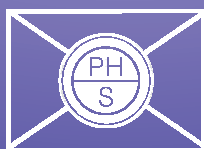


THE POSTAL HISTORY SOCIETY  
1936–2011  
75th ANNIVERSARY DISPLAY TO THE  
ROYAL PHILATELIC SOCIETY LONDON



29 September 2011

DEDICATED TO THE STORY OF WRITTEN COMMUNICATIONS



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Estd. 1967

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POSTAL HISTORY SOCIETY  
75th ANNIVERSARY DISPLAY TO THE  
ROYAL PHILATELIC SOCIETY LONDON  
29 September 2011

**WELCOME!**

May I begin by thanking the President and Council of the Royal Philatelic Society London for giving the Postal History Society the honour of a display in this our 75th Anniversary year. It was on 26 September 1936 that a group of eminent philatelists gathered at 96 Regent Street to form the world's first specialised Society devoted solely to Postal History. The Society's first President was Fred Melville and among others the founding members included Robson Lowe, Charles Clear from the Public Relations Department of the General Post Office, Cyril Rock from Bruce Castle Museum, Foster Bond, Colonel Guy Crouch and Percy de Worms.

The inaugural meeting was held on 24 October 1936 and the first formal meeting was held the following January when Robson Lowe gave a talk illustrated with lantern slides on 'Crowned Circles' which he described as the first British Colonial postage stamps on the grounds that the marks showing that postage had been prepaid were described by the Post Office as 'post stamps' whereas the new-fangled Penny Black was a 'post label'.

From these modest beginnings the Society has grown to a body of over 300 enthusiasts spread across all the continents and with interests which are equally varied. Inevitably the demand for participation in this historic occasion has far exceeded the space available and so we have endeavoured to provide a taster from as many members as possible which enables us also to convey something of the breadth of their collecting interests.

Sadly, distance inevitably prevents all our members from being at 41 today but this booklet will be sent to all our members across the globe. The Society's quarterly colour Journal, *Postal History*, is not only the principal means of staying in touch with such a diverse group but also has been a vehicle for the publication of ground-breaking research into the ever-changing world of postal history. While the postmarks themselves provided an early focus, the routes and rates then came to the forefront and now there is a growing interest in the historical context of the letters themselves. All of these elements come together in this display and the sheer diversity cannot fail to interest not only the die-hard stamp collector but even those who have never been bitten by that particular bug.

The Society also has a long and distinguished publishing record with over 70 books and pamphlets to our credit and, after three quarters of a century since its inception, one of the largest specialised libraries in the country.

In conclusion can I thank not only our members for their contribution but also the staff of 41 for their help in organising the event and all those who have devoted considerable time and effort to the preparation of this commemorative booklet. A postage stamp as we know it is but a fraction of the story of the transmission of a letter and, if this display has awakened a wider interest in postal history, I can assure you that you will be as welcome as a member of our Society as you are valued at the Royal.

JOHN SCOTT CC, JP, FRPSL  
President, Postal History Society

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FRAMES 1 & 2 **BRIAN TROTTER RDP, FRPSL**

**LABUAN**



*A registered cover sent from Labuan to London on 16 May 1898, arriving in London on 19 June 1898. The postage rate was increased to 10c per half ounce from 1 July 1895, and the registration fee was raised at the same time to 8c.*

The Sultan of Brunei ceded the island of Labuan to the British on 18 December 1846. James Brooke, already the Rajah of Sarawak, was appointed the first Governor of Britain's newest possession, Labuan. The first post office was established in 1848, but Labuan had extremely little mail until after the issue of its own stamps in 1879. Mail from Labuan is still very sparse in the 1880s.

From 1 January 1890, while remaining a Crown Colony, the administration of Labuan was transferred to the British North Borneo Company. From then on, overprinted stamps of North Borneo were mostly used in Labuan, with much of the North Borneo mail coming through Labuan before being sent on to the rest of the world, mostly via Singapore. In 1906 Labuan reverted to Colonial Office control, and was incorporated into the Straits Settlements at the end of that year, using their stamps rather than those of Labuan.

The short display shows aspects of the postal history of Labuan up to and including the incorporation into the Straits Settlements. Illustrations and picture postcards are included, along with examples of covers and postcards from Labuan to various parts of the world. An Avis de Reception document from the post office of Labuan and the cover that contained it, sent to the USA, is of particular interest. The final two pages show items sent from Labuan during the Straits Settlements administration period.

FRAME 3 **PATRICK PEARSON RDP, FRPSL**

**IRAQ — INTAGLIO SEALS OF THE OTTOMAN PERIOD**



***A camel post was established on the route Bagdad–Damascus measuring about 500 miles which took about 10 days to travel. The service operated between 1871 and 1883, three examples being recorded. This example is dated 1883 from Bagdad to Constantinople.***

The original postal services in Iraq (Mesopotamia) were provided by the Tartar service which carried mail from Bagdad and Mosul across the Anatolian plain to Constantinople. This service was formalised in 1798 by the British Residency in Bagdad which operated a regular dromedary post service from Basra by way of Bagdad across the Syrian desert to Aleppo and Damascus.

In 1840, a formal Ottoman Government postal service was initiated and the first postal markings of the Ottoman Empire were introduced in 1841. So far as Iraq was concerned these were the intaglio 'Chrysanthemum' seal types which were issued to Bagdad and Mosul. In 1862 the principal towns on the Tartar post routes were issued with intaglio seal obliterators. These bear the date 1278 (Hijra calendar) and the words 'Posta haney-i' in the design. In 1879, a subsequent type reading 'Posta Choubesi' was issued, mainly to towns off the main postal routes. These were followed by rectangular types issued to Kerbela, Hille and Necef dated '95 and '97.

Included in the display are examples of the two 'Chrysanthemum' seals and examples of the later seals. There is also an example of the Bagdad camel post seal and the Basra official seal dated '98 (1882).

FRAME 4 **GRAHAM MARK**

***BRITISH POWs IN SWITZERLAND IN WWI***



A. L. 24 Prisonniers de guerre anglais à Château-d'Oex. L'arrivée.

*Arrival of British POWs at Chateau d'Oex in May 1916.*

Promoted by the Swiss Government and the Holy See, the French and Germans agreed in February 1915, to repatriate prisoners who were unfit for military service. A further agreement in December 1915 provided for sick and less seriously wounded POWs to be moved to Switzerland. The first batches of tuberculous prisoners arrived early in 1916.

The news of this prompted pressure in Britain for a similar agreement, but the Swiss Government had already invited the UK to join the scheme. Agreement was reached and the first two contingents of 304 and 150 British POWs arrived in Switzerland on 28 and 30 May 1916. They were taken to resorts of Leysin and Chateau d'Oex where they came under the care of Swiss medical staff. Later batches of British POWs went to Mürren and other resorts. By the end of 1916 there were nearly 2,000 British ex-POWs in Switzerland.

Employment of the men who were capable was important. Some worked in carpet making and other joined classes for carpentry, electrical wiring, tailoring, motor engineering, etc.

A further agreement in 1917 allowed men who had recovered their health to be repatriated to Britain, but they were not allowed to re-join the fighting forces. Over 800 arrived home during September 1917, and their places in Switzerland were soon filled by others released from Germany. Over 4,000 British passed through internment of which 1,774 had been repatriated before the armistice. The cost of internment, paid by the British Government, came to Swiss Francs 9.2 million.

FRAMES 5 & 6 **DAVID TETT FRPSL**

**THE MILITARY HISTORY OF  
AHMEDNAGAR, INDIA, 1839–1945**



**Soldier's entire letter from Gunner John Davies 2nd Company, 1st Battalion, Bombay Foot Artillery from Ahmednuggur [sic] to Carnarvon, North Wales, England [sic], dated 6 October 1839. Endorsed by Lt Col. A. Manson. Handstamped INDIA SOLDIERS /3/LONDON.**

Ahmednagar (Ahmed's City) lies 73 miles NE of Poona in Maharashtra State, was built in 1494 by Ahmed Nizamshah, a Moslem ruler, after he won the battle for the area in 1490. The Fort that dominates the city was built between 1553 and 1565 by Hussain Nizari. The city was annexed to the Mogul Empire from 1600 until 1759 when the Moguls sold the Fort and the province to Hindu rulers. In August 1803 General Wellesley won the Fort for the British. He was later to become the first Duke of Wellington.

Ahmednagar was an important garrison for the British in India for nearly 250 years, home to a succession of units of the British Indian Army. They also used it to detain prisoners during three conflicts.

During the Second Boer War the British transported Boer prisoners to Ahmednagar. In WWI, there was a POW camp at Ahmednagar holding Germans from East Africa, India and elsewhere. In WWII there was an internment camp at Ahmednagar holding German and Italian civilians from India, Thailand and elsewhere.

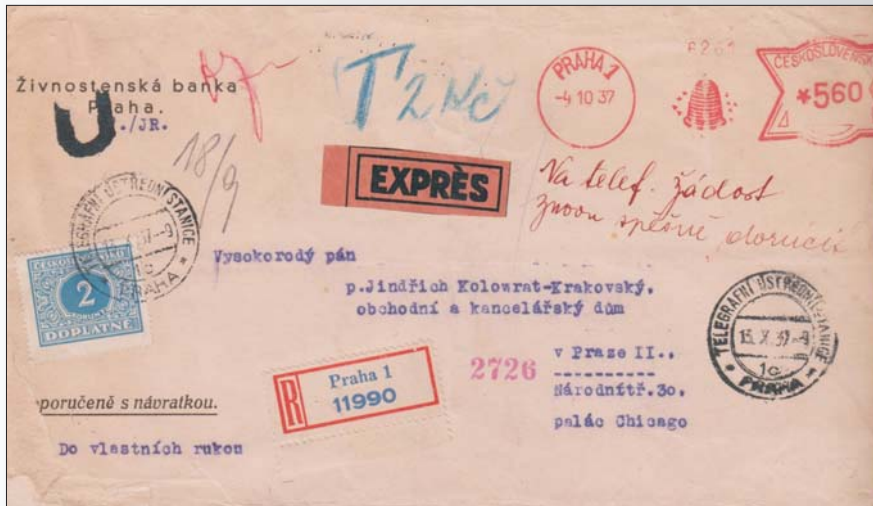
In late 1941 and early 1942, Ahmednagar was used as a transit camp for British troops diverted from the Middle East to Singapore. They spent about three weeks there before resuming their journey to Singapore.

From 1942–1945 the British imprisoned Nehru and the other members of the Congress Party council during the Quit India Movement. Nehru wrote his book *The Discovery of India* while kept in Ahmednagar Fort.

With Independence in 1947, the British passed the Fort to the Indian Army, who occupy it to this day.

FRAMES 7 & 8 YVONNE WHEATLEY FRPSL

**CZECHOSLOVAKIA: USES OF POSTAGE DUE STAMPS**



**Letter correctly franked for inland letter rate and sent registered express. The letter could not be delivered by express messenger on 5 October 1937. After contact by telephone it was redelivered by express messenger on 13 October. So second express delivery fee charged and paid by the 2 koruna blue postage due stamp.**

The principal function of postage due stamps was to account for the collection of charges on unpaid or underpaid mail.

The display shows items which have incurred a penalty for a variety of reasons: Invalid stamps used, overweight; wrong rate applied; returned to sender because postage due charges could not be collected; and underpaid mail to Sudetenland.

Not all mail conforms to these rules and some of these exceptions are shown:

- Additional services for which a fixed fee was payable.
- Mail addressed Poste Restante.
- Redirection.
- The collection of subscriptions.
- Business reply paid cards, the postage and fee being collected from the original sender.
- Fee on cash payments delivered to the recipient.

Official Mail: Postage paid at the single letter rate by the addressee or shared between sender and addressee.

Of special interest are two unstamped covers sent eight months apart; the first from the Electrical Trade Union in Prague to the Town Hall Office at Mseno u Melnika and the second from the same Town Hall Office to the Electrical Trade Union. In both cases the Town Hall Office had to pay double the deficiency!

FRAMES 9 & 10 **GRAHAM WINTERS FRPSL**  
**FROM GREAT BRITAIN TO CEYLON**



***A remarkable franking of 1s green and 10d red-brown Embossed issues on 1850 wrapper from Brighton, making up the double 11d rate via Marseilles.***

A few pages from my 'Going to Ceylon' collection. I have chosen to show items from Great Britain between 1830 and 1896. The exhibit starts with an early map of the island by the English cartographer Robert Morden dated 1680.

The key items are the 1830 entire (p. 2); the Embossed issues on covers (pp. 4 and 6); the Azure paper 6ds (p. 7) and the 10d red-brown (p. 12). There are several important rate changes illustrated; some unusual combinations of adhesives; and examples of mail carried via some very small Ceylon post offices.

FRAMES 11 & 12 **MIKE ROBERTS**

**GAMBIA: POSTAL ARRANGEMENTS  
IN THE REIGN OF QUEEN VICTORIA**



**1889 cover rated 4d to Sierra Leone, the adhesives cancelled with an oval of seven bars. From 1882 the letter rates between intermediate ports on the Packet route were 4d per ½ oz to UPU countries in West Africa and 6d to other West African countries.**

Until 1858 there was no post office in The Gambia. Mail was put on board any vessel which happened to be passing. It was posted unpaid. Such postal markings as appear on these letters are English Ship Letter markings or the equivalent postmarks for mail which was landed in France. Similar haphazard arrangements applied to incoming mail.

Detailed instructions to the Postmaster in 1858 record that the postage rate was 6d per ½ oz for letters to the UK and beyond and 4d for 'Intermediate letters . . . addressed to any of the ports at which the West Coast of Africa Contract Mail Packets touch, conveyed direct without passing through the United Kingdom'.

Prior to October 1858, the West African mail was made up and received by the Postmaster at Plymouth, but this was then transferred to Liverpool. The 1858 Regulations remained largely unchanged until Gambia joined the UPU in 1879.

The first adhesive stamps, in the familiar Cameo design, were issued in 1869 in denominations of 4d and 6d. Additional values, now perforated, were added in 1880. The Cameo adhesives continued in use until 1898 when the Crown Agents finally persuaded the Colony to issue stamps in the Key Plate design.

The items displayed show a variety of rates and the usages of adhesives and postal stationery.

FRAME 13 **RICHARD WHEATLEY FRPSL**

**BRITISH OCCUPATION OF JAVA 1811 TO 1816**



**1815 entire Batavia to Indramayoe. Large round despatch mark BATAVIA GENERAL POST OFFICE with manuscript '9' (stuivers) inserted, paid as far as Cheribon. Distinctive oval negative mark of INDRAMAYOE used as a receiving mark with manuscript '3St' (stuivers) to collect for the postage from Cheribon.**

Late in 1811 after the British conquest of Java, large distinctive locally-made postmarks were issued to the three main post offices at Batavia, Sourabaya, and the following year to Samarang. These had JAVA POST OFFICE in the outer circle (for Batavia an extra word GENERAL) and inside the town name and space for the rate to be added in manuscript.

During the occupation, seven smaller post offices were issued with single ring medallion postmarks with their name inside. These towns were: BUITENZORG, CHERIBON, GRISSEE, JAPARA, PACCALONGAN, REMBANG and TAGAL.

One post office, INDRAMAYOE, received in 1811 a unique oval negative mark.

None of these marks stated that the postage had actually been pre-paid, but invariably it had been for the penalty for non-pre-payment was onerous. So, gradually, separate handstamps appeared having POST PAID within a frame.

All these postmarks were struck in red and they continued to be used well into the 1820s.

Postal charges continued the same as during the French occupation, when there was three rates according to distance, 7, 10 and 15 stuivers, all for letters under 10 g.

On 1 April 1813 a new tariff was introduced. For letters up to one Calcutta Sicca Roepij (11.66 g) the rates varied from 2 to 26 stuivers depending upon distance.

During the occupation, mail to overseas destinations is extremely rare, but one or two letters from the British forces have survived and one is on show.



FRAME 14 **JAY WALMSLEY FRPSL**

**DILIGENCIAS — OR STAGECOACH MAIL OF MEXICO**



**1885 card carried by Daniel Sada, stagecoach proprietor of San Isidro, Guanajuato.**

Mexico, like all the Latin American republics, found the exchequer empty after the break from Spanish dominion. In technology they were some forty or fifty years behind the USA and Europe, with no money to enable them to catch up. Stagecoaches were the means of transport, and remained so until displaced by the railways. However, the first major railway was not completed until 1873. The Post Office could not afford to establish its own transport services and relied on contracts with the private stagecoach companies. They were required to ensure that the mail was properly franked, to cancel the stamps on letters and to carry the mail over their agreed routes. They were not allowed to charge the public for this but were paid a fee by the Post Office. The Diligencias Generales, a privately owned company, was the biggest and most famous of these stagecoach companies, but there were others. Of these lesser companies little is known and they are a fascinating area of research. As feeders to the railway, the stagecoach companies provided a service well into the twentieth century.

FRAME 15 **GERALD MARRINER FRPSL**

**FALKLANDS WAR 1982**



**Argentine Marine Unit envelope sent by a Marine to his family in Buenos Aires. Special Argentine framed cachet 'CORRESPONDENCIA DEL SOLDADO / SIN CARGO' — Soldier's mail without charge. The Argentine '9409 ISLAS MALVINAS, REPUBLICA ARGENTINA' datestamp was applied at the Argentinian-run post office in Port Stanley.**

The Falkland Islands were invaded by Argentina on 2 April 1982. Postal communications were restored on 6 April 1982 with Argentine staff running the Port Stanley post office. This display shows mail from the Argentine side in this conflict — both from and to Argentina. Argentina renamed the Falklands — Islas Malvinas. They introduced a new standard datestamp for use on outgoing mail. This was inscribed: '9409 ISLAS MALVINAS, REPUBLICA ARGENTINA'.

Four sheets show mail from Argentina to their troops in the Falklands. To ensure mail reached their loved ones, many of the letters were sent registered at the 8,500 pesos rate. Some of this mail was censored by the Argentine Naval or Army censors. When soldiers became prisoners-of-war, mail addressed to them was returned to Argentina with various cachets. Examples are included in this display.

Mail from the Argentine troops in the Falklands was sent free of charge. Mail often received the Argentine cachet — 'CORRESPONDENCIA DEL SOLDADO / SIN CARGO' ('without charge'). Initially, troops in the Falklands wrote home using Falklands OHMS or Post Office telegram envelopes. Eventually, the Argentine Post Office supplied the troops with old aerograms from the 1950s, also free of charge. The messages home make harrowing reading. When stocks of the old aerograms were exhausted, special post free airletters, headed 'SERVICIO EXTRAORDIARIO' were printed.

Special Argentine Marine Unit envelopes have been recorded used. In a few instances, mail was dispatched directly by air without passing through the Falkland Post Office and received a special cachet — 'FUERZA AEREA' (Air Force).

FRAME 16 COLIN FAERS

**THE GERMAN LUFTFELDPOST ON THE  
RUSSIAN FRONT IN THE SECOND WORLD WAR**



***Censored Luftfeldpost cover from a soldier of the small Danish Legion, an SS Unterscharfsdhrer, to Copenhagen. Opened and Censored by the Germans. Reverse of cover has Oberkommando der Wehrmacht paper censor tape, red circular censor cachet and boxed Censor numbers.***

The Luftfeldpost operated on the Eastern Front during the last three years of the war. The Luftfeldpost Squadron ultimately comprised 11 Junkers 52 aircraft commanded by Staffkapitan Joas. The aircraft and all the pilots were seconded from the German airline, Lufthansa. The maintenance and ground crew were Luftwaffe personnel and the Feldpost was under Army control.

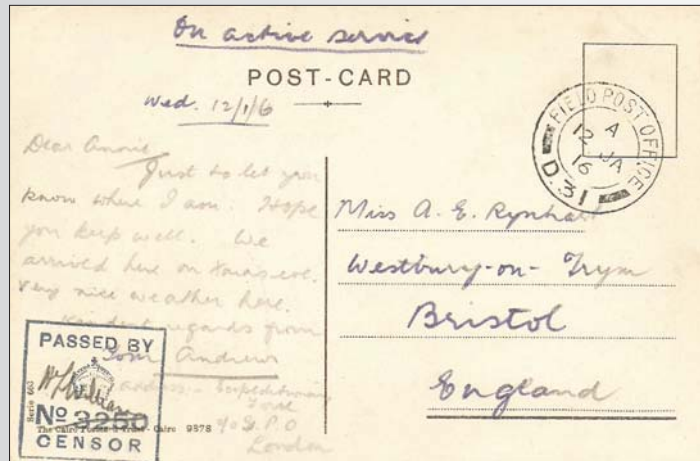
Based at Biala Podlaska, near Brest Litovsk, it operated three routes carrying millions of letters to and from front line units. All letters had to carry a Luftfeldpost label and a monthly ration of labels was issued. The monthly ration of labels was increased on 1 May 1943.

The service was restricted to front line units on the Eastern Front only. Mail for the Luftfeldpost was sent to the Luftfeldpostsammelstelle (Luftfeldpost collecting point) in Berlin. It had to be marked with diagonal red lines for express delivery. Sorted at Berlin it was sent by express train to Brest Litovsk and then to Biala Podlaska to the Luftfeldpost. Here, the mail was finally sorted at the Main Feldpost sorting centre (Luftfeldpostleitstelle) which had the tactical unit No. 580 and Feldpost Number 00805.

This exhibit shows the routes at the furthest point of the German advances, letters to and from the front with the range of cachets used, letters from both label ration periods, a foreign legion censored cover and a last letter home?

FRAME 17 **GRAHAM MARK**

***A DIVISION OF THE BRITISH ARMY***



**Postcard of Port Said. The message includes 'We arrived here on Xmas Eve'. Censor 3250 signed H. F. Williams, Lt, 11th East Yorks Regt. Posted at FPO D.31, 12 January 1916.**

The structure of the British Army formations during WWI was well defined. Four Battalions of Infantry, plus a squadron of mounted troops, Artillery, Engineers, Field Ambulances and Service Corps units made up a Brigade, commanded by a Brigadier. Three Brigades made up a Division, nominally 18,000 men, 5,500 horses and 76 guns, led by a Major-General. Three or four Divisions comprised a Corps, which was commanded by a Lt-General.

The 31st Division was a new formation, one of twenty-three Divisions formed in 1914 from over 400,000 volunteers who had responded to Kitchener's call to arms. Most of the men in this Division came from Yorkshire and Lancashire, an exception being one Battalion of the Durham Light Infantry. This Division has been chosen to illustrate some military postal history aspects as it had a brief two-month visit to Egypt in early 1916 which allows a neat display of that period.

A Division was allotted 40 censorship handstamps and many years work, by students of military post history, has gone into working out which markings were issued to which units. Divisional HQ, Brigade HQ, Battalions, Artillery, Engineers, Army Service Corps, Field Ambulances, Supply and Depot units each had their own instrument. Doctors and Chaplains were frequently called upon to censor letters and it is often difficult to link them to a particular unit as the Army Lists do not always give that information. Regimental officers signatures, if they can be deciphered, are usually a better guide.

FRAME 18 **MIKE SCOTT ARCHER FRPSL**

**THE ARCHER LETTERS**



*The only known example of the double oval cachet, Chief Field Censor, G.H.Q. - E.E.F., on an OHMS envelope to Lt J. S. Archer, Military Base Censor, Kantara. Manuscript arrival date 6 XI 18. On reverse single ring despatch c.d.s. Field Post Office 7 NO 18, SZ 32, which was at Bir Salem.*

In May 1917 my father, Lt J. Scott Archer, was posted as Field Censor to be in the Middle East. He was based first in Egypt, Alexandria and then in Palestine. Sadly, few items of his correspondence survive — they form the basis of this display.

After six or so months in Alexandria at Base Army PO, during which time he met T. E. Lawrence on the latter's short visits for briefing in July, August and, I think, December, my father was sent in charge of Field Censorship with the 1st Echelon Egyptian Expeditionary Force which had pushed the Turkish front back from the Gaza-Beersheba line on 28 October 1917 to north of a line Jaffa-Jericho by September 1918. During this period he was at Bir Salem Field Post Office, near Ramleh, where he told me that he again met Lawrence on 21 September. Soon afterwards he became Military Base Censor at El Kantara.

The fifth sheet of this display shows the only known example, illustrated by John Firebrace in his book, of the Chief Field Censor oval mark.

The last two sheets illustrate a remarkable coincidence of military postings — my father's second brother, Eric, was posted as a newly-qualified surgeon to Freetown, Sierra Leone from where he wrote home in 1917. The youngest brother, Geoffrey, volunteered and served in the Royal Engineers in the Second World War in Freetown, Sierra Leone also.

FRAME 19 DAVID TRAPNELL FRPSL

**MISSION MILITAIRE FRANÇAISE EN ITALIE (MMF)**



**The MMF 'unit' at Livorno, like ones in most other locations in Italy, centred around the main railway station (ferrovia). MMF Livorno nearly always used this dull red ink for its handstamps which authorised free postage to France.**

After the outbreak of World War I, Italy waited to see which side would win. On 23 May 1915 it joined the allies. By as early as August 1915 the French had an aviation unit (Sheets 1, 2) based near Venice using special handstamps to authorize the use of free military postage (as the Germans<sup>1</sup> and Italians<sup>2</sup> did).

From September 1916 correspondence bearing authorizing handstamps of Le Mission Militaire Francaise en Italie can be found (Sheets 3–12). Although occasional illustrations of a few MMF handstamps are included without comment in the literature, I have been unable to discover any publication on any aspect of MMF. Government records are still covered by secrecy. MMF had several roles, as the handstamps here illustrate. The persistent secrecy might suggest that the primary role of MMF was information gathering. MMF was separate from, but worked closely with, the French army that transported troops to and from Tarento as part of the Gallipoli campaign and later, alongside the British, helped the Italians recover from their defeat at Caporetto, in north-east Italy in 1917.

1. David Trapnell (2009). *Some aspects of German Forces Feldpost in World War 1*. A joint publication by the Forces Postal History Society & the Society of Postal Historians.

2. David Trapnell (2011). *The centenary of Italian Armed Forces in Libya 1911/1912*. A 'Centenary Special' published by the Forces postal History Society.

FRAME 20 **ROBIN PIZER FRPSL**

**CERTIFICATION OF MAIL  
BRITISH OCCUPATION ZONE OF GERMANY  
15 JANUARY TO 12 FEBRUARY 1919**



*Postmarked at Cöln on 29.1.19, intended for Frankenhäuser am Kyffhäuser in unoccupied Germany north of Erfurt. The Post Office took it to the Cöln Town Hall for certifying where it was examined by Certifier 19 who applied a red cachet which translates 'Return only urgent or important messages are permitted'.*

This display features a period of less than a month during which letters to unoccupied Germany or neutral countries from the British Occupation Zone of Germany had to be certified that they were on important business or urgent private affairs by a specially appointed Town Hall, Police or Chamber of Commerce official who was also responsible for identifying the sender.

This regulation was authorised by Standing Administrative Instructions (GERMANY) No. 18 for the Civil Postal Service in German Territory Occupied by the British Army dated 8.1.19 and effective from 5 a.m. on 15.1.19. It ceased with Instruction No. 27 dated and effective on 12.2.19.

This certification is known to have been carried out in at least 42 towns. A selection of cachets are shown here. Occasionally British censors checked the work of the German certifier. Return to sender items are unusual.

FRAME 21 FRANCIS KIDDLE RDP, FRPSL

**UKRAINIAN DISPLACED PERSONS  
CAMP POSTS IN GERMANY 1947–1950**



*This is an early commercial item dated 11 July 1947 (the post did not start until 30 June 1947) which has been registered from Munich and carries 25pf of stamps from the first issue for Regensburg.*

At the end of World War II approximately six million people had been uprooted from their homelands and fled to Austria, Italy and the western part of Germany. Amongst these Displaced Persons (DPs) were more than 200,000 Ukrainians. By 1946 Ukrainian DPs were interned in 125 camps, of which the largest was Regensburg. At its peak it held 6,000 DPs.

With the approval of the authorities — variously the US Military Government, the United Nations Relief and Rehabilitation Administration (UNRRA), and finally the International Refugee Organisation (IRO) — some camps organised their own postal services that were responsible for the acceptance of incoming mail, distribution of mail within the Camp, and the collection of mail within the Camp.

The majority of mail was in-coming for delivery within the Camp. The postal rates were close to existing German Postal charges: postcards 5pf, letters 10pf and registered mail 25pf. The rate information is complicated by the currency reform in Germany on 20 June 1948.

Examples of commercial mail are shown.



FRAME 22 **DR SIMON R. A. KELLY**

**THE ABYSSINIAN EXPEDITION 1867–1868**



**War Office letter sheet from Field Force treasurer at Zoula to Major-General Russell at Aden, referring to 101 kegs of dollars arriving on SS Scinde, the expedition elephants and the Field Treasury holding nearly £400,000.**

The pages demonstrate mail from an Indian expedition launched in 1867 to rescue the British consul and others held hostage since 1864 by Emperor Theodore of Ethiopia. The expedition was a military success culminating with the battle of Magdala in 1868, successful release of hostages, suicide of Theodore, and honours for General Napier.

HMS *Octavia* was General Napier's flagship. An endorsed envelope from a tinsmith on board is the only known example of the seamen's 2d rate via Suez from the expedition.

Mail from the pioneer force at the base camp, Zoula, on Annesley Bay (now Eritrea), in mid-December 1867 predates the use of the 'FF' obliterator and the datestamp 'FIELD FORCE POST OFFICE / ABYSSINIA' in late December. The stamp with manuscript cancellation '16th December' was further obliterated by the London Inland Office '22' barred oval. The letter was addressed to France, endorsed 'Via Marseilles' but went on to London before returning to France for delivery!

The Field Force datestamp is used on several envelopes in red on paid mail, and in black on unpaid and official mail. Examples of officers' mail are shown at the British 6d rate and the Indian 6 annas 8 pies rate. Incoming mail to a Trumpet Major is at the 1 anna soldiers' rate from India. Individual camps were not distinguished by special postmarks, but endorsements indicate use from Zoula, the railhead, Koomayli, nineteen miles inland and the advanced base headquarters at Antalo. Stamped envelopes show several postmarks of the P&O mailships, including A83 and A99.

FRAME 23 **JOHN SCOTT FRPSL**

**BILLS OF LADING**



*The Lady beckons you to enjoy her Bill of Lading from Genoa in 1815.*

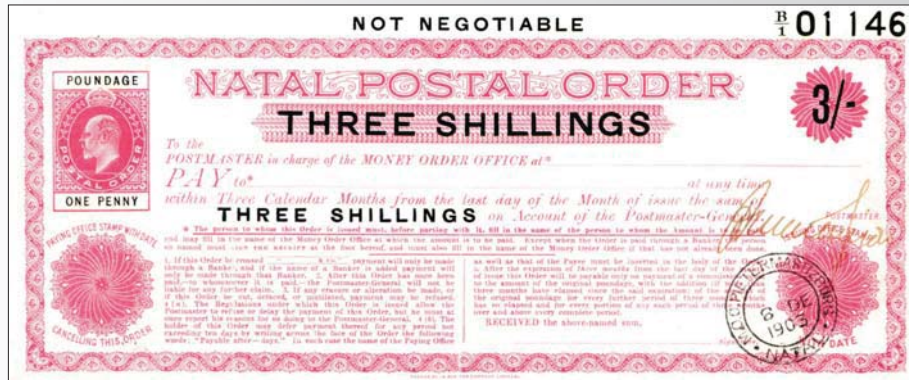
A Bill of Lading is a document confirming the shipment of goods which was normally completed in triplicate, one being retained by the consignor, one being carried with the goods themselves and one being sent to the consignee. The format changed little over the centuries, being in a landscape printed style with the relevant details inserted in manuscript and bearing a stock vignette, generally with a maritime or religious flavour.

Their relevance to the postal historian is for the information that they contain about the patterns of world trade which had so much influence upon shipping routes. In some countries they were taxed and so bear imprinted, embossed or adhesive revenue stamps, while their passage through the postal service means that a proportion have survived with the physical evidence of that process.

In the space available, the display can do no more than give a flavour of these themes from a variety of different times and continents.

FRAME 24 **RICHARD SOLLY**

**POSTAL ORDERS, MONEY ORDERS  
AND RELATED ITEMS**



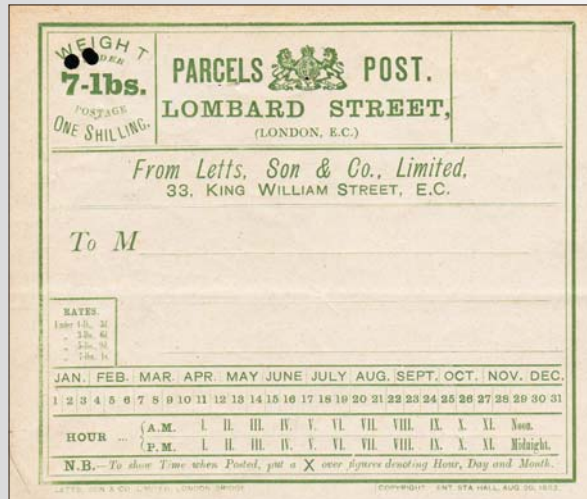
*Natal Postal Order, Edward VII, De La Rue, a unique design for this colony, 3s issued 1903.*

Money Orders (1792–1973) and Postal Orders (from 1881) have been provided at British post offices for over 200 years. This aspect of the history of the post has not been studied much. Other countries, including France, had an equivalent, though not identical, system. There is literature on some countries, but overall information is scant, and in many cases completely wanting. The forms used were utilitarian, and if there is anything attractive about them it is a matter of chance. In the English-speaking world they have not been widely collected in the past; their value was, to an extent, time-limited, and no one other than a collector would have had any reason to keep them. In the UK hundreds of millions were issued every year, and destroyed when cashed. Too late now, and many of those surviving are in poor condition. The prospects of ‘completion’ in any sense are meagre. If that is so for the UK, what is it like for Canada, Australia, New Zealand or Ceylon? What about international exchange? By 1900 you could have sent money from the UK to most places in the world, or received it, using the Post Office Money Order system. All finished now, but where are the examples?

There are other obscure aspects of this field: Telegraph Money Orders, Postal Drafts, and Trade Charge Money Orders. This display celebrates these last with a cashed Egyptian International Trade Charge Money Order from Alexandria to Djibouti, French Somaliland, and back again.

FRAME 25 **NICK WRAITH**

**THE BEGINNINGS OF THE  
BRITISH PARCELS POST SERVICE**



**Privately-printed by Letts — company Parcels Post label. A Parcels Post label produced in August 1883 by Letts, the now well-known diary producer. To date, labels for the 1 lb, 3 lb and 7 lb rates have been recorded but not a 5 lb. Registered at Stationers Hall on 20 August 1883, Letts also produced this type of label for Newman, Smith & Newman Wholesale Warehousemen. Note the Victorian obsession with accurate timings!**

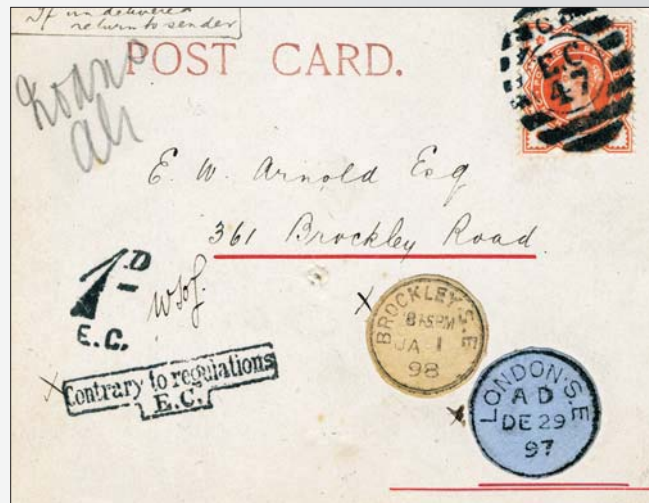
Despite the efforts of Rowland Hill during the Postal Reforms of 1838–1840 the United Kingdom failed to establish a Government Parcel Post system at that time. This was due to the strenuous objections of the Railways who had, in a short period of time, gained a near monopoly of the transportation of parcels throughout the United Kingdom.

It was not until the UPU meeting of 1880, where a Convention to establish an International Parcel Post service was agreed, did the British Post Office have to apply itself to establishing both an Inland and an International Parcel Post service. The Convention recognised that the UK, British India, Netherlands and Persia did not have a parcel service and therefore they were given until 1 April 1882 to establish one.

On 1 August 1883 the Inland Parcels Post service was initiated. With over 15,000 offices available to the public in which to post a parcel, this was a huge undertaking. Initially the service was over-priced when compared with the railways; it did not give enough options within the weights allowed (up to 7 lb); and was subsequently poorly supported by the public. However, after adjustments to the weights and prices in 1886, the service became popular and profitable. The UK gradually established an International Parcel Post service on 1 July 1885, over three years after the agreed date at the 1880 UPU Convention.

FRAME 26 MICHAEL PITT-PAYNE FRPSL

**POSTCARDS — PRIVATE ISSUES**



**Reginald Bray — ‘The Englishman who posted himself!’ sent this card to Ernest Arnold to test the efficiency of the Post Office’s checking for compliance with regulations. The addition of cut-out postmarks to the front of the card was ‘contrary to regulations’ and made it liable to letter postage.**

This exhibit concerns the regulations which came into effect on 1 September 1894, when the Post Office permitted private postcards with postage stamps attached to them to be sent through the post, and some of the changes in the regulations which took place during subsequent years.

Postcards contravening any of the regulations were treated as letters and became liable to the letter rate of postage. This involved the imposition of a postage due charge, which was double the rate of the deficient postage and collected on delivery. The regulations covered the material of which cards were to be made, their thickness, their maximum and minimum dimensions, the information which could be written on the front of cards and restrictions on what could be attached to them. While some manufacturers of cards tried to avoid the postcard regulations by issuing their cards as printed matter, members of the public often frustrated this by writing a message on such cards which had the effect of turning them into letters which then became liable for postage due charges.

This exhibit includes some examples of cards which complied with the regulations, and others which were surcharged because they were ‘contrary to regulations’ for various reasons relating to: their size; the material from which they were made; the addition of various attachments or messages; the use of glitter as an additional decoration; or to cover the cost of returning an undelivered card to the sender.

FRAME 27 **GRAHAM BOOTH FRPSL**

**1847–1849. THE DISPUTE LEADING TO THE  
FIRST ANGLO-AMERICAN CONVENTION**



**Posted at Richmond, Virginia, 30 May 1847 addressed to Edinburgh. Pre-paid 34 cents (10 cents inland, and 24 cents ocean crossing). The Washington left New York 1 June on her maiden voyage. She arrived at Southampton 15 June en route to Bremen. In London charged again (1s). The first Discriminatory Rate!**

By the mid-1840s Cunard had seen off its smaller rivals and had a virtual monopoly of mail crossing the Atlantic in both directions. When the Americans finally created the prospect of a viable competitor with the Ocean Line, the Post Office tried to defend Cunard's monopoly. In June 1847, when the *Washington* arrived at Cowes on her maiden voyage, the Post Office decided to treat paid mail carried on the American liner as though it was unpaid.

The twelve months that followed is known as the Discriminatory Rate Period, during which all mail carried by the Ocean Line steamers *Washington* and *Hermann* was charged twice. In retaliation, in October the US abrogated the closed mail agreement for letters addressed to Canada via New York. From 1 July 1848 Congress authorised the US Post Office to charge paid mail carried by Cunard, and the Retaliatory Rate Period began. In the end, common sense prevailed, and a Postal Treaty was signed in December 1848. The Treaty could not be implemented until it had been ratified, so as an interim measure it was agreed that until this happened the original rates would apply — the Restored Rate Period. This lasted until February 1849 when the New Treaty Rates came into effect — a uniform rate for unpaid and paid-to-destination mail in both directions, together with detailed accounting marks in cents allocating the revenue between the two countries.

FRAMES 28 & 29 **HUGH V. FELDMAN FRPSL**

**THE UNITED STATES 1847 ISSUE  
USED ON RAIL-ROAD COVERS**



**Unpaid envelope carried on the Boston & Providence Railroad and redirected at Providence for Route 610 on the Providence & Worcester Rail-Road. A postmaster at either Worcester or Springfield queried payment and partially removed the franking to reveal the Roxbury charge stamp to ensure all charges had been paid.**

In 1832 the first three contracts for the carriage of mails by rail-road in the United States were established. Initially these were with existing stage coach contractors using the newly-established lines for part of their routes. By the early 1840s, however, the contracts were being made exclusively with the rail-road companies.

By July 1845, when postage rates were reduced to 5 cents for under 300 and 10 cents for over 400 miles per ½ ounce, 16 of the states had by then 61 contracted routes totalling 4,302 miles of track and total revenue to the rail-roads of \$574,567 for the preceding twelve months.

In 1847 the initial adhesive stamps introduced in 1845, known as the Postmasters' Provisionals, were replaced by the first General Issue of 5 and 10 cent postage stamps. These were issued to both post offices and the route agents employed by the Post Office Department to accompany the mails in the rail-road cars.

The exhibit shows the use of the General Issue stamps between 1847 and into the 1851 issue when the postage rate was reduced to 3 cents for up to 3,000 miles on all mails east of the Rocky Mountains. Highlights include a pair of disallowed New York Postmasters' Provisional stamps on a cover to Trenton, NJ and a mutilated 5 cent on a redirected letter carried on the Providence and Worcester rail road.

FRAME 30 JULIAN H. JONES

**GB ACCOUNTANCY MARKS OF THE 1848  
ANGLO-AMERICAN POSTAL TREATY**



*Small '10 CENTS' accountancy mark of London on double rate letter sent from Millbrook (Southampton) to Norton, Mass., on board Cunard's America in January 1859.*

The Anglo-American Postal Treaty of 1848 allowed for mail to be exchanged between offices in London, Liverpool, New York and Boston.

Each piece of mail had to be accounted for in terms of credit to or debit against the receiving exchange office, depending on which country contracted the steamer to carry that mail. Further, letters could be fully prepaid or totally unpaid, with partial payments ignored. The accounting was to be in US cents with 5¢ for US inland postage, 3¢ for GB inland postage and 16¢ for ocean postage, for a total of 24¢, equivalent to 1 shilling for the first half ounce.

This limited exhibit shows examples of the accountancy handstamps issued to London and Liverpool which were applied to outbound letters to show credits in red or debits in black against the US exchange account for mail carried on British or American mail contract ships. Examples of one, two and four rates are included up to 1862 (triple rates were not introduced until April 1866). Accounting for each letter was stopped when the treaty rates were reduced effective 1 January 1868.

The various marks were issued initially in large format and later in smaller format. Two of the small format marks shown ('76 CENTS' of Liverpool and '20 CENTS' of London) are the only ones reported on cover to date.



FRAME 31 **DAVID GURNEY FRPSL**

**THE 19TH CENTURY  
UNDATED DOUBLE ARC HANDSTAMPS OF  
THE CHANNEL ISLANDS SUB-POST OFFICES**



**Undated double arc of Catel, Guernsey struck on the face of an entire letter to North America with the Guernsey blue double arc dated 'FE 26 1851', Code A, the 'Br PACKET PAID/24' and the '5 CENTS' handstamps in orange-red.**

These handstamps were issued to minor or receiving offices — who normally had no handstamp in the 1840s — so that the source of posting could be identified on letters. However, the adhesives had to be cancelled only at main post offices and the Postmaster General's 1853 Rules required that the handstamp should only be applied to the backs of letters.



With the expansion of the posts in the late 1840s Alderney was the first Channel Islands small or minor office to receive this handstamp in January 1848, followed by Catel, St Martins and St Sampsons in Guernsey in 1849, and Sark in 1857. The issue of the handstamps to Jersey was a little later as minor offices were opened in 1850 at St Martins, in 1851 at Gorey, Millbrook, St Aubin and St Peters, in 1852 at St Johns, St Owens and Trinity, in 1853 at Beaumont, Grouville and St Marys and in 1854 at St Lawrence. These offices, by then referred to as sub-post offices, were mostly managed in conjunction with a small retail shop and were often meeting places to exchange news pending arrival of the mails and newspapers from the mail boat.

Although these handstamps were struck in various coloured inks, there being no directive, by 1856 these small offices were instructed to use the supplied proper ink! With the growth of other services and a need for small datestamps an Instruction to Postmasters dated 17 March 1860 finally abolished the undated handstamps.

FRAME 32 **DAVID GURNEY FRPSL**

**CHANNEL ISLANDS AND WEYMOUTH LETTER  
FORWARDING AGENTS 1796 TO 1837**



*(Top) A double letter: Guernsey to Weymouth 3d, plus Weymouth to London 10d x 2 = '2/2'. Endorsed 'Rec(eive)d July 14th and forwarded by / YOS (Your Obedient Servant) / Edw(ar)d Le Pelley with the Guernsey dated arc 'JY 14 1837' and red London transit datestamp '16JY16'.  
(Bottom) 1837 (27 May) wrapper from Havanna to London landed at Guernsey and entered into the post by Le Pelley, sugar & coffee agent.*

Before the establishment of a postal service with the Channel Islands in 1794 most letters, particularly those connected with trade and commerce, were routed via Southampton and to a lesser extent via other south coast ports. However, with the prevailing westerly winds and the closer proximity to the Channel Islands, Weymouth was preferred as more convenient than Southampton and the Post Office established a packet service from there for passengers and mail to the Islands. Merchants and ship owners had long played a major part in the expansion of the maritime trade from the 15th century and consequently initiated their involvement in the correspondence and documentation concerned with the great variety and quantity of cargoes handled to and from all parts of the world.

Letters were either entered into the post or carried privately. Sometimes incoming letters from further abroad were landed in the Channel Islands due to weather. Many letters were directed to the Merchants to be forwarded on and sometimes endorsed by them to which a charge of a 1d was often added. Weymouth eventually lost its importance when the railway first came to Southampton.

FRAME 33 **JENNIFER BURNETT**

**POSTAL HISTORY OF THE  
LINCOLN-TAMWORTH MAIL 1867-1940**



**From 1914 the sorting carriage used a double circle handstamp on mail going to or from Lincoln. The handstamp had an interchangeable 'slug' which could show East or West, depending on the travel direction. Examples of both types are shown. 'West' is far more common than 'East'.**

In 1867 the enterprising Midland Railway began running a train from Lincoln to Tamworth which included a sorting tender carrying mail to be forwarded on to the northbound or southbound 'West Coast Postal' running between London and Scotland. This was a unique service, as it was the only sorting tender wholly owned by a railway company before the grouping of 1923, when the service was taken over by the London Midland and Scottish Railway. The train, which also carried passengers, left Lincoln at 8 p.m. and took about three hours to cover the 70 or so miles to Tamworth where the connection was made with the other trains. The train also stopped at Newark, Nottingham, Trent Junction, Derby and Burton upon Trent.

At Tamworth, mail was dropped down a chute from the High Level Midland Station to the Low Level 'North Western' Station.

This exhibit traces the postal history of the train from the very early days to its final days before the sorting carriage, as it had become, was discontinued in September 1940. The exhibit includes most of the handstamps used to frank the mail on the train.

FRAME 34 **ROBERT B. GALLAND FRPSL**

***FAILED FREES: A REAPPRAISAL OF HANDSTAMPS***



***Entire dated 11 Nov. 1829 from Dublin to Limerick, being an invitation to dine with the Irish Volunteers. Redirected to Bracknell with 'MEMBER NOT IN IRELAND' handstamp. Only four entires and one front are known with this handstamp. Crown Free datestamp for 16 Nov. 1829.***

In 1652 the Council of State ordered that all letters from Members of Parliament and Officers of State and Council should be free of postage. The Franking Privilege was abolished following the introduction of the Uniform Postal Rate on 10 January 1840. Minutes or Resolutions, or from 1705 Acts of Parliament, defined rules by which Members of Parliament could have free postage.

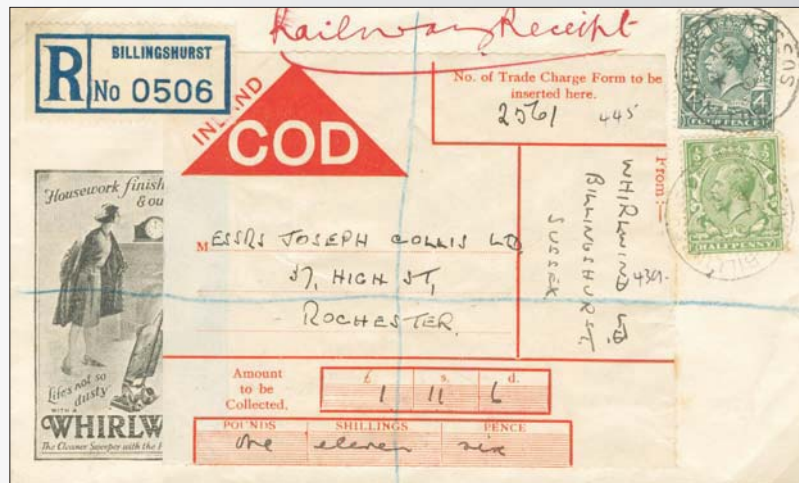
The writer should write the whole address himself (1715); be at the place of delivery (1715); send the letter during or within 40 days of a parliamentary session (1693); day, month and year of sending should all be written in full along with the post town (1784); the member had to be within 20 miles of where the letter was posted on the day of posting or the day before (1795). The letter should not exceed one ounce in weight and no more than 10 should be sent and no more than 15 received each day (1795). Failure to comply with these instructions resulted in payment being required.

Miscellaneous handstamps were introduced in the Dublin Office in 1743. Above Privilege and Above Number handstamps were used in London from 1795, Above Weight handstamps were used from 1814 in London and 1812 in Dublin. The only Scottish handstamp (Above Privilege) was introduced in 1821.

Handstamps are often smudged and incomplete, making them unclear. They are also uncommon. This has led to inaccuracies in their descriptions. This exhibit attempts to clarify the known handstamps.

FRAME 35 MICHAEL LOCKTON FRPSL

**CASH ON DELIVERY**



**A 'Railway Receipt' COD registered envelope with a red combination label, posted on 6 March 1934.**

Postal Cash on Delivery (COD) services were introduced on the continent in the 1880s and 1890s, but, due to resistance from retail traders, the GPO was slow to introduce the service in the UK. Businesses saw this service as the start of what these days we call 'Mail Order'.

Although the COD service was rolled out to countries of the Empire (including Egypt) from 1 June 1908, an Inland Service was not introduced in the UK until 29 March 1926. The service was finally abolished in 1994.

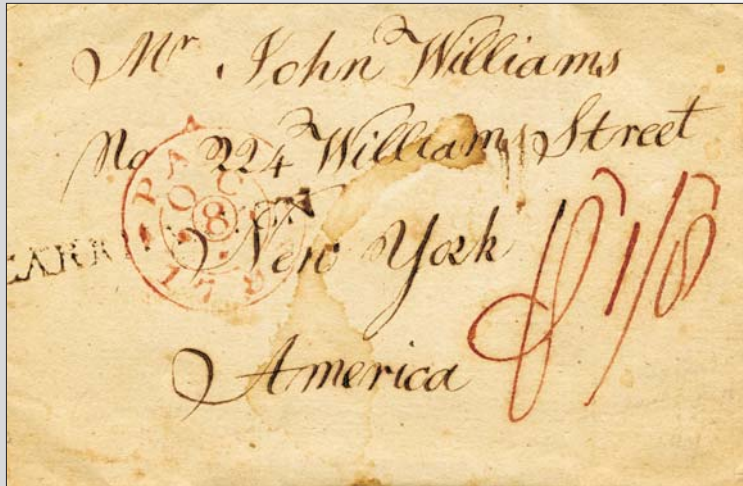
The UPU Regulations stated that COD letters, packets and parcels should be identified by a red triangular label. This display shows examples of the various labels used over the 80 years of the service. Although collecting of material associated with the service can be considered modern postal history, surviving examples of envelopes and fronts from parcels for a service, well used in the 1930s, are surprisingly scarce, and items from mail sent overseas are rare.

The display firstly identifies the initial red triangular indication labels issued in accordance with the UPU Regulations; secondly the address labels, and thirdly the later combined address label with the red triangle incorporated in the design. As illustrated, some traders produced pre-printed envelopes for this service before the issue of combined labels which could incorporate the sender's address.

A well-used service of which little evidence remains.

FRAME 36 **PROFESSOR CEDRIC PRYS-ROBERTS**

**EARLY LETTERS TO OR FROM WALES**



**1798 entire from Caernarfon to New York. 'CAERNARVON' town handstamp and London Sorting Table handstamp with small A on outer ring. This letter was incorrectly advertised as from Carmarthen (Cavendish Philatelic Auctions 1996) in the 'Methodius' International Exhibition Collection of Welsh Postal History 1565-1840.**

Letters to or from Wales in the 17th and early 18th centuries are rare. The earliest recorded town postmark is that of Conway (1704) — displayed herein. The third oldest recorded town mark is that of Cardigan (1711), also displayed.

The earliest letter displayed (1626), from Roger Myddelton, was conveyed by private messenger from Bersham, near Wrexham to 'his loving cossen' at Churchstoke. Four other entires (1710 to 1724) were to or from three other members of the Myddelton family at or near Chirk Castle. One letter (1725) 'By Chester Post, Wrexham Bagg' to Robert Myddelton MP was from the House of Commons giving an account of recent Bills passed in the house, including one 'for the Disarming of Highlanders'.

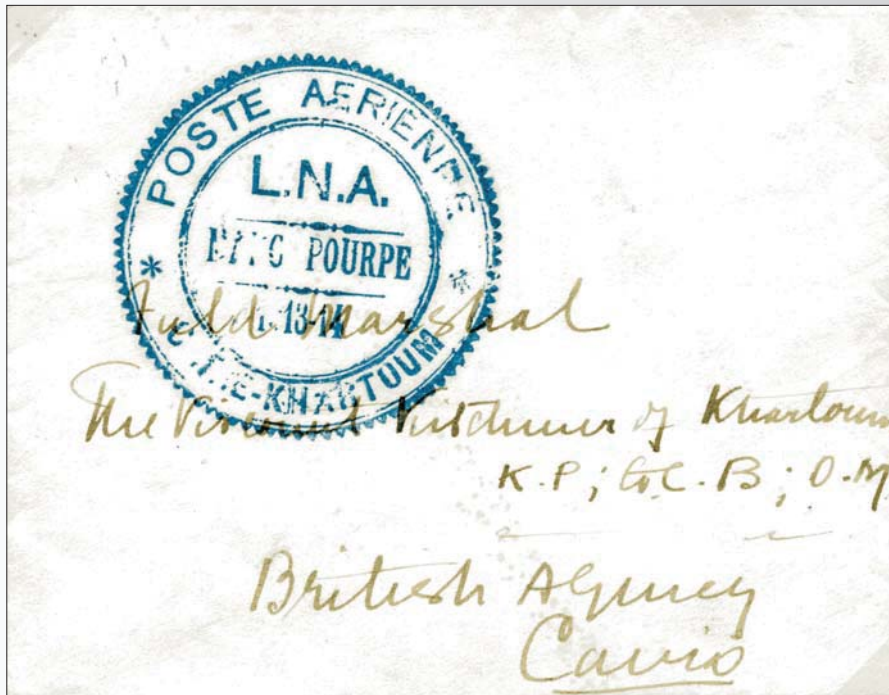
Another early letter (1659) displayed was also carried by private messenger from Dolgellau to Llangelynin, and readdressed to Lewis Owen at Peniarth House, near Towyn. Peniarth House came into the Wynne family by marriage of Jane, Lewis Owen's eldest daughter (1771). Also displayed is a 19th century letter from Peniarth.

A letter from Ross (-on-Wye) (1733 — earliest recorded) to the Revd Hugh Rice in Cardiganshire, by Lampiter Post, is accompanied by a letter from Hugh Rice to Queen Anne's Bounty on the same subject — ten years later.

Letters written in Welsh before the 19th century are also very rare. The illustrated letter (1798) is from Caernarfon to New York and carries also a rare London Inspector's Table mark. It is a personal letter giving news of farming.

FRAME 37 **RICHARD STOCK FRPSL**

**SUDAN: THE PIONEER AIRMAILS 1914-1927**



***Stampless cover from General Sir Francis Wingate, Governor-General of the Sudan, to Field Marshal, The Viscount Kitchener of Khartoum, carried by Marc Pourpe on the return flight from Khartoum to Cairo on 19 January 1914.***

The display features pioneer airmails commencing with a unique cover to Viscount Kitchener of Khartoum enclosing a letter signed by Sir Francis Wingate and flown by Marc Pourpe on his return flight from the Sudan to Egypt in 1914.

Covers illustrating Sir Alan Cobham's historic flight to the Cape in 1925 and the 1926 RAF survey flights are also included. In 1927, the aviator Tony Gladstone, supported by the North Sea Aerial and General Transport Company, carried out a series of proving flights for a proposed East Africa route. Covers carried on the first and third flights are shown including a crash cover and original photographs of the mail being dried after it was recovered from Lake Victoria. The display concludes with mail flown on the resumed acceptance southward flight in September 1927.





FRAME 39 JOHN SUSSEX RDP, FRPSL

**GERMAN SOUTH WEST AFRICA  
'WANDERSTEMPEL' POSTMARKS**



**The rare provisional canceller: a two-line rubber in violet with manuscript date of 22 June 1899. Sent via Cape Town to Germany.**

The opening of Post Offices after 1890 was very fast in the Protectorate and in some cases the office opened before the date stamp arrived from Germany; this gave rise to 'Wanderstempel' in German, the best English translation being Provisional or Temporary datestamps.

There are five basic types and each have in common the insert of the name of the town as a separate mark often in the different colour or sometimes in manuscript.

The mark illustrated is the same as the one in Ralph Putzel's handbook *Postmarks of German South West Africa*. The office opened on 21 June 1899 and closed on 25 May 1914. The mark is recorded from 21 June 1899 to 12 September 1899, a permanent datestamp replaced this handstamp. The name comes from 'Garagas', a certain Ramon who settled here at the Oranje River drift in 1897 and started a ferry service. This river crossing was on the old postal route from Keetmanshoop via Warmbad to Steinkopf, later a Border and Police Post.

FRAME 40 **PAT CAMPBELL FRPSL**

**EARLY GB MACHINE CANCELLERS**



**Second trial of the Bickerdike machines run out of London between 1899 and January 1900, canceller die number 6.**

Volumes of mail substantially increased in the 1870s and 1880s requiring faster means of cancelling whilst retaining the need for clear impressions. Improvements were first achieved on the general introduction of the Pearson Hill 'Pivot' machines in 1866. Trials with Rideout in the same period were unsuccessful as was Azemar in 1882, failing due to too many poor impressions.

Hooper in 1883–1893 offered steam or electrical power but could only achieve half the rate of the 'Pivot' machine. Etheridge had a test in 1887 but was rejected on cost and the size of the machine.

The Post Office, in March 1897, agreed with the Canadian Postal Supply Company (CPSC) to a trial of their 'Bickerdike' machine following this up a year later with Etheridge of Boston, USA and their 'Boston' machine.

In 1897, four Bickerdike machines were ordered for trial at the London Office and tests ran for nearly three months. These were successful but the financial discussions that followed were less than satisfactory. The machines were removed but subsequent quotes from Etheridge were approved resulting in the CPSC reducing their costs to meet the competition.

Six machines were ordered from both suppliers in October 1898 for the London Office, at a rental of £35 each p.a. Both types performed satisfactorily at the rate of 130 letters per minute with only 5% failures, with the Bickerdike being preferred. In 1899 two more of each were ordered for Liverpool.

Trials continued on the 16 machines up to their final removal in 1907 when they were rather ignominiously sold for scrap at 35s each.

FRAME 41 **NORMAN HIGSON**

**POSTAGE PAID IMPRESSIONS (PPI)**



*An early use of the 'Postage Paid Impressions' facility.*

It was not until 1966 that the British PostOffice provided a service for the bulk poster (someone who wished to put 20,000 items into the post at once). This new service was experimental but was quickly taken up by such organizations as the gas or electricity boards. The design of the impression was specified with Postage Paid / Town of posting / series number. The use of PHQ (Post Office Head Quarters) was used so that printing of envelopes could be made in different towns but with the same serial number. Re-designs were made when two-tier postage was introduced in 1968.

Initially, there were the three classes of postage (1, 2, R). The 'R' rate became used for unsolicited advertising: 'Junk Mail'.

In 1987 the Post Office was split into three companies and so PPIs now had 'Royal Mail' in their designs. The rebate service was dropped and replaced by a Mail Sort service ('M') which was more selective because it targeted addresses that might be interested in the mail shot.

By 2003, the service was being heavily used but the designs of the 2nd and M class postage was out of hand. The Post Office said 'enough is enough' and stopped the use of any unapproved designs and introduced three simplified designs with a '1', '2' and 'M'.

A few designs slipped through the design ruling!

FRAME 42 **CLAIRE SCOTT FRPSL**

***BRUNEI CONFRONTATION WITH INDONESIA,  
DECEMBER 1962–1966***



***A letter from The Adjutant, RAF Element, Brunei, posted to RAF Bridgnorth from FPO 948 eleven days after the invasion.***

The proposal by Tunku Abdul Rahman in 1961 to join together North Borneo, Sarawak and Brunei with Malaysia and Singapore to form the Federation of Malaysia met with strong opposition from President Soekarno of Indonesia, who envisaged a Federation, Maphilindo, headed by Indonesia.

Within the proposed Malaysia the greatest resistance was in Brunei. Local people were recruited into TNKU (The North Kalimantan National Army) led by Azahari who planned to take over the state as North Kalimantan. His sympathies were strongly in favour of Indonesia and much of the training of the TNKU took place in Kalimantan (Indonesian Borneo). The revolt started on 8 December 1962 with attacks on the Sultan's Palace, the police station in Brunei Town and the Seria Oil field, and Limbang and Bangar in Sarawak.

Gurkha and British troops were rapidly deployed from Singapore and after a week of fierce fighting, and the dramatic rescue of hostages, the revolt was effectively over. During the following three months of 'mopping-up' operations BFPO 605 and several Field Post Offices were set up to handle Forces mail. They continued in use, along with others, when Soekarno launched his vastly more serious 'Konfrontasi' against Malaysia by crossing the Sarawak frontier at Tebedu, in the First Division. The Allied forces steadily gained the upper hand and finally on 11 August 1966, the conflict officially ended with a negotiated settlement in which Indonesia officially abandoned all claims to Sarawak, Sabah and Brunei.

FRAME 43 **DR DAVID A. STOTTER FRPSL**

**MOROCCO AGENCIES: 1907 AND ALL THAT**



**Great Britain 10c on 1d postal stationery postcard commercially used from the British post office in Fez on the first day of the new British Post Office Service in Morocco, 1 January 1907. Gibraltar Period A26 killer and Fez Morocco c.d.s.; Tangier and Gibraltar transit marks and Berlin arrival.**

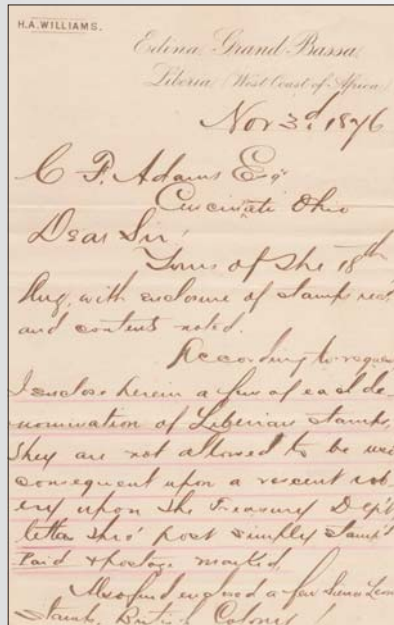
On 1 January 1907 control of the British Post Office Service in Morocco was transferred from the Gibraltar Post Office to the GPO in London. The existing British post offices at Tangier, Larache, Casablanca, Fez, Rabat, Mazagan, Saffi and Mogador remained in business; the office at Tetuan (closed in 1903) was reopened, and new post offices were opened at Alcazar, Mequinez (Meknes) and Fez Mellah (the Jewish quarter of Fez).

In August 1907 the French army invaded Morocco at Casablanca and revolution erupted in the South, delaying the opening of the new British post offices at Marrakesh and Marrakesh Mellah until 1909.

Overprinted Gibraltar stamps and postal stationery remained valid at the existing post offices until the end of February 1907. The new post offices all received British Post Office cancellations when they opened, but there was some delay in replacing the Gibraltar Period cancellations at the existing post offices. In the case of some of the registered ovals these were not replaced for some years.

FRAME 44 **JOHN SACHER FRPSL**

**LIBERIA STAMP SHORTAGES AND THE  
THEFT OF STAMPS FROM THE TREASURY**



**Letter dated Edina, Grand Bassa 'Nov 3rd 1876' explaining the theft of the stamp stock from the Treasury.**

The British GPO advised the Liberian authorities on postal regulations and a resulting convention came into effect on 1 April 1858. The earliest cover with philatelic markings is from Harper dated January 1859 to Paris. The first stamps were issued in 1860 and these were used on covers up to January 1868, although they often did not pay the exact rates. There was a stamp shortage at Harper at least from May 1860 until February 1861 when all postage was paid in cash. Intermediate port mail was also paid in the same way as there were no 8c stamps. Furthermore there were no stamps to pay the 33c per ½ oz rate to the USA, 30c usually being paid in stamps and 3c in cash. Oddly, where all the payment was in cash the amount was indicated in sterling, although the stamps were denominated in cents.

There have been suggestions that the first issue was never genuinely used in Liberia. A letter of 3 November 1876 clearly explains why stamps disappeared. It states that the stock of stamps having been stolen from the Treasury, all remaining stamps had been withdrawn and mail now had to be paid in cash. This robbery must have been before March 1869 as no stamps were used from then until March 1881 when stamps in changed colours and including new values became available. The only exceptions were two covers from Government Departments in 1871.

FRAME 45 **JEREMY MARTIN FRPSL**

**EARLY GOLD COAST**



*The rectangular boxed 'REGISTERED' and circular 'PAID AT CAPE COAST CASTLE' marks were issued to the Colony on 9 October 1871. This 1872 cover, part of the Chalmers correspondence, was pre-paid 6d plus 4d registration. The red 1d accountancy mark was for 1d of the 6d due to the Colony. The 3d is, I believe, that part of the registration fee due to the GPO in London.*

***'Beware and take heed at the Bight of Benin  
Whence few come out though many go in'***

This saying could also apply to the Gold Coast which explains why, except for the Chalmers correspondence, little early mail survives either into or out of the country.

Two very early entires are shown, both dated 1789. The first is from Anamaboe to Topsham in Devon. The second, the earliest known incoming letter, is addressed to Ammaboe (sic) Road.

Next is an 1844 missionary letter from Kumasi. The display continues with a selection of the various date-stamps used. There is a black 'CAPE COAST CASTLE' on an unpaid 1859 cover followed by a red 'PAID' mark used the same year. It is not easy to find these marks used during this period.

Elima was a Dutch possession until 1872 when it was bought by the British. An 1861 cover, written in Dutch at Elima, was routed via Cape Coast Castle, Liverpool and London to Amsterdam.

The display finishes with a single-circle date-stamp in black and a red double-ring 'PAID AT CAPE COAST CASTLE'.

FRAME 46 **PETER CHADWICK FRPSL**

**THE LIVERPOOL TO MANCHESTER RAILWAY**



**Liverpool to Manchester '25 NOV 1840', time code I,  
prepaid by 1d black Plate 7, carried on train No. 6.**

For many years, postal historians were puzzled by a series of red numerals which appeared on some mail from Liverpool to Manchester, from 1833 to 1841. In 1994, Michael Scott Archer provided an explanation in an article published in *Postal History*. The examples in this display form part of the collection on which he based his research.

Letters were datestamped on arrival at the post office in Liverpool. The datestamps were time-coded (letters A to L have been seen). Letters going by train to Manchester were collected into a bundle, and a numeral, indicating the train on which these letters were to travel, was stamped on the top letter in the bundle. Originally (1833) there were only three trains carrying mail. The top letter in the bundle for the second train of the day was stamped with a '2', for the third train '3'. It appears that there was no marking for the bundle to be carried on the first train: an un-numbered bundle was designated for the first train just as clearly as a '3' proclaimed 'third train'.

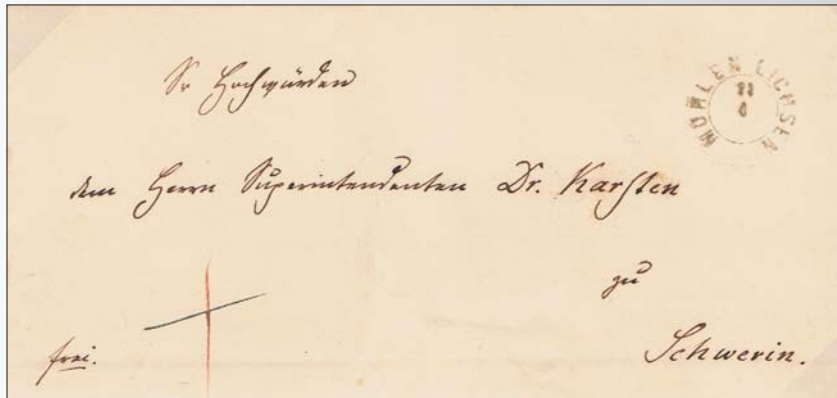
A fourth train was added in 1834, a fifth train in 1837, and a sixth train in 1839. By 1840, six trains a day were carrying mail between Liverpool and Manchester. This marking system was used only for mail from Liverpool to Manchester. The correlation between datestamp code and train number was not precise; but consistently, early time codes correlated with early trains. This will be clear in this exhibit.

The display finishes with two oddities.



FRAME 47 JOHN CAMPBELL FRPSL

**MECKLENBURG-SCHWERIN MAIL  
FROM THE SMALLER SUB-OFFICES**



**1858 Church letter bearing the Muhlen Eichsen cancel of '11/4'.**

Handstamps from the receiving houses in Mecklenburg-Schwerin are considered to be amongst the scarcest postmarks of all of the German States, primarily because of the nature of the receiving offices.

This study illustrates mail taken into a wide variety of receiving houses, some of these were sub-post offices, others were toll gate booths, and then there were facilities to hand mail into the halts on the post coach routes. In the case of Muhlen Eichsen, this office only handled official mail and is therefore considered to be the scarcest mark of all.

Heiligen Damm was only open during the summer months, as it was one of the earliest bathing resorts in Germany. Mail could be handed in at the coaching halts of Ortkrug and Rosenow, and handstamps were used to apply to any such mail; and finally mail could be handed in at the toll booths at Holdorf and Hohen Demzin to await the arrival of the post coach. Finally mention should be made of the straight line Formular cancel of Kleinen which is extremely scarce.

This exhibit seeks to show franked mail from these offices wherever possible, but in some cases such mail does not exist.

FRAME 48 **ALAN J. WOOD FRPSL**

***AFTER THE SIEGE OF PARIS***



**Letter posted in Paris on 13 February 1871 to Brussels.**

After 130 days the defending forces of Paris laid down their arms and the siege was over, but the war continued in the provinces.

With the realisation of the calamity, Gambetta resigned on 6 February. The Franco-German war was one of the greatest disasters that has overtaken a European army. No matter how great the disaster, civilisation required a return to something approaching normality.

On the fall of Paris to the besieging German troops, an armistice convention was signed on 28 January 1871. Article 15 of the convention made provision for a postal service, for unsealed letters, via the Prussian Military Headquarters at Versailles.

The earliest date for this service is 10 February 1871 and prepayment to Versailles at 20c was required with postage due for onward transmission.

Letters are shown for mail sent before the commencement of this service and also for letters via Versailles to England, Belgium, Germany, Spain, Switzerland and the USA. All of the letters bearing the Versailles handstamp are dated from 10 February 1871 to 14 February 1871.

Finally a letter is shown from Strasbourg to Lyon that was diverted to Switzerland to avoid areas controlled by the occupying forces.

FRAME 49 STEVE ELLIS

**FRANCO-PRUSSIAN WAR: FRENCH RED CROSS**



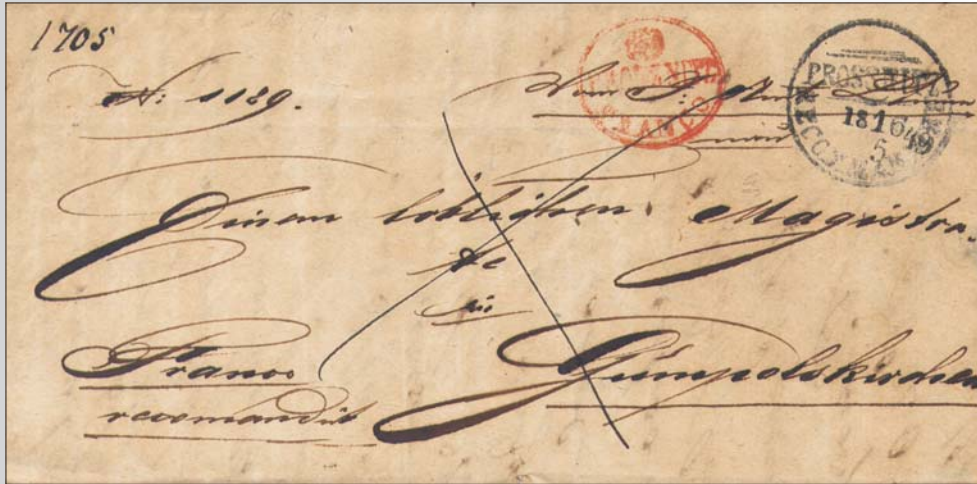
**Pre-printed wrapper for the French Red Cross committee of Lot-et-Garonne. Prepaid by two 1 centime adhesives cancelled at Agen on 27 June 1872.**

The International Committee of the Red Cross was established by virtue of twelve countries signing the 'Convention for the Amelioration of the Condition of the Wounded in Armies in the Field' at Geneva on 22 August 1864. This Geneva Convention covered the care and respect for wounded soldiers regardless of their nationality, together with the principle of neutrality. The first conflict after the establishment of the Red Cross, which put into practice these principles, was the Franco-Prussian war, which commenced in July 1870.

The French Red Cross society SSBM (Société de Secours aux Blessés Militaire) had been cajoled into existence largely by Henri Dunant, one of the founders of the Red Cross, in spring 1864 but by the time of war in 1870 barely ten local committees had been established, in contrast with the Prussian society's two thousand committees. However, within a short period of time the new president of the French Red Cross, the Comte de Flavigny, had overseen the establishment of 330 local committees.

This display examines material from the French SSBM utilised during this conflict, with examples of mail passing through the hands of the Red Cross. This includes cachets, stationery, correspondence and passes of the service personnel, both of the local committees and the ambulance units.

FRAME 50 KEITH BRANDON  
**PRE-STAMP POSTMARKS  
OF PROSSNITZ (PROSTĚJOV)**



*Official mail dated 14 May 1849 to Gumpoldskirchen. Sender has pre-paid the 9 kr postage plus 6 kr registration fee, marked on the back. Hence the cover has been postmarked both PROSSNITZ / FRANCO and PROSSNITZ / RECOMMANDIRT / 16.5.1849, the town's two scarcest postmarks — very rare together on the same cover.*

Prossnitz was one of the chief cities in the Mähren (Moravia) province of the Austrian Empire. Today it is Prostějov, the 25th largest town in the Czech Republic, with a population of some 46,000. Then, as now, Prossnitz was important for its textile industry and its nearby military base. There has been a post office since 1621, and the first use of a postmark is recorded for 1819 by both the Müller and Votoček catalogues.

This display covers the period from the town's first postmark up to the June 1850 introduction of postage stamps in Austria. During this period, seven postmarks were used. All are represented here, together with colour variants and different usages. Highlights of the display are the earliest-known usage of a postmark in Prossnitz (Sheet 2) and a spectacular combination of the town's two rarest postmarks on one cover (Sheet 12).

FRAME 51 TONY EASTGATE FRPSL

**THE PENAL SETTLEMENTS OF NEW CALEDONIA**



**An 1876 letter from Switzerland to a convict in New Caledonia sent via the Minister of State for the Colonies in Paris. This was a cheap service offered to carry mail by sealed bag to convicts overseas; very few are recorded. The cost was 25 cents (Swiss) to Europe whereas the 1879 cover in this exhibit cost 50 cents using the P&O service via Brindisi.**

In 1863 the French Government decided to send convicts out to their Pacific Colony of New Caledonia. Ile Nou and Presqu'île Ducos were chosen for the prisons in the western Bay of Noumea, the capital. After the Commune Rebellion in Paris (1871) many of the survivors were exiled to a new camp opened on Ile des Pins at the southern end of New Caledonia. Many of these were amnestied ten years later. The Recidivists or persistent offenders were then sent to the prison on Ile des Pins. The convicts worked round the island building roads, bridges and the railway and also worked in the nickel mines. Conditions were very harsh and the ultimate sanction was the guillotine.

Letters could be sent once a month to their close relatives or their lawyer. These were mainly unfranked due to lack of funds leaving the addressee to pay the postage due. On offer was a sealed bag service via the Colonial Office in Paris which was cheap but unreliable. Most mail went via the British Paquebots through Sydney (P&O service) and later by the French Messageries Maritimes; the average journey was seven to eight weeks.

In total about 22,000 convicts were sent there, most of whom when released were allowed to settle in the Colony.

FRAME 52 **BRIAN L. ASQUITH**

**ON DRAGONS' WINGS — CHINESE AIR MAILS  
PIONEER AND EXPERIMENTAL FLIGHTS TO 1929**



*This notice was placed in Tientsin Post Offices on the morning of the proposed flight indicating that, if possible, mail will be despatched this afternoon, not tomorrow, not next week, so there was little time for preparation and hence only a small amount of mail.*

Whilst the Chinese Bureau of Posts recognised, earlier than most, the benefits of an aerial postal service and provided funds for this purpose, they were diverted elsewhere by Tsao Kun, the President. Progress, therefore, was not as rapid as it should have been and this exhibit sets out some of the special flights on which mail was carried by authority of the Chinese Post Office before the first regular air services were established from 1929 onwards.

The exhibit notably includes the Handley Page, Peking–Tientsin and return flights of 7 May 1920; flown postcards (one registered); a previously unrecorded Newchang–Moukden cover; de Pinedo's 1925 China–Japan flight; one of the scarce, unofficial, 'Golden Horse' covers carried by Commander Liu; and ends with a cover prepared for the proposed Canton–Yunnanfu route where the aircraft crashed the day before the flight should have taken place.

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