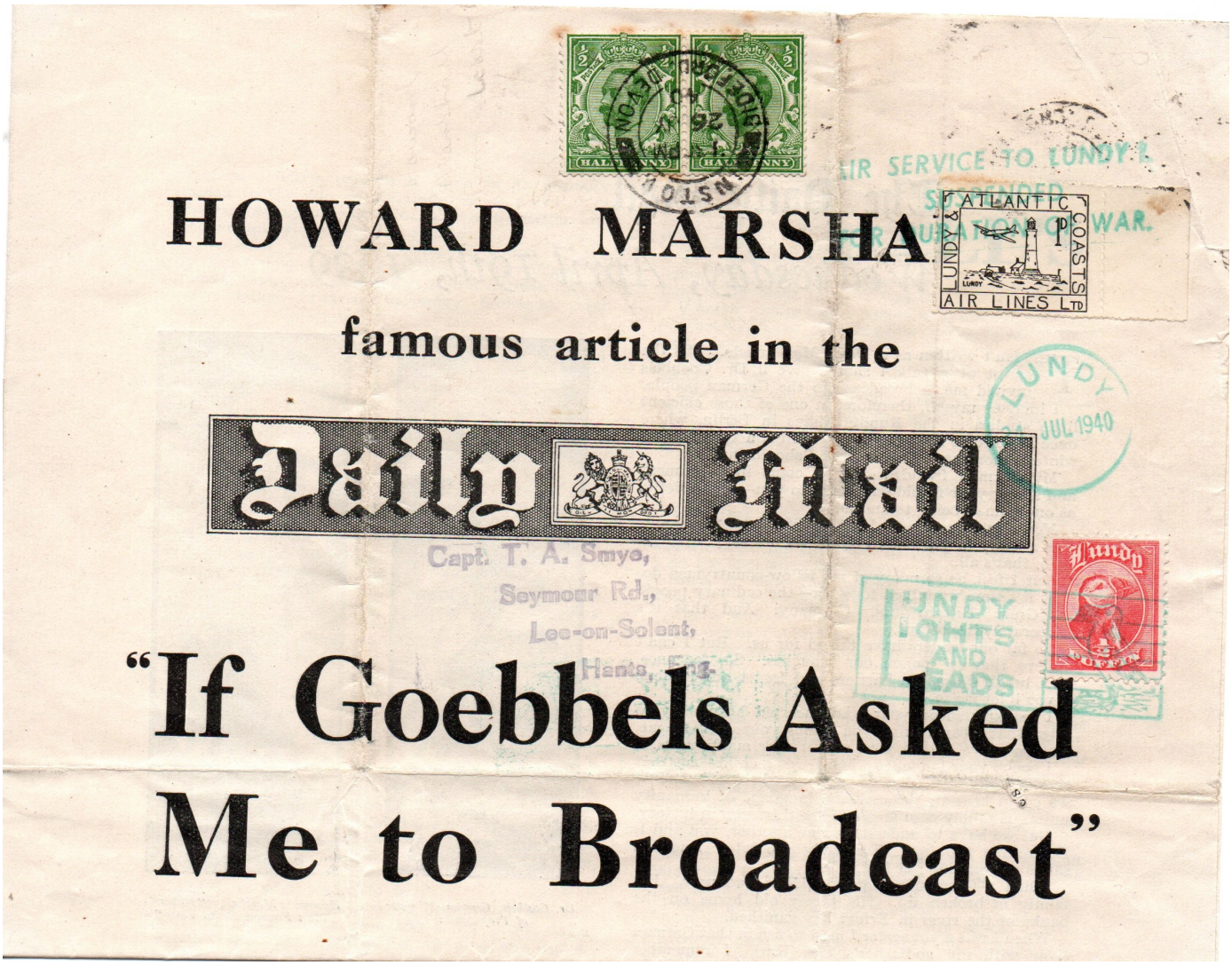
With the advent of the envelope as a commercially available and affordable product, people could fold multi-page letters and enclose them in envelopes for mailing



The 1851 Great Exhibition in London featured this envelope-folding machine at Edwin Hill and Warren De La Rue's booth. This was a major manufacturing breakthrough for inexpensive written communication.

Almost immediately, the value of advertising on this form of "real estate" was recognized, and ornate illustrated advertising covers soon proliferated in the business world. The value of easily transmitted propaganda was soon to follow.

By the end of the Civil War, more than 15,000 different patriotic designs were created (mostly Union), expressing everything from simple Stars and Stripes and other iconography, to the far more detailed massages such as the one featured here. This is just one of the many aspects of our history, as it relates to postal communication





While I was at the Swinpex stamp fair in Swindon I did go overboard a bit and buy this rather expensive Lundy item to go with my British Airmail collection.

It is a reprint of a newspaper article from the Daily Mail of April 1939 by Howard Marshall, given in the lead up to WW2. The article is printed in both English and German. This copy was posted on Lundy on 24 July 1940 and has the black/white Lundy airmail label and a pair of ½d KGV stamps

It also has a ½ puffin red Lundy stamp and sent from there to Lee-on-Solent. The puffin is cancelled with a green-turquoise 'Lundy Lights and Leads' cancel. More interestingly is the similarly coloured cachet above which states "AIR SERVICE TO LUNDY IS/SUSPENEDED /FOR DURATION OF WAR" I've not seen one of these before so thought it would make a nice addition. . The KGV stamps are cancelled Instow on the 26th July ,

HOWARD MARSHALL'S

famous article in the

Daily Mail

"If Goebbels Asked Me to Broadcast"

¶ THIS IS THE ARTICLE OF WHICH HOWARD MARSHALL WAS AFTERWARDS ASKED TO GIVE A BROADCAST VERSION IN GERMAN IN THE B.B.C. GERMAN NEWS ON MONDAY, APRIL 24th, 1939

Left is shown the full front page of the posted article and below the inside 2 pages where the article is printed in English. It is then printed at the bottom of the page and on the back page in German.

It is basically a message saying while the leaders are talking, the ordinary people of Great Britan and Germany need to talk to each other

"Nobody Can Win"

From The Daily Mail,

Wednesday, April 19th, 1939

THIS isn't written as a *Daily Mail* article. It's the script of a talk I should give if Dr. Goebbels invited me to broadcast to the German people.

I imagine myself, therefore, in one of those efficient little studios in the Rundfunkhaus in Berlin, where once I talked to America in the small hours of a snowy winter's morning. This is what I should say.

My German friends: May I come in a moment and sit by your fireside and talk to you—just quietly, as one human being to another?

You don't know who I am? Of course you don't. I'm nobody in particular. Just an ordinary Englishman, that's all.

But I feel, as so many of my fellow-countrymen do, that it's time we talked together—the ordinary people of Great Britain and Germany. And that it's desperately important.

So far our leaders have talked for us. But I can't believe they've spoken our thoughts. So, for once, let's break down the barriers and forget our leaders, if you'll let me in.

I've experienced your warm-hearted hospitality so often that I can't think you'll shut your door to me. You see, I've known your country for many years.

I spoke your language when I was a child—not that there really any language barrier between us. If only we could hear it, the common language of humanity unites us to-day with greater force than ever in history.

But we have to understand one another, you and I. Before it's too late. Tragically too late. And the sands are running out fast.

I had a German godfather. He's dead now. His family is broken up. His lovely old home on the banks of the river in Erfurt has vanished.

When I was a youngster I used to fish in that German river with my godfather's son, Karl. I remember Karl well—his slow smile, his generous companionship. We were good friends, Karl and I.

He's dead, too. Killed in 1917, fighting for Germany. That broke his father's heart. Killed, as your sons and my sons might be killed if ever we allowed war to break out again. Killed in a war which settled nothing, but merely brought incredible suffering and hardship to the world.

Nobody Can Win

I wonder if you realise how near we are to the madness of a new world war? I'm told that many of you aren't allowed to realise that, though perhaps you guess a great deal.

Make no mistake about this. If they tell you that the democracies are decadent—that they wouldn't fight against a threat of force—if they tell you that, they're wrong. Grievously wrong.

We should fight. And fight to the bitter end, if need be, with all our might.

But I'm talking to you to-night because we can't believe that you want war any more than we do. Doesn't the thought of it appal you, as it does us?



Dr. Goebbels, German Minister of Propaganda



Howard Marshall, "Britain's Most Famous Radio Voice"

Appal you because of the fantastic waste of it, the tragic stupidity of it?

Nobody can win a war to-day. We must all lose. And this time, perhaps, we should lose civilisation too.

It's said sometimes that your leaders plan to dominate the world by force, just as it's said in your country that our leaders seek to encircle and strangle Germany. But I simply can't believe that you, as individuals, are interested in world domination. You care, as we do, about far simpler things.

Home and family and all that goes with them—these are the things you care about—these and the many quiet pleasures which the earth in its richness could produce for us all so abundantly.

I ask you to believe that we have no wish to encircle you, to strangle you, to deny you the right to a share of the world's goods.

You don't really think, do you, that we want to fight you? That we hate you, and wish you ill?

Of course we don't hate you. Indeed, we respect and admire you, with your great traditions in music and literature and all the pleasant arts of life.

I speak of what I know, for I'm no stranger to Germany. And I've always been happy in your beautiful country, whether I came as an ordinary seaman to the port of Hamburg, or as a visitor or traveller flying to your great cities—to Berlin and Hanover and Heidelberg and Frankfort.

I've seen your fine athletes in action at the Reichsportsfeld. I've chatted to Max Schmeling in his training camp, and seen him fight in a German ring.

I've talked to your university professors, your artists, your diplomats.

I've worked in Germany, and played there. I've sat in your beer gardens and made holiday with you in the sunshine on the shores of the lovely Wannsee, in the pine woods above Blankenese, on the broad waters of the Alster lakes.

And I know this. You and I are strangely alike. We're homely people, and if we must argue about politics, we'd far rather do it over a glass of beer than at the point of the bayonet.

We have everything in common. Everything, that is, except systems of government which would permit us to work together for the creation of a better world.

That's what we should be doing—what all civilised peoples should be doing. Working together—not snarling at one another like angry dogs.

I'm not criticising your Government. That would be impertinent. The way you're ruled is your own affair. And it's obvious that in so many ways the Nazi regime has done great things for Germany.

We're not concerned with Governments to-night. Except in one way. When, that's to say, they set ordinary folk at one another's throats.

We Could Settle It

During the last war one of our soldiers wrote from the front and said: "It's vile that all my time should be devoted to killing Germans whom I don't in the least want to kill. If all Germany could be united in one man and he and I could be shut up together just to chat things out, we could settle the war, I feel, in less than one hour."

And that's what we feel to-day.

If the ordinary people of Great Britain and Germany could sit down, just as you and I are sitting down together now, we could settle our problems simply enough.

We've made mistakes, both of us—stupid mistakes. Well, let's face up to them and put them right.

What's stopping us, then? Systems of political thought? But why should the ideas of a handful of men separate millions of ordinary people?

As I say, I've flown over Europe many times. And flying gives you new perspectives.

You look down, and everywhere you see little homesteads, with little people busy in their gardens, busy in the fields, on their way to work.

Whether you're over England or France or Germany it's just the same. People going peacefully about their own affairs.

From the air there are no frontiers. Just human beings. That's all.

I've called you my friends. But you're more than that. Brothers and sisters, under the same sky, warmed by the same sun, part of the same plan in the same mysterious universe.

I Don't Despair

Last year at this time I watched the first signs of spring coming in the woods round Berlin. Perhaps you are watching them now in the same woods, while I see the hedgerows turning green in my own country.

Signs of hope and rebirth. And we share them, you and I, as we share all the fundamental things of life.

That's why we should talk together. That's why our hand is outstretched to you. Ah! If only it could be made possible for you to take it before it is too late!

But I don't despair, I believe that common humanity will pull us through. I believe that because you and I and millions of others like us feel so deeply the utter futility of war—because we feel it, reason must prevail.

Well, time's up and I must leave your kindly fireside and return to my own home and my own children.

But remember—if we've made friends to-night, those children of mine will be working shoulder to shoulder with your children to build a better world for all.

But if we're still separated by needless mistrust and fears, then they may destroy one another. Did we bring them into the world for that?

I know what your answer must be.

So in God's name—and in our hearts we still believe, I know, in the same God—in His name, therefore, let us meet again. And soon.

Till then our friendship to you, and *auf wiedersehen.*

Howard Marshall

[*Translation of Howard Marshall's Article*]

Uebersetzung von Howard Marshall's Artikel.

Die nachfolgenden Zeilen sind nicht als ein „Daily Mail"-Artikel geschrieben. Es ist die Niederschrift einer Ansprache, die ich halten würde, wenn Dr. Goebbels mich einladen würde, durch den Rundfunk zum deutschen Volk zu sprechen. Folgendes würde ich sagen:

Meine deutschen Freunde! Darf ich zu Euch kommen, behaglich bei Euch sitzen und zu Euch sprechen, als ein Mensch zum anderen Menschen?

Wie so viele meiner Landsleute habe ich das Gefühl, daß es an der Zeit ist uns auszusprechen — das das englische Volk zum deutschen Volk. Bisher haben unsere Führer für uns gesprochen. Aber ich glaube nicht, daß sie das gesagt haben, was wir uns denken. So laßt uns einmal die Schranken niederreißen, unsere Führer vergessen und mich reden.

Wir müssen uns verstehen ehe es zu spät ist, entsetzlich zu spät, denn die Zeit ist bald abgelaufen. Mein Pate war Deutscher. Er ist schon tot. Als ich ein Junge war, ging ich mit seinem Sohne Karl zum Flusse fischen. Karl und ich waren gute Freunde. Auch er ist schon tot. Gefallen 1917 im Kampfe für Deutschland. Das brach seines Vaters Herz! Ge-



6th June saw the issue of a new set of stamps in homage to man's best friend - dedicated to domesticated dogs. The set comprises 5 1st class and 5 second class stamps

The breeds shown on the stamps are: Siberian Husky, Chihuahua, Cocker Spaniel, Welsh Corgi, Short muzzled Pug, Dalmatian, Jack Russell, Labrador, Border Collie and a Whippet.

All very nice I'm sure for dog lovers everywhere. It would be interesting if Royal Mail ever released figures of how many of these special stamp issues they actually sell.

New King Charles III definitives for Jersey

To mark the reign of HM King Charles III, Jersey Stamps issued a new set of definitive stamps on 28 May that feature the crest of Jersey and HM King Charles III.

Jersey Post last produced a definitive stamp issue in 2015. This new 2024 issue has been developed to update the original design and to represent the monarchy of HM King Charles III. Unlike commemorative stamps, which are only available for two years, definitive stamps have an extended sale period because they are designed to serve everyday postal needs.

The ten values of the new Crest of Jersey definitive stamps range from 1p to £1. The crest design first featured on the definitives issue of 2015, and the 2024 stamps have been redesigned to bear the official cypher of HM King Charles III and depict the Crest of Jersey in a new palette of colours. The names of all 12 of Jersey's parishes are incorporated within the wave pattern background of the crest.

As with previous new definitive stamps, Jersey has produced a £5 stamp, which is in a larger format. First seen on the miniature sheet design of the Coronation issue of November 2023, Martin Mörck, renowned stamp and engraving artist, has produced a portrait of His Majesty, based on an original photograph by Mario Testino. The background of the stamp displays a floral pattern, echoing His Majesty's commitment to the natural world.

Printed by Cartor Security Printers, France, the crest of Jersey stamps are in offset lithography, each in a single spot colour, while the £5 stamp is printed in four colour process lithography with spot gold metallic hot foil. For more information, see the Jersey Post website (www.jerseystamps.com).

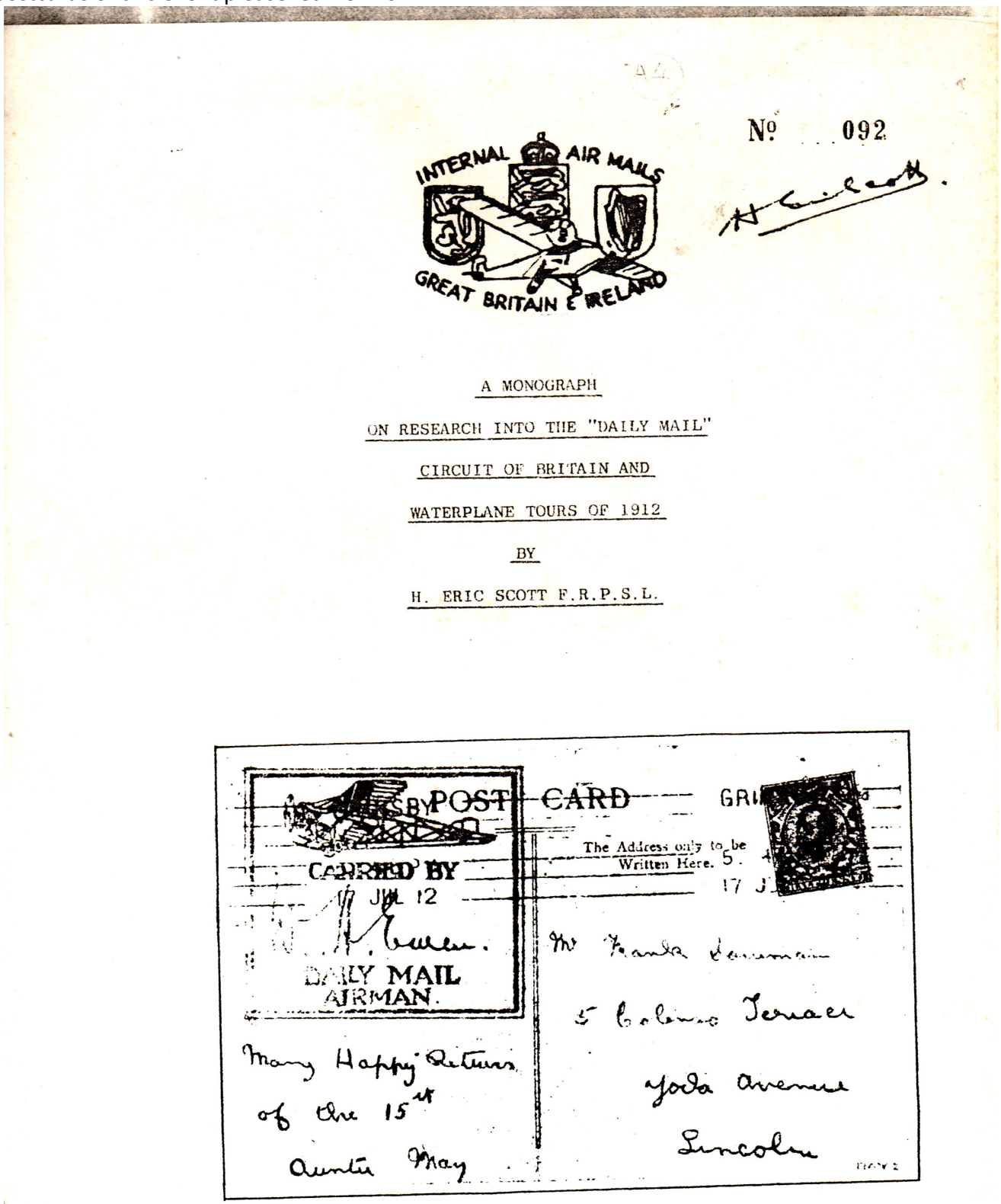






Above courtesy of 'Stamp Collector' magazine

The 1912 Air tours around the West Country. Rex Eccott kindly lent me a copy of a 1970 monograph relating to airtours carried out in 1912, which Io admit I knew nothing about (David Lethbridge may remember them of course!). I show in the next few pages the relevant part and if anyone has any more postcards of this event please let me know.



No. 092

A MONOGRAPH

ON RESEARCH INTO THE "DAILY MAIL"

CIRCUIT OF BRITAIN AND

WATERPLANE TOURS OF 1912

BY

H. ERIC SCOTT F.R.P.S.L.

REVISED AND
PRIVATELY PRINTED 1970
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THE "DAILY MAIL" TOURS OF 1912

The proprietors of the "Daily Mail" newspaper under the guidance of the late Lord Northcliffe, have been in the forefront since the early part of this century in organising aviation events and in bringing the cause of aviation before the general public.

Their first offer of £100 for a one quarter mile flight out and return was won by Henry Farman on January 14th, 1908, their next of £1,000 for the first crossing of the English Channel was won by M. Bleriot on July 25th, 1909, and the first British competitor to win a prize was J.T.C. MOORE-BRABAZON, later Lord Brabazon of Tara, G.B.E., M.C., L.L.D., who held the British pilot's Certificate No. 1. He won £1,000 for the first one mile circular flight by a British pilot on a British machine on October 30th, 1909.

The list of aviation events sponsored by the "Daily Mail" is a very long one, but we are concerned primarily with those known as the "Circuit of Britain" of 1912 when tours were organised throughout England, Wales, parts of Scotland, the east coast of Ireland and the Isle of Man, and such well known aviators as SALMET, HUCKS, HAMEL, EWEN, GRAHAME-WHITE, TRAVERS, NOEL, FISCHER and HUBERT were engaged.

These tours were in operation from the middle of May until September and the detailed day-by-day events are shown in the Diary (Appendix I) which was compiled over many years by intensive study and research into the contemporary aeronautical periodicals, the daily press and even the local papers of some of the towns visited. The items of news were cross-checked against each other and is based upon factual information of the events after they had occurred and not from the published programme which was often departed from because of the weather, illnesses and accidents. Much of the information previously published by many writers is incorrect because they did not take into account unavoidable variations from the published programme. It is believed that the present Diary is as correct a record of the actual flights as it is now possible to make. There are still a few blanks to fill in, particularly with Hamel's movements in the north of England.

Special cards were issued by the "Daily Mail" and these could be obtained for a small fee and after filling in could be handed in for conveyance by plane and then posted at the place of arrival.

Flown cards are known carried by Salmet in the west country, as early as the middle of June, but the period which was principally productive of flown items, is from July 23rd to July 31st, as on July 23rd the "Daily Mail" announced that their corps of airmen would carry postcards and gave details of the arrangements. On July 31st, however, the "Daily Mail" stated that the arrangements to carry the cards would have to be dropped as it infringed the Postmaster General's monopoly in mail carrying. Cards bearing dates prior to or later than the above dates are not necessarily forgeries, as many cards, particularly on the eastern section of the Waterplane Tour, were not posted until many days and in some cases weeks after the public had handed them in. In checking up the stage over which a card has been carried, it must be kept in mind that the town shown in the postmark is the place of posting and is usually the arrival point of the flight. Some cards were carried over many stages, especially those with the very rare postmark of London, September 3rd.

CHECK LIST

The tours were arranged to cover as much of the more populated parts of the country as possible and while Salmet covered the west, Hamel the northern parts, Ewen the north east, but he crashed and Hamel took over part of his tour. Hucks toured the midlands. The Waterplane tours were divided so that Fischer and Hubert went westwards from Southampton and the eastern section was flown by Grahame-White, Travers and Noel. Cards from the eastern section are the most common, as these flights covered the more popular seaside resorts of those days. The Check List has been divided into the separate tours for convenience and the dates given are not necessarily the dates of flights but the date of the postmark after handing into the post office. There are various alterations, deletions and additions to my previous Check List of 1956, and it has been compiled from cards in my collection (see Appendix II), cards which I have had the privilege of examining (see Appendix IV), photographic reproductions of known cards and previously published information. Many of the postmarks are illustrated for the first time.

HENRI SALMET



June 14th 1912. Truro from Newquay, flight made in the afternoon of June 13th and mail posted next morning. Locally published composite photo cards, without cachet or imprint. One example known.



June 15th 1912. Falmouth from Truro, flight made on June 14th and mail postmarked next morning. Cards bear imprint in red "Carried by Mr Salmet in the Daily Mail Aeroplane".

Types of cards carried :-

(a) Portrait card of Salmet seated in cockpit, with "Daily Mail" inscription. Two known.

(b) As above, but with original or reproduced autograph on picture side. Two known.

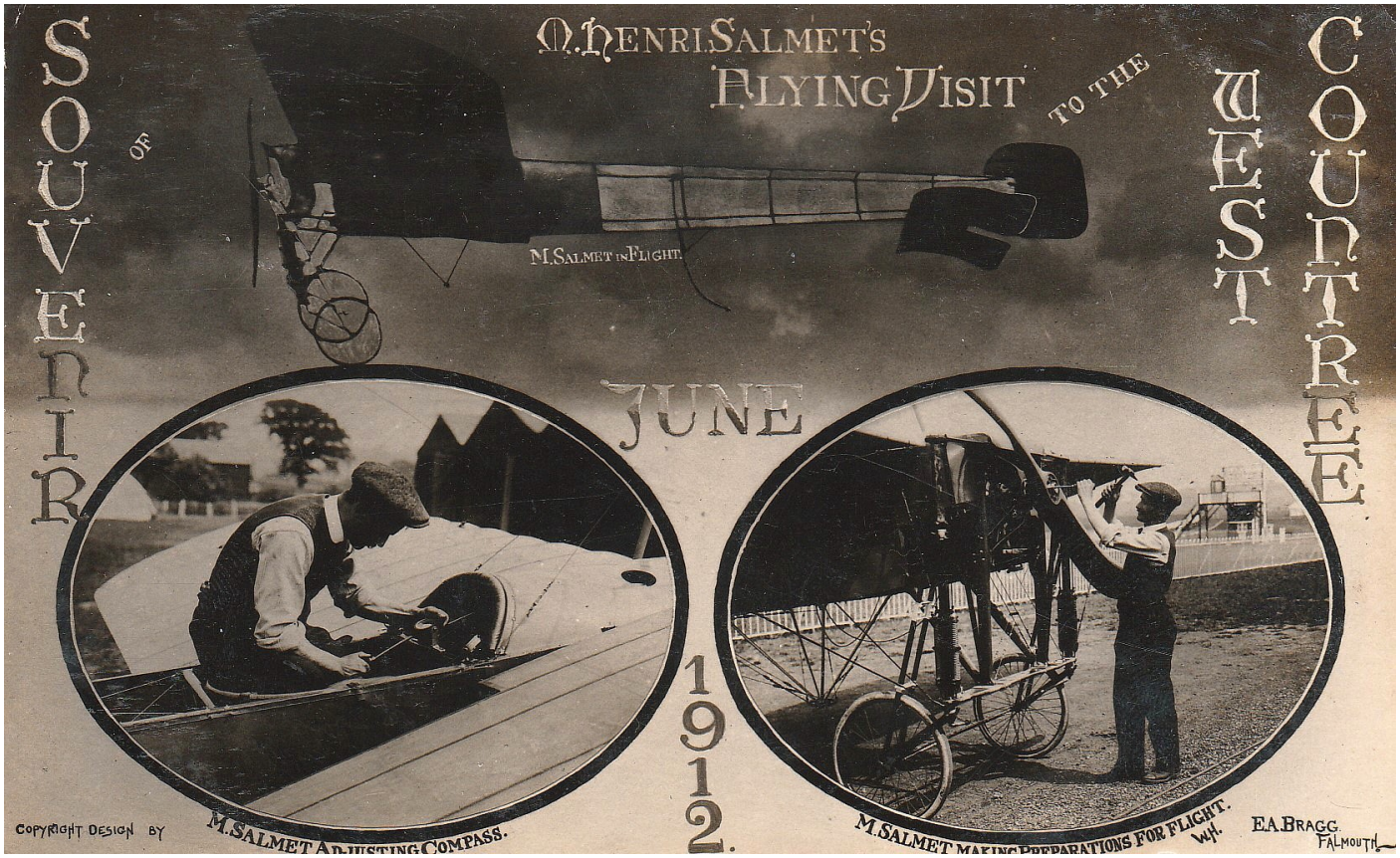
(c) Three quarter length portrait of Salmet, with inscription. One known.

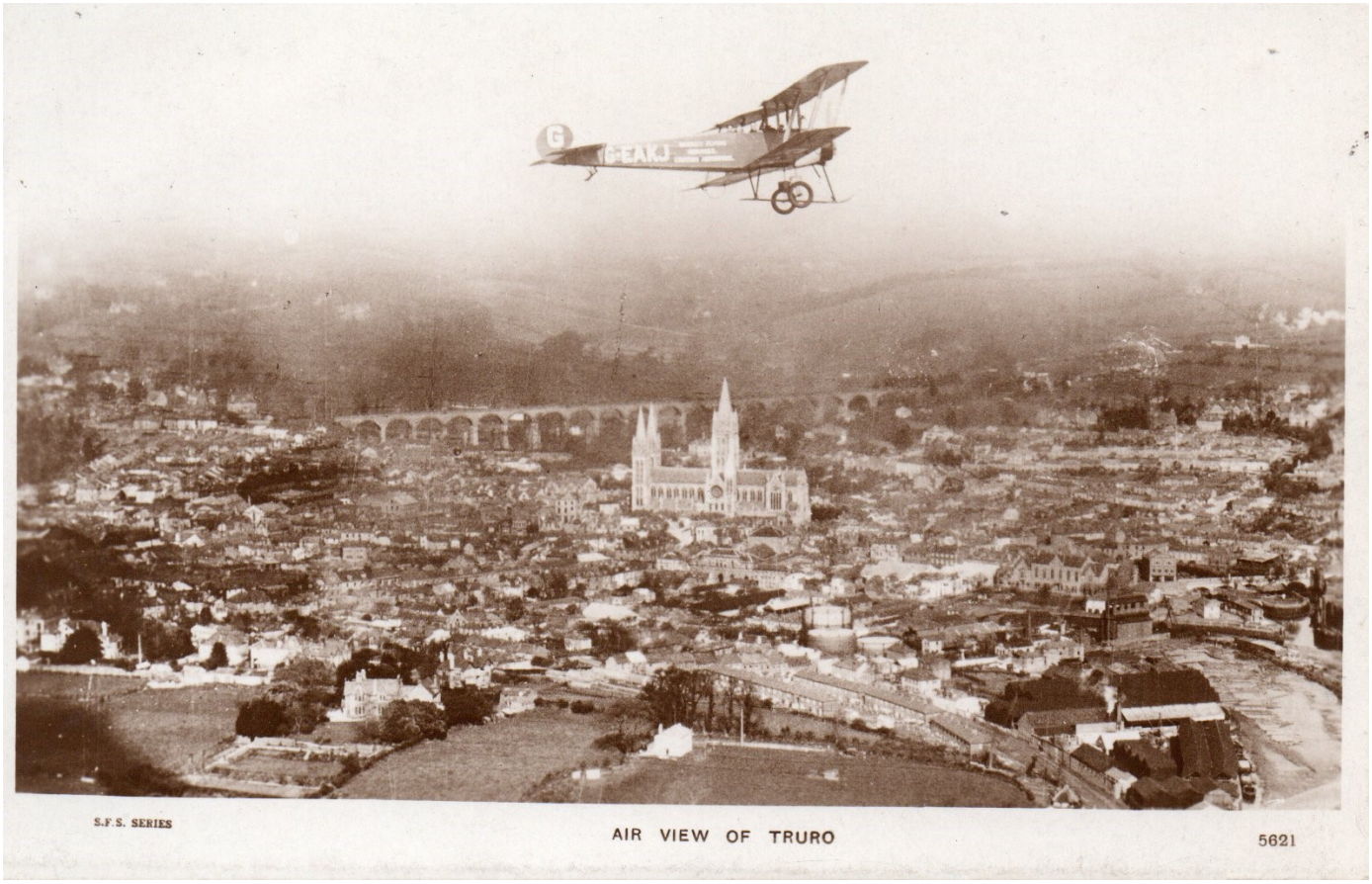
(d) Half-length, seated portrait. One known.

June 22nd 1912. Taunton from Liskeard. Mail postmarked same evening. One known.

June 25th 1912. Weston-Super-Mare from Taunton. One known.







Avro 536 G-EAKJ of Surrey Flying Services flying over Truro (courtesy Colin Benford)

Rare early postcard from pleasure flights flown in 1919

July 19th 1912. Raglan from Ross-on-Wye. Two letters were dropped over Monmouth but neither have been traced. Novel "Daily Mail Aerograms" reproducing the layout of a post office telegram were published for the aviators use by a Ross printing firm and were presumably dropped in flight. One or two specimens are known.

July 20th 1912. Hereford from Ross-on-Wye postmarked same day. One card known.



July 24th 1912. Stratford-on-Avon. Four cards are known. One with picture of pilot in front of his machine flown from Worcester. Three cards with picture of pilot in his aeroplane flown from Worcester on July 20th to Hereford and onwards to Stratford-on-Avon on July 24th.



July 27th 1912. Swindon. One card known carried from Cheltenham on July 25th to Cirencester and on to Swindon on July 27th.



July 30th 1912. Northampton from Swindon. One card is known posted early the same day.



July 31st 1912. Northampton. Two cards are known which were flown on a demonstration flight at Northampton and mailed at mid-day.



B.C. HUCKS

July 18th 1912. Chesterfield-Mansfield-Nottingham. A mail was definitely carried but no details of flown cards are known.



July 24th 1912. Loughborough. One flown card is known addressed to the U.S.A. and it shows a black imprint, "Carried by B.C. Hucks on the "Daily Mail Aeroplane".

July 28th 1912. Coventry from Loughborough and Leicester. Two cards are known and both show rain spots on the cachet.



WATERPLANE TOURS

The western section of the Waterplane Tours, which covered the south coast westwards from the headquarters at Southampton was made by Fischer and Hubert and the cards of this section are probably the scarcest of all "Daily Mail" cards.

The cachets used on this section are of the three line type usually in black but shades of violet are known, and the four line "Frank Hucks Waterplane Co., Ltd." of which only two examples have been recorded, and the cachet is in blue.

July 12th 1912. Southampton.



This is the earliest known date and the only recorded card bears the three line cachet in reddish-violet and was carried by Fischer from Bournemouth to Southampton when he returned to his depot after capsizing at Bournemouth. It is not known whether this card was actually flown after being written.

July 23rd 1912. Weymouth. Carried by Fischer from Bournemouth to Weymouth on July 22nd. Black three line cachet. One card known.



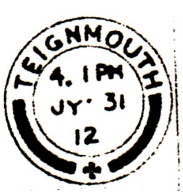
July 26th 1912. Exmouth. Carried by Fischer and Hubert from Weymouth to Exmouth. Black three line cachet.



Two cards are known with the "Frank Hucks Waterplane Co. Ltd." cachet in blue.

July 31st 1912. Teignmouth. Carried by Fischer from Seaton to Teignmouth. One known.

August 2nd 1912. Torquay. Carried by Hubert from Teignmouth to Torquay. One known.



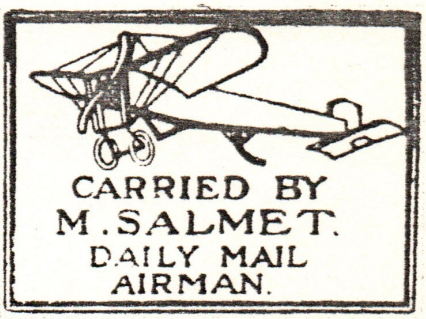


The eastern section of the Waterplane Tours covered the coast from Portsmouth to Southend-on-Sea with Brighton as the main centre, but cards were not carried beyond Eastbourne with the exception of a few which had apparently been overlooked and which were carried to the end and posted in London. C. Grahame-White was the principal pilot with J.L. Travers and L. Noel.

ENLARGED ILLUSTRATIONS OF GENUINE AND FORGED CACHETS

GENUINE









FORGERIES



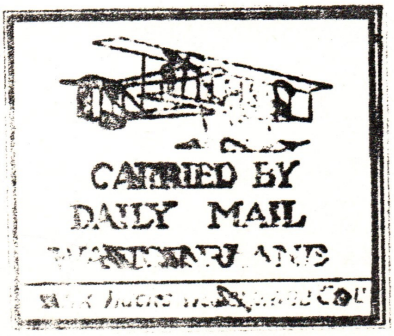


ENLARGED ILLUSTRATIONS OF GENUINE AND FORGED CACHETS

GENUINE







FORGED





H. SALMET

1912

May 16th, TH. Salmet started 13 weeks "Daily Mail" tour by leaving Wormwood Scrubbs for Reading, with a 10 minute stop at Taplow.

May 17th, F. Salmet left Reading in the afternoon, landed at Marlborough 1 hour 8 minutes later, stopping there for 55 minutes and continued to Bath which was reached at 7.30 p.m.

May 18th, SA. Bath to Bristol.

May 22nd, W. Left Bristol 8.15 a.m., arrived at Newport 9.40 a.m., and then left for Cardiff which was reached at 3 p.m.

May 23rd, TH. Salmet gave several exhibition flights from Sophia Gardens, Cardiff.

May 24th, F. Salmet left Cardiff at 3.45 p.m. for Swansea where he gave demonstrations.

May 25th, SA. Salmet flew from Swansea to Llanelly where he landed on the cricket ground.

May 27th, M. Salmet gave two exhibition flights at Llanelly.

May 29th, W. Left Llanelly at 5.15 p.m. and arrived at Taunton at 6.30 p.m.

May 30th, TH. Flew from Taunton to Chard and back to Taunton.

May 31st, F. Salmet flew from Taunton to Wellington and back to Taunton.

June 1st, SA. Salmet flew from Taunton to Wellington and back to Taunton.

June 3rd, M. Salmet tried to reach Exmouth but was forced back to Exeter by heavy wind.

June 5th, W. Salmet flew from Exeter to Tiverton, after one hour stop went on to Barnstaple where he spent 3 days fitting a new motor.

June 8th, SA. Salmet left Barnstaple at 6.30 p.m. for Ilfracombe but was brought down at Westward Ho at 6.40 p.m. by a thunderstorm. In the evening he paid a visit to Bideford.

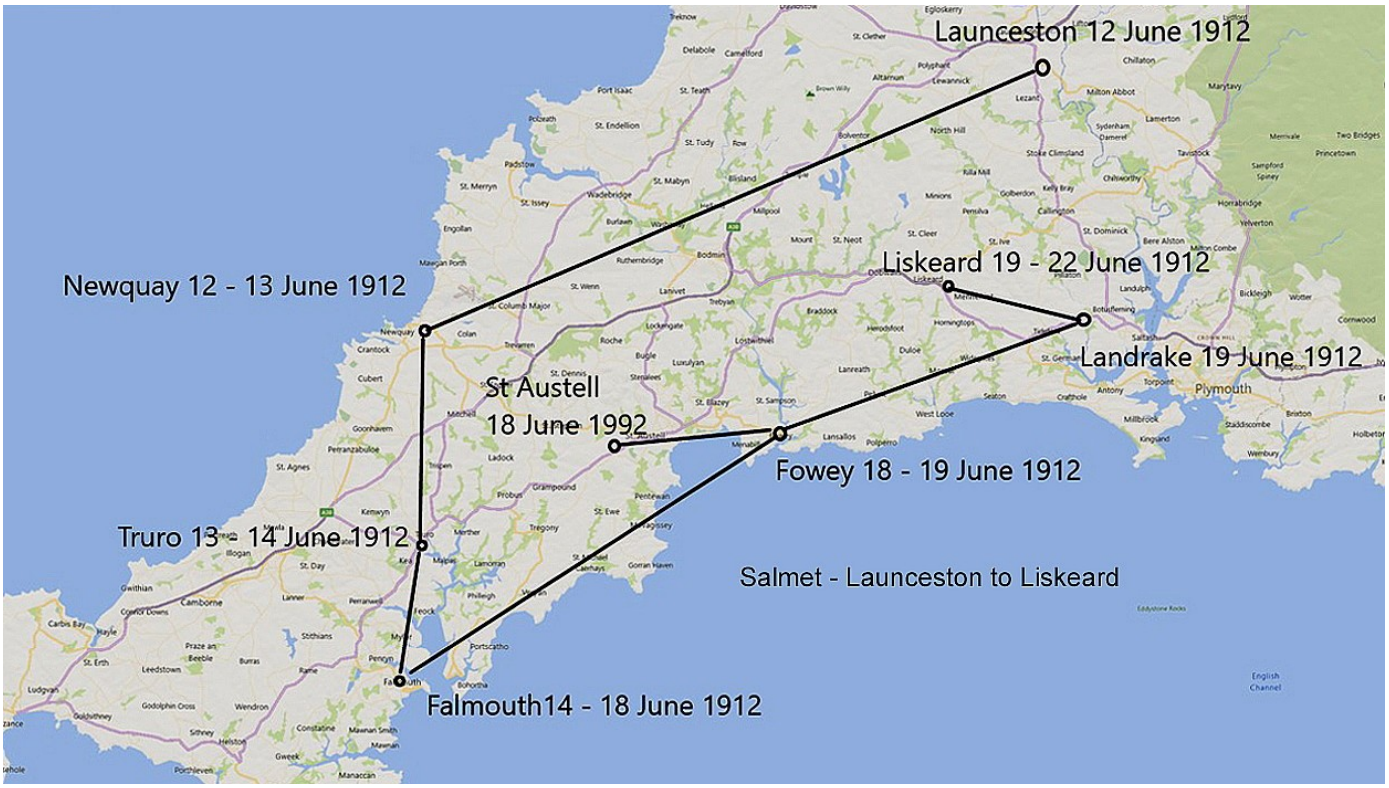
June 9th, SU. Salmet flew to Ilfracombe and back, and then went on to Bude.

June 11th, TU. Flew from Bude to Launceston.

June 12th, W. From Launceston to Newquay.

June 13th, TH. Flew from Newquay to Truro.

June 14th, F. Salmet flew from Truro to Falmouth.



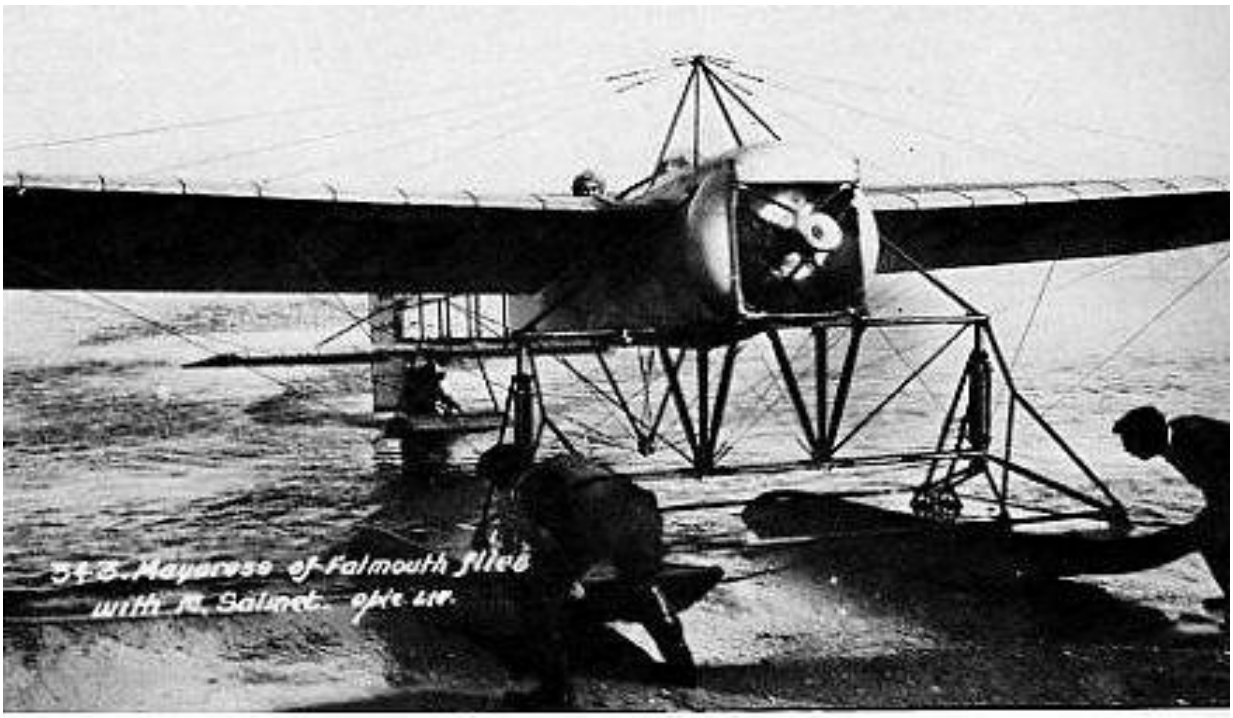
18 June 1912	Tuesday	Falmouth	Fowey	After 3 aborted attamps left just after 4:00pm and landed at Mr Westlake's Field
18 June 1912	Tuesday	Fowey	St Austell	After a display he went to St Austell and returned at 7:30pm. He landed at Rock Parkjust after 6:10pm and took off again around 7:10pm - gave a short display - and left for Fowey at 7:25pm.
18 June 1912	Tuesday	St Austell	Fowey	Returned to Fowey
19 June 1912	Wednesday	Fowey	Landrake	A strenuous flight in turbulent conditions - overshot Liskeard due to very strong tail winds and managed to "land" at Landrake. Had a snooze for several hours before continuing to Liskeard.
19 June 1912	Wednesday	Landrake	Liskeard	Arrived at Liskeard at noon after landing at Landrake. Gave 2 displays before parking up for the night.
20 June 1912	Thursday			Displayed at Tencreek at 6:00pm
21 June 1912	Friday			
22 June 1912	Saturday	Liskeard	Taunton	
23 June 1912	Sunday			
24 June 1912	Monday	Taunton	Weston-super-Mare	Arrived in the evening.
25 June 1912	Tuesday			
26 June 1912	Wednesday	Weston-super-Mare	Cardiff	Left at 8:20pm arrived at Sophia Gardens at 8:41pm
27 June 1912	Thursday	Cardiff	Cardiff	Left for Pontypridd but returned with engine trouble. He then fell ill and had to go to London for an operation.
17 July 1912	Wednesday			Did not restart his tour until 18 July 1912 after an operation for appendicitis.
18 July 1912	Thursday	Cardiff	Raglan	Departed for Ross-on-Wye but was forced down at Raglan with engine trouble.
19 July 1912	Friday	Raglan	Ross-on-Wye	Arrived at the Golf Links for overnight stop and displays on Saturday.
20 July 1912	Saturday	Ross-on-Wye	Ross-on-Wye	Displayed in the morning at 11:30am and landed back at Ross.
20 July 1912	Saturday	Ross-on-Wye	Hereford	Departed at 4:40pm for Hereford where he landed at about 5:00pm at the race course.

Wherever Salmet went he was féted as a hero, something very much like a 'super-star' in modern terms. Thousands turned out to watch his displays. Usually he managed to land to be greeted, but on a few occasions the winds were too strong, so he decided to do an aerial display for the assembled crowds. We do of course need to remember that in 1912 fixed-wing aviation was still in its infancy. Their machines, (they were usually called 'machines' in those days), were really quite fragile, underpowered with unreliable engines, and the pilot sat up exposed to the elements. They had no instruments and navigation was very much a hit and miss affair. There were virtually no aerodromes along the route Salmet used, his main reference being to spot a field with a large crowd of people assembled in it! This said, normally marked with a large white cross in the area selected for him to land on.

THE REALLY BIG ACHIEVEMENT

What appears to be Salmet's major claim to fame, not usually recognised - even at the time, was that he actually flew the entire route throughout England. (Or so it appears?) Mostly, other equally famous aviators, such as the much féted Gustav Hamel, sometimes flew between venues if fairly close together, but otherwise had their machine transported by rail for most of the distance, then by road to the venue to be assembled.

That he generally managed so well to find his intended venues, speaks volumes for his ability, without a map or compass, to determine the route he intended to take. Presumably he studied maps in great detail before





Samlet at Penzance harbour 1914

Amongst a box of junk bought at a recent auction was this Press Release. It is dated August 1961 and it discusses the Graphite Line Wilding stamps. Interesting article and starts with the comment *" don't run away with the idea they are worth a fortune"*

...ependent August 21st.1960.

THOSE STAMPS WITH THE BLACK LINES.

If you buy postage stamps which have mysterious black lines on the back don't run away with the idea that they are worth a fortune.

Stamps with strange "decorations" of this kind have been sold recently at Torpoint Post Office. Some pur-chasers wondered whether they had struck a rare "variety" of the type which philatelic auctioneers knock down gleefully at several hundred pounds.

The stamps now in circulation are not of the treasure trove order, but simply discards from an experiment in automatic sorting which, although revolutionary a few years ago, has just become obsolete.

The black lines (graphite) were used on a special issue of stamps of various denominations for the experiment. The intention of the Post Office to circulate them was first announced at the opening of the new Plymouth Head Office by the Assistant Postmaster General in September 1957.

NEW ORDINARY ISSUE

They are now being sold as ordinary issue. "They are liable to crop up at any Post Office while the supplies departmentis getting rid of them" a sorting office offical told one of our reporters. "It does not mean that mechanical sorting has started in Plymouth - that won't be for some time yet ".

The device started "field trials" in December 1957,after the invention of a new machine which could "face"letters automatically.

At a rate of over 300 a minute it took letters in random order, examined and re-arranged them in stacks so that all the stamps were in the same corner of the pile for easy machine cancellation.

To do this the stamps had to be given some characteristic so that the machine could distinguish them from other marks on the envelopes. For a time engineers hoped that photo-electric cells which identify by colour could be used, but laboratory tests showed that this method was not sensitive enough and experiments had to begin again.

MANY EXPERIMENTS

Various methods were tried without success before the graphite line system proved successful. With this, a high voltage electrical discharge penetrates the stamp in the sorting machine and registers a signal from the two graphite lines on the underside. At first ½d., 1d., 2d., and 3. stamps were the only ones treated in this way,but last year 4d and 4½d ones were added to the range. The sale of these stamps was limited to the Southampton area, where the trials were carriedóut.

After only "fairly satisfactory" results the graphite experiment was dropped and a Press Officer at the G.P.O in London told one of our reporters that a new system is being tried out, this time at Luton, Bedfordshire. It uses a similar method but with phosphorous markings on the stamps - markings which are almost invisible.

Stamp seller lays out recovery blueprint

By **Emily Hawkins**

THE boss of Stanley Gibbons has set out his plans to turn around the rare stamp dealer's fortunes after it was rescued from administration.

The 167-year old company, which is one of the most prominent names in the stamp and coin collecting world, collapsed last week.

But as revealed by the Mail last Friday, it was immediately bought by its owner Phoenix Asset Management in a 'pre-pack' administration deal.

All operations, including the 66 staff and intellectual property, have been transferred to a new company called Strand Collectibles Group.

Chief executive Tom Pickford said that this was an 'important moment in the long history' of Stanley Gibbons, which is the world's oldest rare stamp seller, and its dealing arm AH Baldwin.

It will continue its auctions and private dealings for stamps, coins, medals and other collectibles and has secured investment to expand.

It will launch a digital stamp collecting experience and continue to publish catalogues, magazines and albums for collectors, Pickford said.





Stamp of approval: Pickford, below, says firm has a future

Momentum starts with Stanley Gibbons hosting an online auction for stamps and covers of Asia on January 10.

Pickford, who has run the business since September 2022, said: 'Everyone at Strand Collectibles is excited about the future and we look forward to helping you to develop your collection in 2024 and beyond.'

It comes just over a year after Phoenix – the biggest shareholder – took Stanley Gibbons off the London stock market. Phoenix was co-founded by chief investment officer Gary Channon and is backed by insurance tycoon Sir Peter Wood.

Other major investments include model train maker and Airfix owner Hornby.

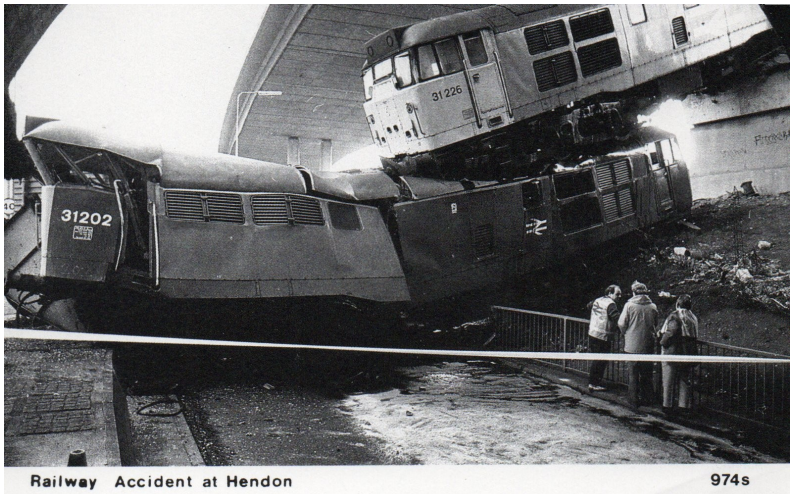
Shares in Stanley Gibbons traded in London for 20 years before it was taken private.

It claims its roots can be traced back to 1856 after its eponymous founder was born in 1840, the year that the world's first adhesive stamp – the Penny Black – was issued. It lost £2.9m last year, having made a loss of £2.6m in the previous year.

Phoenix was set up by Channon in 1998 and recently linked up with Wood, who was behind Direct Line and Esure, to invest in British brands. In May, it bought funeral directors Dignity.

RESCUE DEAL FOR STAMP DEALER STANLEY GIBBONS

From the Mail, Dec 22



Railway Accident at Hendon 974s



Railway Accident at Hendon 973s

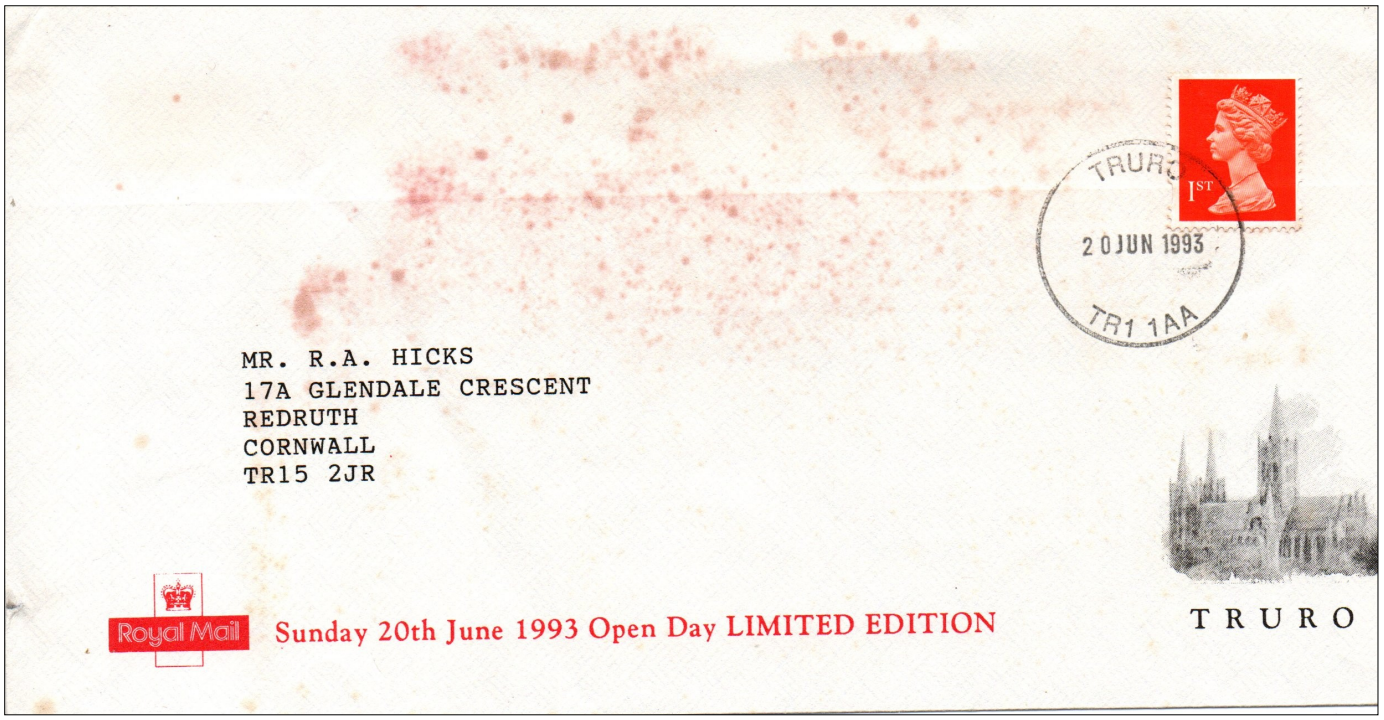
More transport postcards, this pair of black/.white cards show the scene of a railway accident in October 1988.

They show two diesel locomotives that have landed on top of each other laying across the North Circular Road at Staples Corner in Hendon, London.

They were unmanned at the time and being shunted but went out of control.

Big 'ooops' I think! (no-one was injured)

To keep you train-spotters happy there numbers are '31202' and '31226'



Probably a rare cover now although mine has staining along the top. It has a 1st class Machin stamp cancelled 20 June 1993 which was ***a Sunday*** *when post offices are normally closed and not cancelling mail. However, it appears on that day Truro post office had an 'Open Day' and clearly were selling special printed envelopes . Not certain what happened that day - whether you got shown round the inside of the PO or could play with stamp machines. The PO at that time was in the lovely building in High Cross - now long gone to the back of W H Smiths.*

Does anyone remember it and attended the open day, please let me know, thanks Neil



Sue you will all be rushing out to buy this release from Royal Mail celebrating (?) the 20th anniversary of 'Peppa Pig' the animated children's TV series The programme was first aired on Channel 4 in May 2004 and is apparently a phenomenon in children's TV as well as there being a theme park, books, toys etc. The programme has been sold to over 180 countries.

The family comprises Peppa Pig, brother George, Mummy and daddy pig and Grandpa & Granny pig.

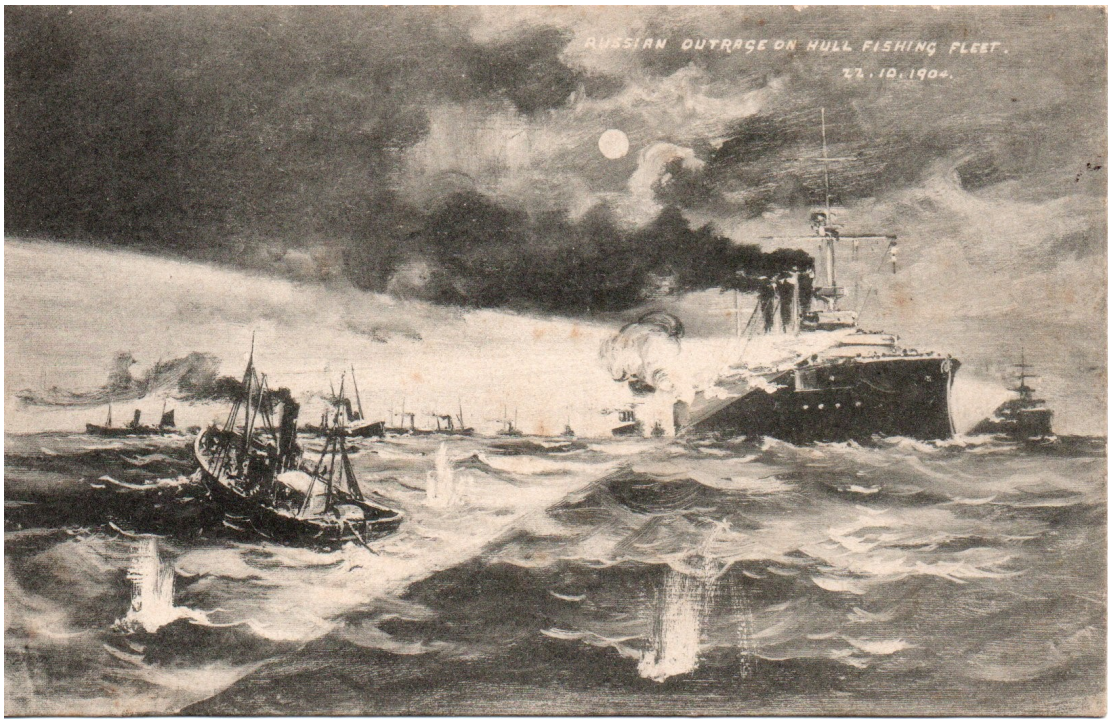
Other characters shown on the stamps include Suzy Sheep, Danny Dog, Polly Parrott, Mr Bull Madam Gazelle and Mr Zebra There you have all the info you need now!!!! Issued 16th May 2024

Russia and Hull War 1904

I bought the 3 postcards shown in this article and found it to be a very interesting story about Russian warships attacking Hull fishing trawlers!!!

The **Dogger Bank incident** (also known as the **North Sea Incident**, the **Russian Outrage** or the **Incident of Hull**) occurred on the night of 21/22 October 1904, when the Baltic Fleet of the Imperial Russian Navy mistook civilian British fishing trawlers from Kingston upon Hull in the Dogger Bank area of the North Sea for Imperial Japanese Navy torpedo boats[1] and fired on them, also firing on each other in the chaos of the melée.[2]

Two British fishermen died, six more were injured, one fishing vessel was sunk, and five more boats were damaged.[3] On the Russian side, one sailor and a Russian Orthodox priest aboard the cruiser *Aurora* were killed by friendly fire.[3] "Damage to the *Aurora* was concealed ... and only discovered by the deciphering of a wireless message intercepted at [the British] Felixstowe station. It was also considered highly significant that no officer from that ship appeared before the Commission, nor were their logs produced."[4] The incident almost led to war between the United Kingdom and the Russian Empire



The Russian warships involved in the incident were en route to the Far East to reinforce the 1st Pacific Squadron stationed at Port Arthur and later Vladivostok during the Russo-Japanese War. Because of the fleet's alleged sightings of balloons and four enemy cruisers the day previously, coupled with "the possibility that the Japanese might surreptitiously have sent ships around the world to attack"[6] them, Russian Admiral Zinovy Rozhestvensky called for increased vigilance and issued an order that "no vessel of any sort must be allowed to get in among the fleet".[6]

It was known that enemy intelligence had been heavily active in the region.[7] Torpedo boats, a recent development of the major navies, had the potential to damage and sink large warships and were very difficult to detect, which caused psychological stress to sailors at war.

While en route, Rozhestvensky received an intelligence report from the Russian transport *Bakan* in the Langeland Belt of "four torpedo-boats which only showed lights on the mizenmast-head so that at a distance, they might be taken for fishing boats". He took the report seriously, quickened his coaling and commenced sailing

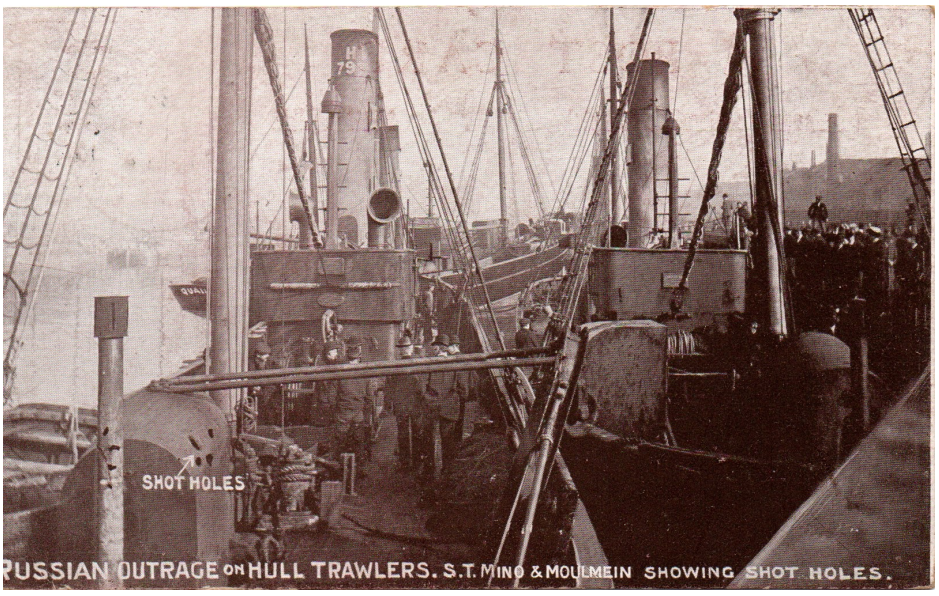
Similar accidents and rumours affected the Russian fleet. There was a general fear of attack, with widespread rumours that a fleet of Japanese torpedo boats were stationed off the Danish coast, talk of the Japanese having mined the seas and alleged sightings of Japanese submarines. Before the Dogger Bank incident, the nervous Russian fleet had fired on fishermen carrying consular dispatches from Russia to them near the Danish coast. No damage was caused because of the Russian fleet's poor gunnery.[9]

After navigating a non-existent minefield, the Russian fleet sailed into the North Sea. The disaster of 21 October began in the evening, when the captain of the supply ship *Kamchatka* (Камчатка), which was last in the Russian line, took a passing Swedish ship for a Japanese torpedo boat and radioed that he was being attacked.

Later that night, during fog, the officers on duty sighted the British trawlers, interpreted their signals incorrectly and classified them as Japanese torpedo boats although they were more than 20,000 miles (30,000 km) from Japan. The Russian warships illuminated the trawlers with their searchlights and opened fire. As the trawlers had their nets down, they were unable to flee. The British trawler *Crane* was sunk, and its captain and boatswain were killed. Four other trawlers were damaged, and six other fishermen were wounded, one of whom died a few months later.

In the general chaos, Russian ships began to shoot at each other. The cruisers *Aurora* and *Dmitrii Donskoi* were taken for Japanese warships and bombarded by seven battleships sailing in formation, damaging both ships and killing a chaplain and at least one sailor and severely wounding another. During the pandemonium, several Russian ships signalled torpedoes had hit them, and on board the battleship *Borodino*, rumours spread that the ship was being boarded by the Japanese, with some crews donning life vests and lying prone on the deck and others drawing cutlasses. More serious losses to both sides were avoided only because of the extremely low quality of Russian gunnery, with the battleship *Oryol* reportedly firing more than 500 shells without hitting anything.[9]

After twenty minutes of gunfire, the fishermen finally saw a blue light signal on one of the warships, the order to cease firing



The incident led to a serious diplomatic conflict between Russia and Britain, which was particularly dangerous because of the Anglo-Japanese Alliance. In the aftermath, some British newspapers called the Russian fleet 'pirates', and Admiral Rozhestvensky was heavily criticised for not leaving the British fishermen lifeboats. The editorial of the morning's *Times* was particularly scathing

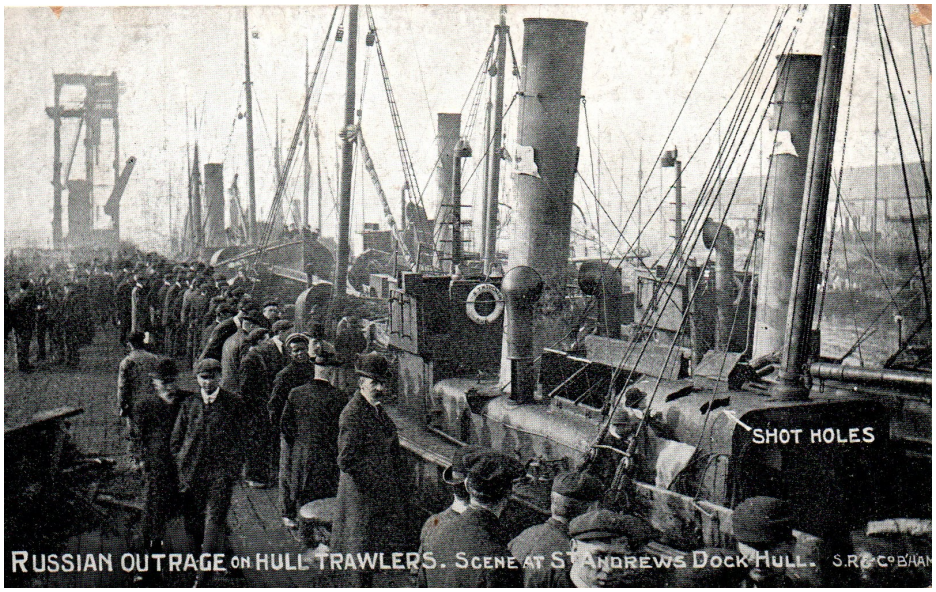
> It is almost inconceivable that any men calling themselves seamen, however frightened they might be, could spend twenty minutes bombarding a fleet of fishing boats without discovering the nature of their target.[5]

The Royal Navy prepared for war, with 28 battleships of the Home Fleet being ordered to raise steam and prepare for action, while British cruiser squadrons shadowed the Russian fleet as it made its way through the Bay of Biscay and down the coast of Portugal. Under diplomatic pressure, the Russian government agreed to investigate the incident, and Rozhestvensky was ordered to dock in Vigo, Spain, where he left behind those officers considered responsible (as well as at least one officer who had been critical of him).[9] From Vigo, the main Russian fleet then approached Tangiers, Morocco, and lost contact with the *Kamchatka* for several days. The *Kamchatka* eventually rejoined the fleet and claimed that she had engaged three Japanese warships and fired over 300 shells. The ships she had actually fired at were a Swedish merchantman, a German trawler, and a French schooner. As the fleet left Tangiers, one ship accidentally severed the city's underwater telegraph cable with her anchor, preventing communications with Europe for four days

Concerns that the draught of the newer battleships, which had proven to be considerably greater than designed,[11] would prevent their passage through the Suez Canal caused the fleet to separate after leaving Tangiers on 3 November 1904. The newer battleships and a few cruisers proceeded around the Cape of Good Hope under Rozhestvensky while the older battleships and lighter cruisers passed through the Suez Canal under the command of Admiral Dmitry Gustavovich von Fölkersahm. Both sections of the fleet then rendezvoused at Madagascar as planned.[11] The fleet then proceeded to the Sea of Japan, where it was soundly defeated in the Battle of Tsushima.[12][13]

On 25 November 1904, the British and the Russian governments signed a joint agreement in which they agreed to submit the issue to an international commission of inquiry whose proceedings were to be based on the Hague Convention.[14] The International Commission met in Paris from 9 January to 25 February 1905.[15] The report produced by the International Commission concluded that "the commissioners declare that their findings, which are therein formulated, are not, in their opinion, of a nature to cast any discredit upon the military qualities or the humanity of Admiral Rojdestvensky, or of the personnel of his squadron". It also concluded that "the commissioners take pleasure in recognising, unanimously, that Admiral Rozhestvensky personally did everything he could, from beginning to end of the incident, to prevent trawlers, recognised as such, from being fired upon by the squadron".[16]

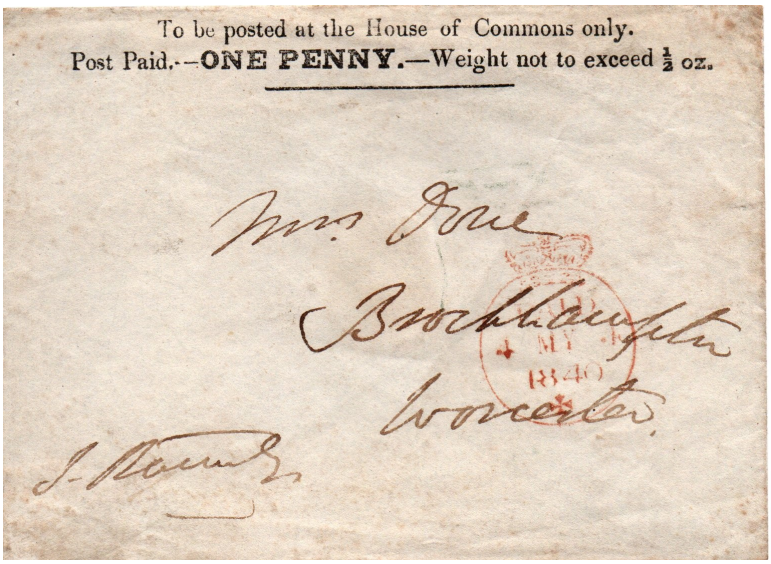
Russia voluntarily paid compensation of £66,000 to the fishermen.[17] In 1906 the Fisherman's Memorial was unveiled in Hull to commemorate the deaths of the three British sailors. The memorial, approximately 18 feet high, shows the dead fisherman George Henry Smith.

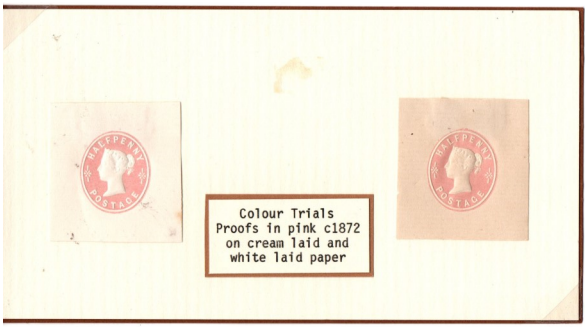


Fascinating piece of history, the things you learn from a couple of old postcards!

Text courtesy of Wikipedia

Neil Sargent



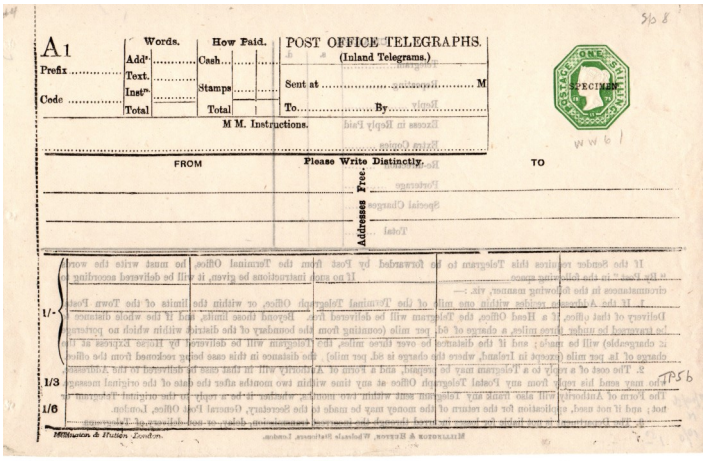


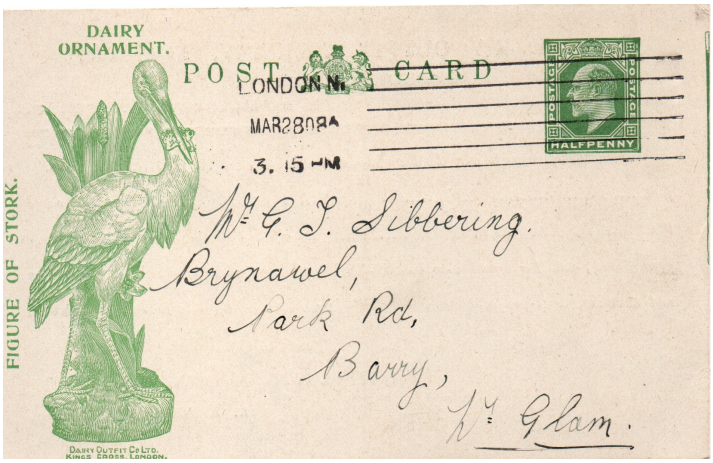
PSS Auction

5th October 2024









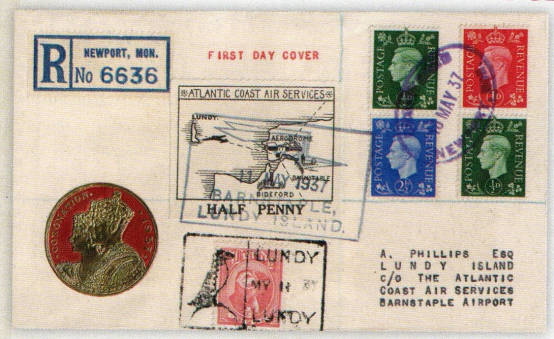
The Stationery Society has previously invited non members to bid at our auctions so thought I would highlight a few items coming for sale in the next auction. At the top is a rare House of Commons 1d envelope. These were the first stationery issued from the 6th January 1840 to MPs & Lords so they could continue to enjoy free postage. Used copy, good condition reserve £600; pair of ½d pink colour trials fine res £50; 1d pink envelope with fine number '4' in Maltese Cross from 1843 res £35; QV 1 shilling booklet Telegraph form with Specimen overprint, fine res £85; KEVII ½d stamped-to-order postcard by Dairy Outfit Co, used 1908 with fine picture of Stork in green on front res £50.

If you interested please let me know. Neil

Just having a bit of panic as I have realised I have 2 pages to fill. Though I had finished and getting it to the printers tomorrow morning but need 36 pages not 34 and I'm wondering what I can put in this and the next page to interest you all!!

FIRST DAY COVERS

1937 Atlantic Coast Air Services



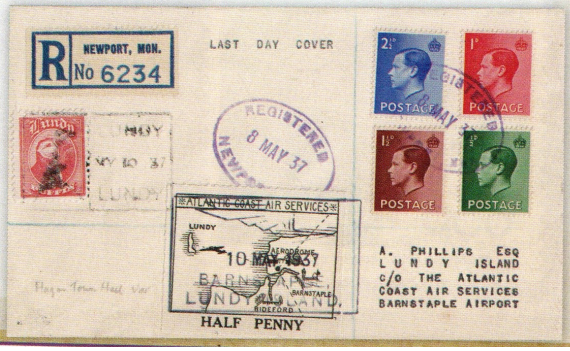
This time you get two covers for the price of one, but what we don't get are all the answers, *writes Brian Austin*. These matching covers were produced by airmail specialist Alfred Philips, and of this time, his name on a cover is something you should be looking for. Even if not his name, look for a similar typeface/style, most will lead back to him.

Both covers were flown out to Lundy by Atlantic Coast Air Services via Barnstaple Airport and both the Atlantic Coast and Lundy labels on them are cancelled by the correct cachets. I was worried that there was not an airstrip on the island, but after a quick internet search, I think there was/still is.

The one with the four Edward VIII stamps is marked 'LAST DAY COVER', which I assume is the last day these stamps were on sale, with the George VI cover having a 'FIRST DAY COVER' cachet. Some may argue that the first day is worth more than the last, but I feel they are both worth around the same, £50–£75 each.

If you were going to go into minute detail with these two covers, you might notice that the registration label on the cover of 8 May is number 6234 and the one from 10 May 6636, so around 400 apart. This does not give you the exact number of covers produced/flown at the time, but I would assume it was in the hundreds rather than thousands.

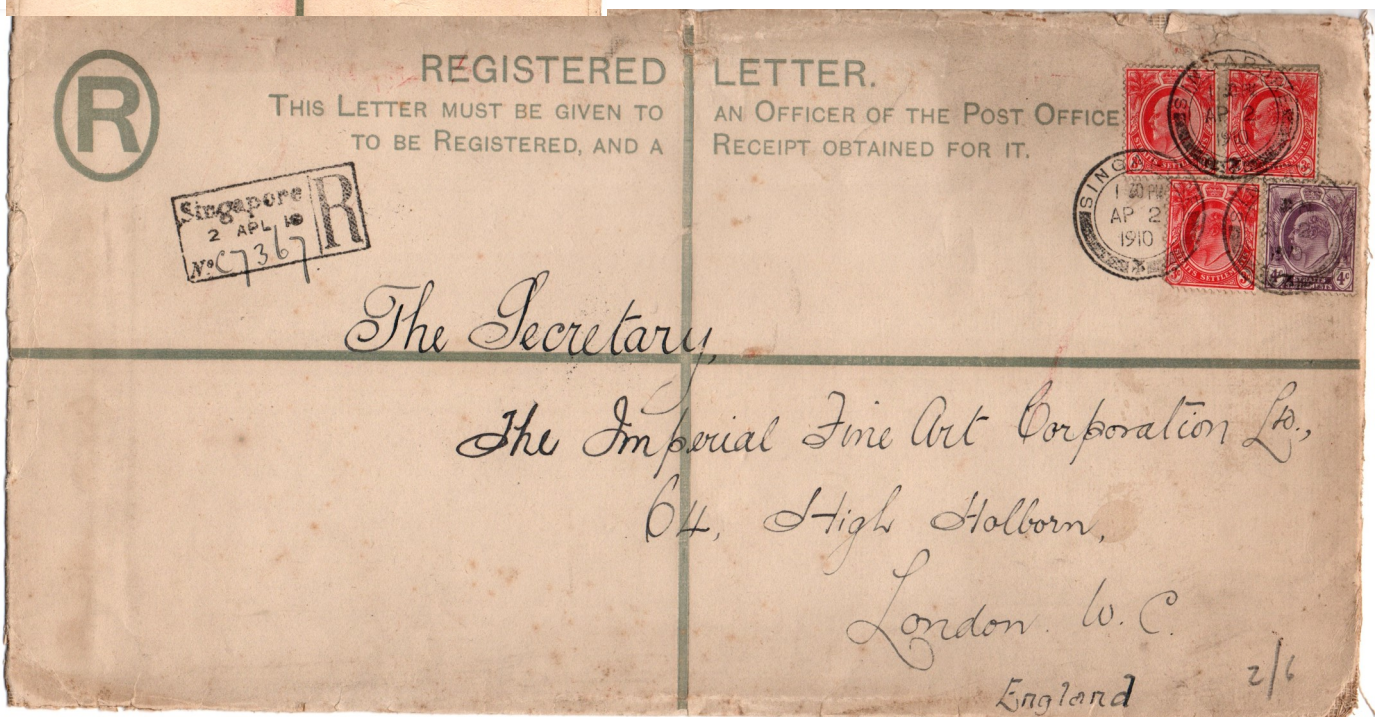
What is interesting is what else is out there – a similar cover can also be found for the 1937 Coronation issue, but are there matching covers for the two first days of the Edward VIII stamps?





That's this page filled! Above article from Stamp Collector about 2 Lundy airmail covers from their august magazine - fortunately I think I h of the ones illustrated.

As a few of you know I have ca love of registered envelopes, particularly the large ones. Below is a large 'K' size envelope from Strait Settlements with a 5 cent QV embossed registration die on the rear and sent to England in 1910 and bearing 3 x 3c & 1 x 4c Straits KEVII adhesives.





Thought I would fill the other page with some 'back of book' items. Revenues and due stamps are often ignored by collectors but formed an important part of a Government's operations and mail funding.

Shown left are some nice, large size Court Fee & Revenue stamps from the Indian state of Surgana (don't see many from there and I don't think they produced their own actual potage stamps as some states did.

Below is a set of GB QV Foreign Bill stamps with values from 3d to £1.10sh



Pair of Victorian 'Summary Jurisdiction' stamps issued by British Guiana in 1865 with 48c and 60c values





Set of 9 Tuvalu Postage Due stamps on marginal se-tenant pairs from 1c to $1, and right aet of 4 Rhodesia & Nyasaland dues stamps 1d to 6d.



Cornwall Philatelic Federation Annual Competition
Rules, Regulations and Entry Form
Cornex 2024 Exhibition - 2nd November 2024

Competitions: Entries must be from individuals who are members of a society which is affiliated to the Federation. The competitions will held as decided by the Committee and all entries must be available for display at the Cornex exhibition. Entries must be submitted on the Entry Form and sent to the Competition Secretary. Entries themselves must be submitted by the prescribed date. The Competition Secretary reserves the right to allocate an entry to a different class to that entered if deemed appropriate

The competition and the rules and marking shall be carried out in accordance with the Rules for Federation Competitions prepared by the ABPS Exhibitions Committee.

Entries: Entries must bear a title and have an Introductory page to introduce the subject and set out its scope, structure and plan. All entries must be the bona-fide property of the entrant and their sole work. Sheets must be no greater than A4 or multiples therefore or album pages which fit the Federation frames. All sheets must be enclosed in transparent protectors and be on white or lightly coloured paper.

Judging: Judging will be carried by one or two persons appointed by the Competition Secretary and carried out in accordance with the stated marking system.

Awards: The CPF is the owner of all trophies but the winner of each trophy shall be permitted to hold the trophy for a period of one year and must return the trophy to the Competition Secretary 4 weeks prior to the next year's competition in clean condition.

Security: All reasonable steps will be taken by the Committee to protect the entries but the safety of all such property, whether within the exhibition or otherwise, is at all times the responsibility of the exhibitor who shall indemnify the organisers against any claim whatsoever which may be made against any loss or damage however caused to the exhibit and exhibitors are recommended to arrange their own Insurance.

———-

Entry Form to: **N A Sargent, 24 Wheal Regent Park, Carlyon Bay, PL25 3SP**
(neil.sargent@btinternet.com) at the earliest opportunity

Name:…….. Email/Phone……..

Address……

Club…… Class Entered…… No of Sheets……

Title of Entry……

I have read and accept the Rules & Conditions. I acknowledge that the Cornwall Philatelic Federation and its officers & organisers of the Exhibition shall **NOT** be liable for any loss or damage to my entry or to any part thereof whatsoever or however caused.

Signed…….. Date…….

I will collect my entry: Yes/NO or I authorise the following to collect my entry……

General Philately: this covers all areas of philately including postage stamps and their production and also includes postal stationery, revenues and Cinderalla entries

Postal History & Aerophilately: this is for entries that focus on covers/entires with emphasis on routes, usages, rates, services and the development of postal services. Aerophilately exhibits study the development & operation of airmail services, routes and operation and may include relevant non-philatelic material.

Thematic: this class is for entries which are based on a theme or a topic and use stamps, covers and other material to tell the story.

Open Class: this includes entries that contain 50% or more non-philatelic material although related to the philatelic subject. This class also include postcards where the subject is the picture side of the postcard rather than their use.

One Sheet: this is a single page exhibit which should be complete and 'stand alone'.

Marking: is in accordance with ABPS recommended scoring for Federations.

Treatment & Importance 30 Knowledge, Research & Personal study 35

Condition & Rarity 30 Presentation 5

Judging: will be carried out by a judge appointed by the Competition Secretary

Trophies: there are a variety of trophies to be awarded as follows:

Federation Cup	General Philately
Philbrick Cup	Postal History/Aerophilately
Joyce Hawker Cup	Thematic
The Shield	Open class
Royal Mail Cup	Best overall exhibit
Gordon Rowe Memorial	Best exhibit with material from North, South or Central America includes Canada
Peter Chantry Trophy	Best exhibit with material from Africa
Lion Trophy	Best exhibit not winning another trophy

All entries can comprise either 8, 16 or 32 sheets but bear in mind you should fully cover the subject you have chosen for your exhibit in the number of sheets used.

The One Sheet entry can be either A4 or A3 size.



Thought I would finish up this edition of The Cornish with pictures of these Bermuda stationery postcards, part of a recent purchase. I don't collect Bermuda but do like uprated stationery. These comprise a 1½d card with One Penny overprint uprated 2d and sent registered to Germany, single card used from Ireland Island to HMS Geal; ½d card uprated by 2 x One Farthing overprints to England and a card uprated 1d to USA.

Cornex 2024

The main Federation event of the year with the annual competitions together with a wide range of dealers in stamps, postal history, stationery and postcards.

Excellent food and drink, pasties and raffle - great day out for everyone!

This is being held at Pensilva a few miles outside Liskeard PL14 5NF

Date is Saturday 2nd November

Free admission, your usual favourites will be there - don't miss out!