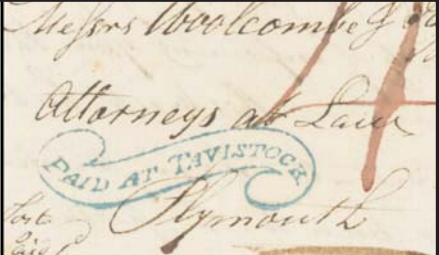# POSTAL HISTORY SOCIETY
75th ANNIVERSARY EXHIBITION
SPRING STAMPEX 2011

POSTAL HISTORY SOCIETY
DEDICATED TO THE STORY OF WRITTEN COMMUNICATIONS
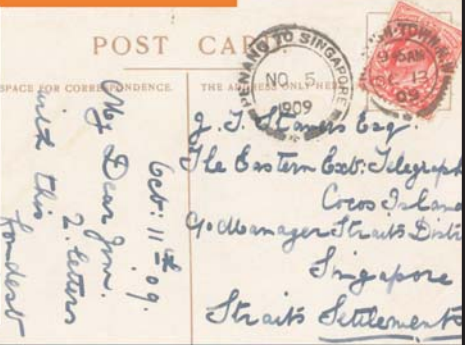
POSTAL HISTORY SOCIETY
75th ANNIVERSARY EXHIBITION
SPRING STAMPEX 2011
23 to 26 February

WELCOME!

IT GIVES ME GREAT PLEASURE to welcome you on behalf of the Postal History Society to our exhibition on the Village Green which celebrates the Society's 75th Anniversary. We invited our members to display highlights from their collections which demonstrate the wide variety of interests catered for within the Society, which is one of the oldest in the world devoted to this aspect of our hobby. You will see material from all the corners of the globe, from many different centuries, and covering a multitude of themes, whether they be the traditional routes and rates, the postmarks applied *en route* or the increasingly popular social themes. Although not a competitive exhibition in the traditional sense, there will be a prize for the display which wins the most votes from our visitors. You are invited to complete one of the voting forms on the Society's table and post it in the box provided and the visitor chosen at random from those who vote for what turns out to be the winning entry will receive a free year's subscription to the Society.

Even if you are unsuccessful with the prize, we hope that you will have found our display sufficiently thought-provoking to encourage you to join the Society. Newcomers to postal history will find that our quarterly journal, our regular meetings and the extensive library all enable you not only to enjoy the company of kindred spirits but also to add to your own knowledge and help others to gain from yours. Postal history does not have to be old, or expensive, to be interesting, and many of our members collect contemporary throw-outs from office wastebins which will form the postal history for future generations. There is no need to wait for an introduction — simply complete the application form which is available from the Society's table and, if you have any queries, just ask one of the members in attendance or write to me at Tumblins, Winterborne Stickland, Dorset DT11 0ED or e-mail me at john@historystore.ltd.uk. But above all, enjoy the exhibition and we look forward to welcoming you in the future.

JOHN SCOTT
President

CONTENTS

FRAMES 1–5 **MICHAEL LOCKTON** FRPSL

EXETER POSTAL HISTORY
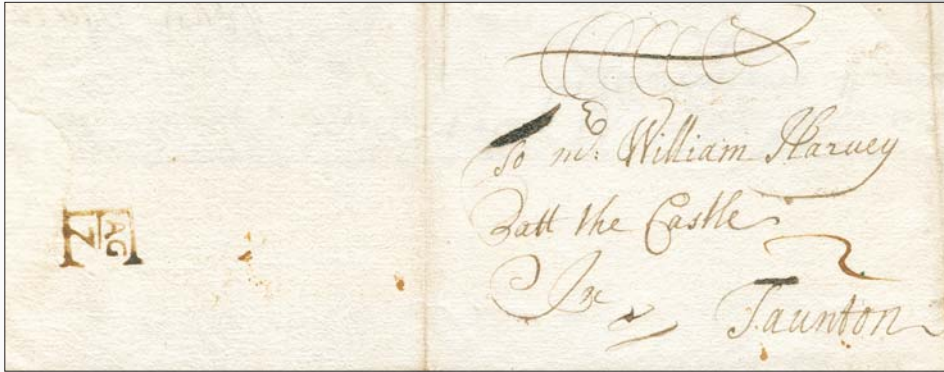
Exeter Cross Post letter dated 'Bideford the 6 of August 1700', sent via Barnstaple, Crediton and Exeter to Taunton. Exeter 'E' postmark dated 7 August applied on the Exeter–Bristol Cross Post.

FROM TUDOR TIMES, the London–Exeter Post Road was the main artery of all communications to the West Country. It carried the mail for onward transmission to Plymouth, Falmouth and the New World. During the reign of Elizabeth, Exeter was the fourth richest provincial city in Britain after Norwich, Bristol and Newcastle, closely followed by York. Although, with the rise in importance of the industrial cities of the Midlands, Yorkshire and Lancashire, the City of Exeter relinquished that pre-eminence, its postal history provides an excellent and important microcosm of the development of British Postal History.

The exhibit displays selected items from an extensive research collection of Devon postal history illustrating the development of postal communications in, out and through Exeter with the associated rates, routes and postal markings.

The display opens with two letters sent from Exeter in February 1573 to the merchant Felipo Corsini in London which are thought to be the earliest recorded from Exeter in private hands. The all-important Cross Post to Bristol, initiated by Joseph Quash in 1698, is illustrated by a dated Exeter 'E' followed by a small 'EXON', reputed to be the first provincial city named postmark.

The display takes the viewer through the introduction of Uniform Penny Post (with two Mulready letter sheets cancelled with the Wessex-type datestamp) to the end of the Victorian era — by which time the Royal Mail coaches had been replaced by the engines of the age of steam.

FRAMES 6–10   **JOHN SUSSEX** RDP, FRPSL

POSTAL HISTORY OF SOUTH WEST AFRICA (NAMIBIA)

A Parcel Card from German South West Africa to Hamburg. Franked 1 mark 30pf.
Cancelled 'AUS WESTAFRIKA UBER HAMBURG' on 22 December 1889.

SHOWING HOW, firstly under German Colonial rule, then under South African control, the Post Office developed and communication improved. The first section shows forerunners, German stamps and stationery used in the Colony. Then provisional and permanent date stamps.

In 1904 the Herero rebelled and the German authorities sent 14,00 troops to put down the rebellion. The troops had free postage home, and Field Postcards with their unit cachets applied: a selection is shown.

In 1914 the First World War broke out and military forces from South Africa invaded from the South and North; within a year they had occupied the whole country. There is quite a lot of postal history for this period. The South Africans established a prisoner of war camp at Aus for soldiers and mail is shown from this camp.

In 1919 by the Treaty of Versailles, South West Africa was handed as a Mandated Territory to the Government of the Union of South Africa. In 1923 overprinted King George V stamps of South Africa were issued for use in the territory.

FRAMES 11–15   **GRAHAM BOOTH**

SPOON CANCELS

An advertising envelope with a pink embossed cachet of 'SYSON NIBBS BIRMINGHAM / THE PEOPLE'S LAMPS', franked with a rose-red 1d, cancelled by a Birmingham Spoon, Type C3, 2nd recut, on 26 February 1858. Put in at Hampstead Road, it was delivered in Reigate the following day.

SPOON CANCELS are double handstamps which were part of an experiment to speed up the mail by eliminating the process of using an obliterator together with a datestamp on the reverse. It was limited to the provinces and involved 28 towns in England, one in Wales and 32 in Ireland. Previous trials had taken place in London and the spoon experiment was part of a combined exercise which involved the issue of sideways duplex cancels to hundreds of other provincial towns. Scotland pursued its own experiment. A variety of designs were used but the common factor is an overlap between the obliterator with its town number and the date stamp, from which the resemblance to a spoon is derived. The final stage of development set the pattern for English cancellations over the next 20 years.

Some towns such as Cheltenham have only a single example; others such as Manchester have more than 30. The experiment began in 1853, but some spoons continued in use until as late as 1878. In Ireland the experiment started later and finished earlier. Dublin had its own unique pattern with the dater in a diamond.

There exists a wide range of adhesives and postal stationery cancelled by a spoon, together with a diversity of domestic rates and a great variety of rates and routes to foreign destinations, which this exhibit illustrates.

FRAMES 16–20 **DAVID GURNEY** FRPSL

THE PARISH POSTS OF
THE CHANNEL ISLANDS IN VICTORIAN TIMES

The Alderney undated double arc handstamp struck beside the QV 1d red-brown which has been cancelled with the Alderney 965 numeral obliterator on 21 October 1848 on this letter to Reading which took five days to reach its destination.

THE GENERAL POST OFFICE established a postal service with the Channel Islands from 1794 and Penny Posts were set up in Guernsey and Jersey with some receiving houses during the 1830s.

The period from 1848 saw more receiving houses opened and the gradual issue of undated double arc handstamps until their withdrawal in 1859. By then town and country sub-post offices were becoming more common and some single circle datestamps were issued, in varying sizes, mostly commensurate with the introduction of new services (such as the Money Orders, Savings Bank, Postal Orders, Telegraphs, Parcel Post and Registration) as the expansion of the posts continued during the 1860s and 1870s onwards.

New sub-post offices were also established on the smaller islands of Alderney in 1848 and Sark in 1857, both under Guernsey. Jersey, being the largest island, saw a greater proportion of new sub-post offices opening as the use of the posts continued to expand.

The display draws on illustrations of some of these small offices and their handstamps from all four islands during this period and also shows examples of registered letters and Parcel Post labels used from the respective offices. The sub-postmasters and sub-postmistresses were mainly shop owners too and the postal business was usually conducted from a corner in their premises. The country offices were ideal meeting places where local people would assemble and await the eventual arrival of the posts from the mail ship and the news their letters and newspapers brought.

FRAMES 21–25   **RICHARD WHEATLEY** *FRPSL*

NETHERLANDS EAST INDIES: MAIL DURING WORD WAR ONE

1917 Java to England mixed country franking. Indies 12½ cent stamp for UPU letter rate tied by purple oval cachet: BRITISH CONSULATE-GENERAL BATAVIA 17 NOV 17 per diplomatic bag to Singapore where the 10 cent Straits Settlements stamp was added 19 NO 17 for registration. On reverse Liverpool 11 JA 18.

THE FIRST FOUR FRAMES show that during those turbulent years mail to and from the Indies went by whatever route was available. Further delays were caused by mail being subjected to censorship by the Germans and the Allies. The last frame deals with the consequences of the war upon the Indies.

The regular route was via the Suez Canal and the Mediterranean. However, commercial shipping was banned from the canal for long periods and a further hazard was the marauding German U-boats. For a time the old route via the Cape of Good Hope was tried, but coal was in short supply so the Dutch steamers were not welcome.

Eventually mail went across the Pacific Ocean; either to San Francisco for onward transmission to Europe, or by Dutch boats through the Panama Canal which had been opened in August 1914.

There are four consequences of the war with a postal connection. In 1915 three Indies postage stamps had a hefty surcharge applied for Red Cross funds and a postal stationery card had a 100% surcharge! Supplies of new postmarks from the Royal Mint at Utrecht were stopped, so in 1917 a distinctive c.d.s. was produced locally. Four values of postage stamps were surcharged at Weltevreden in 1917/18. And, in 1918, the Indies postal authorities took advantage of the war situation and produced a postal stationery card — the first postal item to be actually printed in the Indies.

FRAMES 26–30   **JOHN YEOMANS** *FRPSL*

FRENCH INDIA: THE HISTORY AND DEVELOPMENT OF THE POSTAL SERVICE IN THE PERIOD 1693–1900

Cover dated September 13 1875 from the small settlement of Mahé. Tariff of 1872 franked 80c for a weight of up to 10g for mail carried by a British Packet via Marseille. Carried to Bombay to connect with the P&O steamer Mongolia *departing 17 September to Suez to arrive 1 October, then Alexandria 2 October, Marseille 11 October, and Macon arrival 12 October 1875.*

THE FRENCH were the last of the European powers to compete for commercial opportunities in India and the French East India Company was formed in 1649. In 1673 rights were granted to build a factory in Chandernagor in Bengal and another in Pondichery on the Coromandel Coast. The French were in conflict with the Dutch and the British but after 1720 the Company prospered and in 1723 occupied Yanaon on the Andhra Coast, in 1725 Mahé on the Malabar Coast and in 1739 Karikal, south of Pondichery. Britain ceded the five settlements to France under the terms of the Treaty of Paris in 1814. The first French Post Office opened at Chandernagor in 1781; and the British in 1784. These were followed by Pondichery in 1787, Karikal in 1794, Mahé in 1795 and Yanaon in 1876.

The display illustrates the development of the service from the period of the Dutch occupation of Pondichery in 1693 to the entry into the UPU in 1876 and later. Examples are shown of mail carried and rates charged in the 18th century for carriage by the French East India Company vessels via the Cape route to the late 19th century steamers of the P&O and Messageries Maritimes Companies to and from the Far East and India by the overland route.

FRAMES 31–35 **PATRICK FROST**

GREAT BRITAIN
POSTAGE DUE MAIL FROM 1840

A single ½d stamp, posted from Sydenham to Beckenham, addressed on the reverse.
Disallowed at the ½d printed matter rate, endorsed 'contrary to regulations' with
'1d/D.13' charge mark applied at Beckenham.

FROM 10 JANUARY 1840, when Penny Postage was introduced in the UK, unpaid and underpaid mail was charged twice the deficiency. This display shows some aspects of postage due mail from this date, including charge marks, explanatory handstamps, postcards or printed matter charged as letters, and postage due charges on registered mail, parcel post, parliamentary proceedings, jury summons, notices of objection, telegrams, newspapers, book post, express mail and railway letters. Also charge errors and altered charges, redirected mail, undelivered printed matter, charge mail detained in transit or returned to sender, late fee charges including TPOs, maritime mail, forces mail, invalid stamps, diplomatic mail, 'charged for error' letters sent to Post Office employees, single rate charge concessions (including Pitcairn Island and Tristan da Cunha mail), and the use of postage due stamps from 1914, with first day covers and bisects.

FRAMES 36–40 **JOHN SCOTT** *FRPSL*

THE DEVELOPMENT
OF DECORATIVE STATIONERY

H. M. S. Rodney
in a Gale of Wind

HMS Rodney depicted on a letter written by a sailor to his mother from Bashika Bay in July 1853 where the Mediterranean Fleet was gathered in anticipation of the Crimean War.

IN THE DAYS before photography, let alone e-mails, the well-heeled traveller — whether for pleasure, as on the Grand Tour of European cities, on business, perhaps as a commercial representative, or serving with the armed forces — had the option from the late 1830s of writing their letters home on stationery depicting the business that they worked for, the place that they were visiting or the vessel in which they were serving in the case of the Royal Navy. At the start of the 19th century however letter paper had been embellished with stencilled, printed or embossed images usually either for purely decorative purposes or with an underlying political agenda. The idea of using a topographical image stemmed from the continental habit of using visiting cards bearing views of classical ruins. By the 1840s the advent of cheap postage and the growth of tourism by the urban middle class led to an explosion in the sale of souvenirs of all kinds with stationery depicting seaside resorts, museums, notable events and achievements as well as comic scenes and images such as costumes which were purely decorative. Consequently most examples either have not survived the ravages of time or were mutilated for the ubiquitous Victorian scrap album. By the 1900s the postcard was all the rage and the age of decorative stationery had been superseded by the need for information — the telephone number and the postal district being two obvious examples — and such die-stamped letter paper remained the prerogative of the upper echelons of society until the present day.

FRAMES 41–45   **GRAHAM MARK**

BRITISH CENSORSHIP
OF CIVIL MAILS IN WWI 1914–1919

An unusual example of British censorship. From St Merryn, Cornwall, 31 May 1916, to a Belgian refugee in the Netherlands. Six censors' labels: two in red ink (Type 21) initialled 'BB', two in black ink (Type 4) numbered 264, and two in green ink (Type 22) numbered 14.

PLANS WERE MADE pre-war for censoring mails but they were woefully inadequate so the system got off to a slow start and only gradually extended its coverage. The first neutral countries' mail was not examined until late August 1914, transit mails in mid-1915 and American mails from late 1915. By the end of 1914 the staff had grown to 230 and by December 1916 to 4,000. In November 1918, while the establishment was nearly 5,700, the actual staff strength was 13·5% short, which resulted in some delays in the work. About 75% of the staff were women.

The London censors handled almost all mail subject to censorship until late 1915. From then, the Liverpool office dealt with trans-Atlantic and West African mails. London continued to handle all other terminal mails, transit mails and most of the POW mail.

The display shows the labels and handstamps used and a selection of the slips placed in covers by the censors to inform the sender, or the addressee, about the rules for correspondence. These are followed by aspects of the wartime postal services as affected by the rules of censorship, including 'express censorship', duplicate letters, shipping documents, philatelic mail, internee and POW mail. Some censorship of inland mail, often prompted by Admiralty concerns, are shown. Correspondence with enemy countries, other than to or from POWs, was permitted through a small number of authorised intermediaries, the best known of which was the Thomas Cook organisation.

FRAMES 46–50   **TONY STANFORD** FRPSL

BRITISH LEVANT

Commercial cover to Belgium using Armed Forces registration envelope with 2d registration charge embossed stamp and bearing 2½d blue KGV definitive and provisional registration etiquette, all cancelled with APO-SX3 handstamp dated 24 April 1919. The cover has the red 'CENSORED BY MILITARY AUTHORITY' handstamp with Code 3.

THE TERM 'British Levant' refers to the British Post Offices opened along the Ottoman seaboard during the second half of the 19th century to provide a reliable mail service for British administrators and merchants.

The Constantinople Post Office was originally established in June 1854 for the British Army in the Crimea. It was closed in 1856 after the troops were evacuated but was re-opened for civilian use in July 1857. Subsequently offices were opened in Smyrna (1872), Beyrout (1873), Stamboul (1884) and Salonica (1900). Initially unoverprinted GB stamps were used until August 1885 when inflation of the Turkish piastre caused the most frequently used values to be surcharged. From 1905 GB stamps were also overprinted 'LEVANT' for use on postcards and parcels. With the outbreak of WWI the British and other foreign offices were closed in September 1914.

Following the Armistice, the Constantinople and Smyrna offices were re-opened for civilian use in early 1919, initially controlled by the British Army postal service. The Smyrna office was destroyed by the fire that consumed the city following its recapture by the Turks in September 1922 and the Constantinople office was finally closed in September 1923.

This display shows mail going in and out of these offices throughout the time they were open, particularly illustrating the various usages of the surcharged and overprinted stamps and postal stationery provided for the British Levant.

FRAMES 51–55 *JAMES GRIMWOOD-TAYLOR* FRPSL

THE POSTAL HISTORY OF BRITAIN'S SMALL OFFSHORE ISLANDS, 1660–1900

12 May 1855 cover from 'JURA' island (Hebrides) to USA with fine Embossed 1s (not available on the island so Jura PO endorsed it 'Paid 1/-' — in cash — partly beneath the stamp) applied in transit at Jura's head post office at Lochgilphead (as per 1851 Post Office regulations) and cancelled '232' there.

THESE 80 chronologically-arranged pages comprise the early frames from my international gold medal exhibit of my 'fun collection' of the postal history of more than 50 of the smaller islands around Britain's coasts (in Scotland, Ireland and England). The emphasis is on the earliest known items to/from particular islands (e.g. 1660 Isle of Man, 1665 Shetlands, 1686 Orkneys and 1784 Outer Hebrides). There are also very early postal marks from many islands, unusual postal rates (including the Shetlands 1797 1d soldier's concession rate and 1805 '16/-' rate with unique red 'LERWICK'; plus the 1813 Isle of Skye Scottish additional ½d mail tax FDC, etc.), rare Ship Letters (unique 'ANSTRUTHER' and two-ring 'TOBERMORY'), and the Kirkwall (Orkneys) 4d Post Handstruck '4'.

There is even a selection of early mail from the tiny and remote Irish islands (Inishbofin, Aranmore, Little, etc.). There follows a good range of QV stamped covers with 1d blacks/1840 2d blue and Mulready ex Orkneys/Shetlands/Jersey (the latter with 'early' black Maltese Crosses), 1840s Lighthouse Keepers' wax seals, 1854 Sanday (Orkneys) Maltese Cross on a perforated 1d red, island covers to overseas destinations with embossed or surface printed issues, rare village markings such as the famous 'Scots Local' cancellations on 1d red covers, the earliest known postmarks of Tresco (1892) and Lundy (1897, registered), 1887 Iona 'PARCELS POST' label, a group of 'crazy' Reginald Bray items (addressed to Staffa, Eddystone, etc.; or thrown into the sea in a tin!), hand-painted covers, and much more.

FRAMES 56–60 **NORMAN HIGSON**

POSTAGE PAID IMPRESSIONS (PPI)
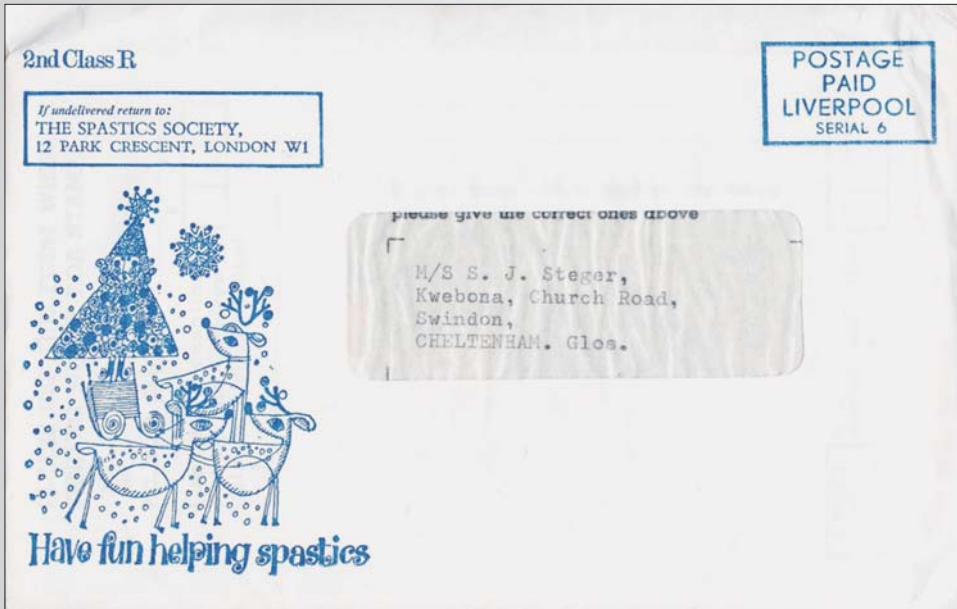
An early use of Postage Paid facility.

IT WAS NOT until 1966 that the British Post Office 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 organisations as the gas and 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 the 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!

FRAMES 61–65   **JOHN DAHL** FRPSL

AZORES: INTERNAL & FOREIGN POSTAL RATES 1910 to 1940

April 1919 registered envelope from the smallest and most westerly island of CORVO (in the district of Horta), to New Bedford, Massachusetts, USA. 13½ centavos foreign letter rate up to 20 grams: 7½c postage plus 6c registration fee.

A STUDY of the internal and foreign postal rates used for mail carried by ship from the Azores during the first 30 years of the Portuguese Republic. These are illustrated on mail with single and multiple frankings, including many from the smaller islands and village post offices.

The Azores postal administration has always been an integral part of the Portuguese mainland. The same internal postal rates applied on and between the different Islands, as between the islands and mainland Portugal. After the Republic was declared in 1910 the reis currency was used for two years until the introduction of escudos and centavos in 1912. The Ceres stamps issued for mainland Portugal were overprinted AÇORES to avoid profiteering from buying stamps in the islands and using them in mainland Portugal where the value of the escudo was higher than in the islands. The exhibit covers the period until around 1940 when mail was carried by ship. After this the airmail services were introduced. Tables show the basic INTERNAL and FOREIGN rates for letters, postcards, printed matter and the registration fees, together with the period in years and months for which they applied, and the reasons for change.

INTERNAL postal rates were set and changed from time to time by the Portuguese Government, in conjunction with the Director of Posts, to reflect the cost of providing and administering the service.

FOREIGN postal rates were set internationally in gold francs by the Universal Postal Union, of which Portugal had been a member since 1885, and as determined by the exchange rate of the Portuguese escudo to the gold franc.

FRAMES 66–70   **MAURICE PORTER**

KENT SHIP LETTERS

Letter written on 8 January 1796 by James Crichton, Chief Surgeon of the East India Company, at their Canton factory to his mother. He mentions he had received no news from England for over two years. Landed at Dover from the Swedish Indiaman Sophia Magdelena *on 20 June 1896.*

MY DISPLAY uses the numbering system adopted by the late Alan W. Robertson MBE in his definitive work *A History of the Ship Letters of the British Isles*. It is arranged by ship letter types and not by port. These mails were carried by private ships and not by the packet letter service.

Most ports are represented including disinfected mail at Stangate Creek where they were forwarded to Queenborough or Rochester.

FRAMES 71–75 **ROBERT JOHNSON** *FRPSL*

SERVICE SUSPENDED

This cover, posted in Mexico in January 1951, had to be routed via the USA to get to China. The Korean War was in full swing and US relations with Red China were very difficult. There was a general prohibition against sending any valuables by any means to China (from 6 December 1950 announced by the US Department of Commerce). This meant that the registered service for letters had to be suspended in case those letters contained articles of value. Mexico could theoretically have tried to find a different route for its mail to China but there is no indication that this letter was reposted.

THE PURPOSE of this exhibit is to remind people how many conflicts there have been since WWII ended in 1945. Conflict includes war, revolution, civil conflict and political aggression where those events have affected the delivery of a letter. The exhibit starts with events in war-destroyed Europe, communist views of fascism, the expulsion of the Dutch from the East Indies, problems in Manchuria and Palestine, the black-listing of Israel by Arab countries, the revolution in China, events in Hungary and in French Indo-China, all in either the 1940s or '50s. The 1960s brought problems in the Congo and Lebanon as well as in India and Pakistan, and in Rhodesia and Anguilla. Postal wars between the Soviet Bloc and West Germany caused problems as did the continuing conflicts in Vietnam and East Timor and Iran in the 1970s. Noteworthy in the '70s is the suspension of postal communications by Australia and New Zealand with France because of French atomic bomb tests in the Pacific. The 1980s brought problems in Chad, the Falkland Islands, Guatemala and Peru. The 1990s and events after 2000, particularly in Africa, Kuwait and Iraq, saw continual disruptions in the postal service. And so it goes on with Somalia today. The Royal Mail website contains regular information about countries with whom there are postal communication difficulties so this postal history is a continuing story.

FRAMES 76–80 **DENIS VANDERVELDE**

THE DISINFECTION OF MAIL WORLDWIDE 1660s TO THE 1920s

Triple disinfection: Milan, Roveredo, (Tyrol) and Bolzano, January 1805.

Widespread alarm at yellow fever in Mediterranean ports 1804–05 caused multiple treatments: Livorno to Bolzano, disinfected externally at Milan ('SANITÀ'). At Roveredo, opened for fumigation: closed with wax seal and endorsed as 'Clean outside and inside'. Nevertheless, at Bolzano, slit with chisels through the Roveredo seals for a third fumigation.

DISINFECTION OF MAIL is identifiable from the 1660s: resealing with wax from the 1730s. Other letters, not opened, were endorsed as *'Clean outside, Dirty inside'*. Austria introduced such handstamps in the 1780s. British ports treated letters almost randomly and without endorsement. Most states now disinfected mail from plague areas and sometimes for yellow fever: there was panic even in Switzerland after cases appeared in Mediterranean ports in 1804–5.

In 1831, cholera attacked Europe and the Levant through Russia, and fumigation was almost universal for a decade. Measures persisted in eastern Europe increasingly against plague. Both cholera and plague were carried to the Americas, resulting in disinfection cachets.

After cholera was shown to be waterborne in 1884, mail was mostly treated for smallpox (sensibly), or for plague, typhus and leprosy, quite uselessly. The ultimate idiocy was when foot-and-mouth disease in cattle caused Bern canton police to spray mail in the 1920s.

FRAMES 81–85   *CLAIRE SCOTT FRPSL*

DEATH BY POST

Weekly Bills of Mortality compiled in London were the first attempt to quantify death;
over 40 causes of death were listed in this edition of the Stamford Mercury *in 1729, ranging*
from 'Suddenly' and 'Griping in the Guts' to death by excessive gin drinking.

IN PAST CENTURIES premature death was a much more common occurrence than it is today, and the reasons for it were consequently more varied, ranging from disease to murder and everything in between. The black-bordered envelope and the use of black wax were the classic signs that a family was in mourning for a lost relative when writing a letter. Court mourning for a member of the Royal Family was a cause for public grief expressed in the production of stationery in the traditional colours of black or purple. Since the loss of life was so frequent, it is often the subject of correspondence, and this display seeks to illustrate the way in which the post was used to convey news about death from whatever cause. Your presence at a funeral was also requested traditionally by post and all the arrangements for such an event were manifested through the postal service. In later years spoof death notices were employed also for political or propaganda purposes while the ultimate form of death that has a direct relationship with the title is the letter bomb, here shown in an unexploded version now made safe by the removal of the gunpowder.

FRAMES 86–90 **PAT CAMPBELL** *FRPSL*

POSTED IN ADVANCE FOR CHRISTMAS DAY

Trial strike, 1902, from the Surveyor's Office, Manchester.
Similar design used for the 1902 commercial trial at Rochdale.

BETWEEN 1902 AND 1909 an experiment was carried out through a number of different post offices in Great Britain in an attempt to reduce the pressure placed on the service over the Christmas period. The essence of the scheme was to persuade the public to hand their Christmas cards and letters into designated main offices around the 17 to 22 December, which would allow for their early sorting. A special cachet was used to confirm acceptance by the sender that, by the very nature of the scheme, there would be a delay in delivering the item. Against this the Post Office promoted the idea that it would be a real bonus for the senders' loved ones to be guaranteed receipt on Christmas Day.

The scheme originated in the Surveyor's Office, Manchester and continued with the commercial trial in 1902 at Rochdale.

FRAMES 91–95 **RICHARD STOCK** FRPSL

SUDAN: THE DEVELOPMENT OF POSTAL COMMUNICATIONS

INTERRUPTED MAIL TO MAJ.-GEN. GORDON BESIEGED IN KHARTOUM
Mourning cover datestamped 'BEDALE SP 29 84' to Maj.-Gen. Gordon CB, Khartoum, Egypt
from Maj.-Gen. Sir John Clayton Cowell KCB, Master of the Royal Household. The cover was
endorsed 'communications avec le Soudan interrompres' and returned to the sender at
Clifton Castle, Bedale.

THE DISPLAY features the influence of historical and political events on the development of postal communications in the Sudan during the late 19th and early 20th centuries. The first post offices opened at Suakin and Massawa in 1867. Before that date mail was carried privately. Later, other territorial offices of the Egyptian post office opened at Berber, Dongola, Kassala, Khartoum and Wadi Halfa.

Early mail features items to and from merchants, administrators and explorers including James Grant, Carl Giegler and General Gordon. Disinfected mail, the use of Egyptian adhesives, Interpostal seals, consular mail, intaglio cancellations, and proposals for a future postal system in the Sudan are shown.

During the campaigns of the 1880s and 1890s mail services expanded to cater for contingents from Britain, Egypt, Australia, Canada and India. Examples of paid and unpaid officer's and soldier's rate covers from each campaign are shown. Some include letters which contain references to postal services. Further letters, signed by Kitchener and Haig, include accounts of military operations.

The number of post offices increased following the establishment of the Sudan Postal Service. Covers from the scarcer offices are shown, also the unique letter signed by Kitchener ordering postage stamps for the Sudan. The further development of mail services is illustrated by the routing of items from the Lado Enclave and the Uganda border via southern Sudan and the use of travelling post offices by river and rail.

FRAMES 96–100 **JOHN FORBES-NIXON**

GREAT BRITAIN QUEEN VICTORIA: THE UNUSUAL

A fish-shaped envelope used locally at Taunton, sent to a lady in February 1843.
Fishy, but perhaps an unromantic Valentine?

THIS DISPLAY explores the social history and stories behind the postal history, together with certain grouped themes. Some items, as in Frames 2, 3 and 4, may be unrelated to each other but stand on their own.

FRAME 1: Mainly 1840 entires with individual stories, endeavours to defraud the post (some of which succeeded and some detected), an enquiry re an Australian convict, a letter with 50 failed attempts to deliver it, an adhesive used to seal the letter, cut down adhesives, etc.

FRAME 2: A wide-ranging variety of subjects. Gladstone and Queen Victoria disliking each other, an irate Falmouth postal clerk cancelling a Bristol Maltese Cross, a decorative Lady's Envelope, twelve penny stamps on entire from Iona, counterfeit coin disallowed for postage, a threatening coffee house letter, a dissolute crofter postmaster from Isle of Harris, an envelope from the House of Commons franked with an Archer adhesive from Gladstone to Disraeli, comments on sea bathing, comparative sizes of TOO LATE stamps, a couple of Bray's attempts to drive the Post Office mad, a letter complaining about the quality of leeches sent, an uplifted 2d rated letter with an 1840 penny and UPP stamp.

Frames 3 and 4 show equally diverse subjects including a surcharged Queen Victoria envelope, an 1845 Irish Famine entire, reference to the provision of the letter box, Armed Daily Horse Post, window tax, an 1665 letter to Samuel Pepys, an 1884 label tag from Isles of Scilly for flowers, a letter from Fry's advising the Tasmanian merchant to sell his chocolate, an SS *Great Britain* letter returning from taking troops to the Indian Mutiny, to a postcard with an 1870 ½d adhesive used on the last valid date with a poem, etc.

Frame 5: 2½d Rosy mauve, GPU. Showing the introduction of this major postal reform which commenced with the first participating countries, including Great Britain, joining on 1 July 1875 endeavouring to achieve uniform postal services throughout the world.

FRAMES 101–105 **STEVE ELLIS**

MARSEILLE: THE MEDITERRANEAN MAILS

*Prepaid entire letter from Marseille to Messine, May 1872 with 40c adhesive with blue anchor cancellation applied on the ship. Carried on Messageries Imperiales **Scamandre** operating the contract paquebot service to Constantinople with 'LIGNE U / PAQ. FR. No. 1' cancellation.*

THE SOUTHERN FRENCH PORT of Marseille came to be one of the foremost centres of the Mediterranean with a significant maritime activity. This display traces the development of the various shipping services carrying mail to and from Marseille, but only within the Mediterranean, up to the end of the nineteenth century.

The display firstly examines the early postal markings associated with Marseille's maritime mail, from the seventeenth century onwards. These are generally known as 'precursors'. Then from 1837 there began the operation of a network of regular paquebot services (or 'lignes'), initially with vessels of the state, serving Malta, the Levant, Egypt, Syria, Italy and Corsica. From 1850/51 the services were provided by companies such as Messageries Nationales, Valery, Bazin, Fraissinet, CGT, etc., under contract to the French postal administration. From 1866 the various lines were identified by letters and a cancellation containing an anchor, applied on board ship.

Often overlooked, but nevertheless important especially in serving the coast of Italy, were the non-contract commercial services ('bateaux' or 'vapeurs du commerce') operated by a number of French and Italian companies. Each is considered; together with their agents, the associated cachets and entry marks.

The display briefly examines the services and the companies operating them, from Marseille to north Africa. There is also consideration of the routes to Nice, Corsica and Spain, together with the English services to Egypt.

FRAMES 106–110   **RICHARD WHEATLEY** FRPSL

NETHERLANDS EAST INDIES: 1789 TO 1877

Entire from Amsterdam 19 December 1845 to Samarang, Java. As postage was expensive, very thin writing paper was used and the message showed through. With all the other marks, it was difficult to see the amount of postage that was to be collected, so these postage due labels were introduced.

THE DISPLAY is in three parts: Inland mail, Mail to the Indies, and Mail to Europe.

Inland mail   Postal matters were controlled in turn by a private Dutch company, a representative of Napoleon, and the British East India Company — eventually the country became a colony of the Netherlands. The Vereenigde Oost Indische Compagnie (United East Indies Company) — VOC for short — commenced in 1789 to charge for mail carried on its ships and within the Indies. For this purpose distinctive circular marks were made incorporating the initials VOC. In 1808 the French took over and in time distinctive and scarce LN postmarks appeared followed by the unique N mark.

A British naval force took Java in 1811 and on display is the only entire letter written by a British soldier from the campaign. Raffles was installed as the Lieutenant-General and very shortly after large circular Java Post Office handstamps appeared. In 1814 Java was handed back to the Dutch, but it was another two years before they took command and gradually new marks were issued.

Mail to the Indies   Here we see letters carried on the overland mail and the first postage due labels in the world.

Mail to Europe   On show are more items sent via forwarding agents and the speeding up of communications with Europe. In 1877 the NEI joined the General Postal Union and rates were harmonised between member countries.

FRAMES 111–115   **GERALD MARRINER** FRPSL

THE GERMAN OCCUPATION
OF THE CHANNEL ISLANDS

*Specially printed adhesives were used in the Channel Islands during the German Occupation.
This illustration shows an example of a scarce 1942 registered letter from a hotel in Sark to
Guernsey. The registered letter rate was 5½d, which included 3d registration fee.*

THE CHANNEL ISLANDS were occupied by German forces on 1 July 1940. There was no mail service between the Islands and England from that date until Liberation in May 1945. Two different postal services operated during this periods:

1. The local Islands mail service for mail sent within or between the Channel Islands.

2. The German feldpost service for mail to any German occupied territory or neutral country.

This exhibit shows mail from both these services. British stamps and postal stationery remained valid for postage on local Island mail throughout the Occupation. However, fresh supplies of stamps could not be obtained from England during this period. Stamps had to be printed locally in Guernsey and Jersey. Local mail can be found with British stamps, locally-printed stamps or a combination of both. Normally inter-Island mail was sent direct but occasionally was diverted to Paris where letters were censored. When stocks of stamps were temporarily exhausted, circular PAID handstamps were used. Envelopes were often re-used to save paper. Underpaid mail was still surcharged during this period. Examples of surcharged mail are included in this exhibit.

There was one German feldpost office in Guernsey and one in Jersey. Mail sent from these offices used German stamps cancelled with standard circular feldpost handstamps which gave no indication of country of origin. Mail is shown both from and into the Channel Islands. Many of these covers show censor handstamps.

FRAMES 116–120 **HANS SMITH** FRPSL

THE AUSTRIAN POSTS IN THE LEVANT

The Lloyd shipping agency at Port Said was opened in 1869 anticipating the new Lloyd line to India, but closed three years later in the face of opposition from vested interests. Entire letter dated 4 April 1870 to Syra, Greece, arriving 10 April. As Austria had no appropriate postal treaty with Greece, it was charged 20 lepta postage due on arrival.

UNLIKE other major powers before World War I, Austria did not attempt to pursue a policy of colonisation but, instead, expanded its commercial influence throughout the Eastern Mediterranean, partly by opening consular post offices in the 1740–1850 period and, from the 1830s, through a dense network of shipping agencies formed by the navigation companies — the 'Austrian Lloyd', based in Trieste, and the 'Danube', based in Vienna. Each was given consular status by the Austrian government and had full postal powers, handling the mails and issuing postage stamps — specific issues for the Levant offices. Initially, the 'Lloyd' (from the 1830s) 'postmarked' the mails with its oval agency seals and continued to do so on post carried for its customers from 'Levant port to Levant port', as well as discharging traditional post office functions. By the 1850s, Austria had over 120 post offices in the Levant.

The display covers the whole spectrum of the Levant offices. It is divided into main areas of importance: (1) Forerunners and Constantinople (2) The early Consular offices (3) the Ionian and Eastern Mediterranean (4) the Mediterranean islands, and (5) The Black Sea and Danube.

The last Austrian post office in the Levant (Santi Quaranta) closed in October 1915.

FRAMES 121–125   **MALCOLM RAY-SMITH**

EARLY BRITISH LETTERS
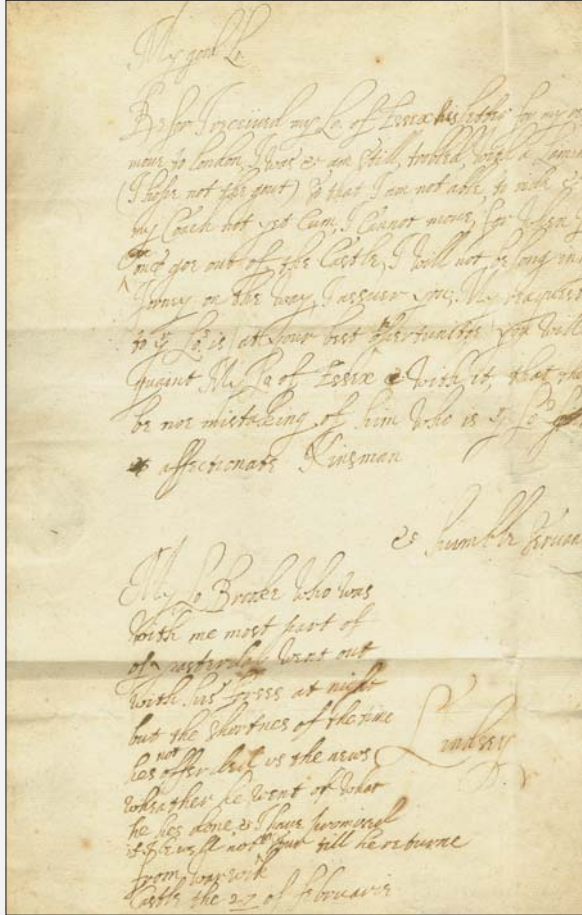
POW 'thank you' letter dated 27 February 1643 written at Warwick Castle by
Bertie Montague, the 2nd Earl Lindsey (a Royalist prisoner) to his cousin
The Earl of Manchester (a Parliamentary leader).

OUTLINE OF DISPLAY:

Frame 1 shows letters to and from London before 1599.
Frame 2 covers letters in the reign of Charles I and during the Commonwealth and Protectorate.
Frame 3 has letters from the Restoration until late in the seventeenth century.
Frame 4 shows early provincial marks.
Frame 5 has cross and bye post items until 1765.

FRAMES 126–130   **ALAN WOOD** FRPSL

FRANCE:
THE ITALIAN CONNECTION 1792–1815

**A letter of 18 February 1813 sent from Rome and
received in Bologna on 24 February.**

ON 27 NOVEMBER 1792 the Duchy of Savoy was annexed to become the French Departement No. 84 and on 31 January 1793 the County of Nice became Departement No. 85. In May 1796 French troops occupied the Austrian Duchy of Milan which became the Lombard Republic. In December 1796 the Cispadane Republic was formed from Modena, Reggio and the Papal Legations of Ferrari and Bologna together with Mantua, Romagna, the Valtellina and Western Venetia. In June 1797 the Republic of Genoa was reconstituted as the Ligurian Republic and the Lombard Republic combined with the Cispadane Republic and was renamed the Cisalpine Republic. In 1798 the Roman Republic was formed. By January 1799 Naples and district had become the Parthenopean Republic.

In the first decade of the nineteenth century Napoleon extensively expanded his Empire in Italy. In 1801 the Cisalpine Republic became the Republic of Italy. On 11 September 1802 Piedmont was annexed to form Departements Nos 104-109. The Republic of Italy became the Kingdom of Italy and the Ligurian Republic was annexed to become Departements 87, 108 and 110. Parma and Tuscany provided Departements 111–114 in 1808 and in the following year the Papal States and Rome were annexed to become Departements 116 and 117.

On 11 April 1814 the Treaty of Fontainbleau granted Napoleon Elba and Marie Louise the Duchy of Parma. On 20 November 1815 the second Treaty of Paris largely restored the frontiers to those of 1790.

FRAMES 131–135 **BRIAN TROTTER** RDP, FRPSL

ASPECTS OF
BRITISH BORNEO

A 1907 North Borneo cover from Sandakan to Hanoi in French Indo China, with a 'Paquebot' marking with the stamps cancelled in Victoria, Hong Kong, and, being too late to be forwarded from the post office, charged a late fee for posting on board ship prior to departure.

THE EXHIBIT shows some aspects of the postal history of British Borneo prior to the Japanese occupation in January 1942. British Borneo is considered to incorporate Labuan, North Borneo and Sarawak. The exhibit shows the development of mail routes from different parts of British Borneo and some of the changing postal rates during the period. Since this is not a competitive exhibit, some related illustrations are also shown to add to the story.

FRAMES 136–140   **JEREMY MARTIN** *FRPSL*

MILITARY MAIL
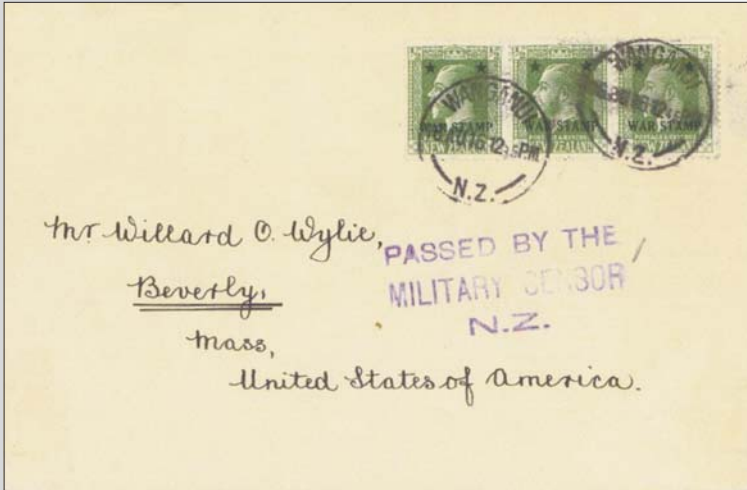
First World War censored cover, 1916 from New Zealand.

THESE SHEETS are taken from a general collection about conflicts, censorship and the aftermath of war.

Frame 1: Items from the First World War.
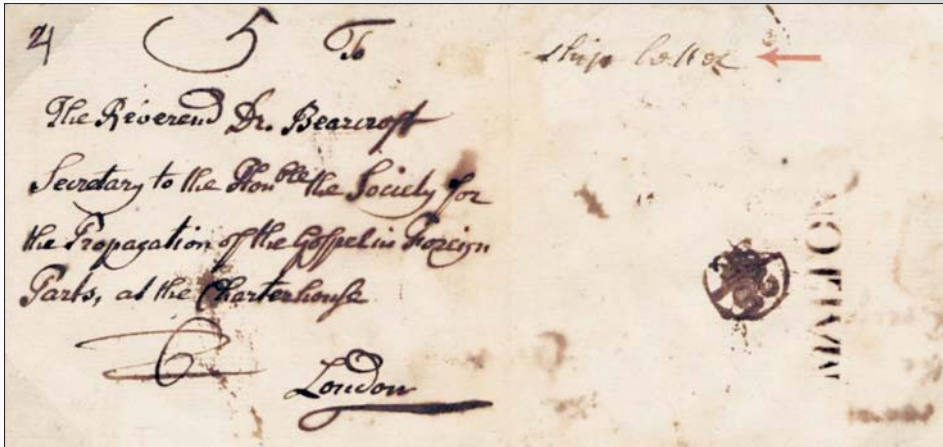
Frame 2: Censored covers from the First World War.

Frame 3: Shows how the Belgian Post Office dealt with the effects of the First World War.

Frame 4: Items from the Second World War.

Frame 5: Prisoners-of-War in Second World War.

FRAMES 141–145 **JOHN SUSSEX** RDP, FRPSL

MALTON: A YORKSHIRE MARKET TOWN AND ITS CONNECTION WITH THE POST 1720 TO 1936

MALTON SHIP LETTER
The place of origin is not known but probably North America sent prior to 1765. The letter arrived by sailing ship on the east coast of Yorkshire. Malton was the nearest post town. The town handstamp 'MALTON' (35 mm x 6 mm Type 4) was applied and the words 'Ship Letter' added in manuscript.

MALTON is a North Yorkshire market town on the banks of the river Derwent, and is typical of the towns which the industrial revolution passed by. There are many hundreds of towns like this all over England, and this study could have been done for any of them.

The town of Malton comprises Old Malton, New Malton and Norton.

The purpose of this exhibit is to show how the Post Office, from the early 18th century to the death of King George V, influenced the development of Malton. This is illustrated by contemporary engravings, bill headings, banknotes, cheques, newspapers, and picture postcards.

Transport played a major part in the expansion of Malton. Dredging the river allowed shipping to sail from the Humber estuary to Malton. The coming of the railway was probably the most important event in this period, linking Malton by rail to the rest of the country.

Social life did not change much, the Church played a large part in people's lives, and the gentry had an influence during this period that they do not have today.

FRAMES 146–150 **FRANCIS KIDDLE** FRPSL

THE POSTAL HISTORY OF KUWAIT

Earliest recorded cover cancelled by 'KOWEIT' canceller. A green 'ON ACTIVE SERVICE' envelope, registered at 4 annas rate, from J. G. Fairlie and addressed to his wife in the Isle of Wight. Transit: 27 days.

THE FIRST POST OFFICE for Kuwait was approved on 19 February 1904 but due to Turkish influence, it was not officially opened until 21 January 1915. Initially Indian stamps were used without overprint and the first canceller spelt 'KUWAIT' as 'KOWEIT'. In 1919 a telegraph line was opened between Kuwait and Basra and a new canceller was used for one year.

This exhibit traces the development of the post through the various cancellers. It includes the two earliest known covers. An area of particular importance is that of the wartime Experimental Post Office. In May 1941 the post office clerk declared that as Britain and Iraq were at war, he was closing the post office and left the country with all cancellers and stamps. Cable and Wireless Ltd undertook to run the post, with a handmade canceller, until an emergency experimental post office could be arranged from Karachi, India. Examples of these are shown.

Another important area is the development of the airmail service. Kuwait is isolated from almost all land-based routes and thus the development of an airmail service was vital for accelerating the mail. Examples of all the early flights are shown.

FRAMES 151–155 **NICK WRAITH**

THE PARCEL POST OF GREAT BRITAIN 1698–1987
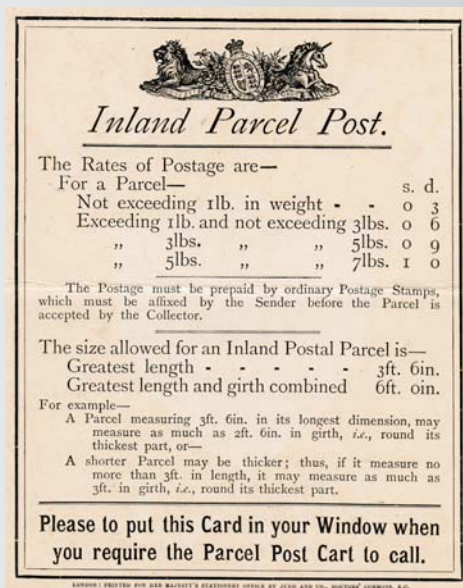
Post Office advertising card — street window promotion.

PRIOR to the building of the railways, parcels in Great Britain were carried chiefly by private carriers using carts or coaches. The rapid establishment of the railway network in the period 1830–50 saw the carriage of parcels being monopolised by the many railway companies that were operating. Rowland Hill in 1842 wished to start a Post Office parcel post service but the government declined due to the powerful lobbying of the rail companies.

It was not until 1880 when the UPU agreed a convention to establish a parcel post service between the majority of the countries in Europe did Great Britain have to establish a Post Office Parcel Post service. This entailed protracted negotiations with the railway companies resulting in a levy to the railways of 55% of the revenue on any PO parcel carried by them, no matter what the distance. The Parcel Post service started on 1 August 1883, a tremendous achievement when it is considered that 15,000 post offices had to be ready to receive parcels and a nationwide network of delivery and collection had to be established.

It was a slow start for the PO who had overpriced their service which resulted in a reduction in prices only three years after the service was introduced. However the PO soon established its superiority and by the end of the Great War requisition of the railways, the agreement with them was not renewed.

FRAMES 156–160 **DAVID GURNEY** *FRPSL*

RED CROSS CIVILIAN POSTAL MESSAGE SCHEME WITH THE CHANNEL ISLANDS 1940–45

GERMAN TROOPS occupied the Channel Islands from 1 July 1940 and external postal and telecommunication links immediately ceased. Representations were made to the International Red Cross in Geneva to regularize a pre-war agreement between countries for civilian communication in the event of war and occupation and the Scheme was inaugurated with the agreement of European belligerent governments. With the evacuation of residents was an urgent need for family communication and the Scheme permitted one monthly 25-word message with a reply. Only personal messages were permitted subject to strict censorship. A series of cachets and instructions were used by all sides and tests for secret writing used by the Germans is evidenced by diagonal streaks of copper-sulphate across the messages.

The National Red Cross Societies set up Message Bureaux to handle the forms and the systems were broadly similar. When batches of forms were received in the Islands recipients were advised in the newspapers and by cards, but increasing numbers soon required direct posting by window envelopes. In Great Britain forms were taken to the Red Cross Message Bureaux where they were posted to Geneva. A message could take up to four months in one direction and brought vital news to families. Forms from the Channel Islands went via the German Red Cross HQ in Paris, then to Frankfurt or Berlin before transmission to Geneva. The forms reflect the routes by the variety of coloured cachets and datestamps.

German Red Cross message form from Guernsey to Bombay, India sent 11 July 1942 with Indian Red Cross Society instructional slip and small coloured sticky label requesting donations.

FRAMES 161–165 **GRAHAM BOOTH**

THE RISE AND FALL OF THE AMERICAN MERCHANT MARINE AS A TRANS-ATLANTIC MAIL CARRIER 1800–1862

Between 1850 and 1857 the American-owned Collins line was a significant competitor for Cunard. This cover paid 24 cents in Ontonagon, Michigan on 9 June 1855 and was put on the Atlantic *from Boston to Liverpool, where she arrived on 8 July. The UK was credited with 3 cents.*

BETWEEN 1800 AND 1822 merchant ships and the Falmouth packet were the normal means of sending mail across the Atlantic. Between 1822 and 1838 fast American sailing packets dominated the waves, until the emergence of the pioneer steamships. As their challenge faded Cunard became the major player between 1840 and 1847 when the Ocean Line, the first American-owned steamship line, began operations. It was never a significant competitor but the over-reaction from the British Post Office resulted in a rate war with America which was only resolved by the first Postal Treaty between the two countries in 1849. Subsequently the Collins Line, Havre Line and Vanderbilt Line (all American-owned) became a significant threat. There was frantic competition throughout the fifties but the American lines could not compete with Cunard because of its enormous mail subsidy. New British-owned competitors emerged in the fifties in the form of the Inman and Allan Lines, but the final blow was the American Civil War. For the next 20 years there was no significant American flag carrier, and the American Postmaster General had to rely on foreign-owned lines to carry US mail across the Atlantic. The exhibit traces these events.

FRAMES 166–170 **GRAHAM WINTERS** FRPSL

GOING TO CEYLON

A much-travelled 5 ore under-paid card from Sweden. Taxed and forwarded from Colombo, Singapore and Manila in March and April 1906. Following the steamer Silvertown, it presumably caught up in Shanghai. How much Mr Christenson had to pay, or if indeed he did pay, is unclear. A delightful piece of postal history.

THE IDEA for this collection came from a Leeds Philatelic Society Members' evening a mere 30 years ago when I decided to try to show one item going to the country that I collect — Ceylon — originating from the countries collected by each of the members of the Leeds society. At the time, I think I managed about half! I still don't have anything from John Whiteside's Afghanistan, but Bernard Lucas's Persia is there, as is Doug Elliot's Ethiopia and Yvonne Wheatley's Czechoslovakia. Since that time I have added many interesting and unusual items. Among the highlights shown here are the GB Embossed issues of the early 1850s on cover to Ceylon; the Austrian 3s cormorants on a commercial airmail; the Cape of Good Hope 4d triangular carried via Galle; the wartime Chinese letter via Colombo to the Belgian Congo; the Greek 'John Murray Expedition' cover; the Maldives letter from the postmaster; the Colombo wreck cover; and the Zanzibar cover from 1924. The early maps on the first pages are also most attractive, and becoming difficult to find. The exhibit is arranged alphabetically, and I'm sure that most postal history collectors will find something of interest.

FRAMES 171–175   *YVONNE WHEATLEY FRPSL*

AUSTRO-HUNGARIAN MAIL IN THE CZECH LANDS

Cover from Blattna 15 February 1850, before the post office was opened there, so it was posted at Pisek where it received a combined registration and town postmark. Diagonal cross to indicate it was prepaid, 6 kreuzer plus 6 kreuzer registration.

THE DISPLAY covers the period 1644 up to the early months after the formation of Czechoslovakia as an independent state on 28 October 1918.

Postal Rates   Postage was calculated first by weight and distance until 1789 then by weight only until 1810 then reverting to weight and distance. Examples of registered mail are also included.

Payment of Postage   Up to 1817 postal fees on letters had to be paid in equal parts by the sender and the addressee. From 1817 it was permitted to send letters fully paid, partly paid or unpaid. The so-called 'crossed letter' system, used by some foreign postal administrations, was adopted. This continued until postage stamps became compulsory in 1850.

Postmarks   A postal regulation was passed requiring the sender of a letter to write the town of mailing at the top of the cover. When the sender omitted this information, the postmaster was required to do so before forwarding the letter. To make this easier, in large towns, postmarks were introduced. In some cases these handstamps were locally inspired so there was a great variety of shapes and embellishments.

Post Independence   The display concludes with covers using Austrian and Hungarian stamps and postmarks, which were used while the new state was busy designing its own stamps and postmarks.

FRAMES 176–180   **RICHARD STOCK** FRPSL

THE BOER INVASION OF NATAL AND THE SIEGE OF LADYSMITH

3d rate cover to Sweden endorsed 'via Lourenço Marques' cancelled by a 'Veld-Post, Z.A.R. 3- APR. 1900 INGAGANE' oval handstamp. The reverse bears a Newcastle handstamp and Pretoria and Stockholm datestamps. The cover was probably from one of the Scandinavian volunteers serving with the Transvaal forces.

THE TRANSVAAL ARMIES entered Natal from the north on 11 October 1899. They reached Glencoe on 14 October and Ladysmith on 1 November. The town was surrounded. Boer forces penetrated as far as Colenso, nearly 90 miles into Natal.

The invasion is illustrated by covers with Transvaal stamps and Natal postmarks along the route. These occur with British cancellers found in occupied offices and others with temporary rubber handstamps. Examples from Dannhauser, Hattingspruit, Elandslaagte, Mount Prospect, Ingogo, Ingagane, Charlestown, Modderspruit, Keerstation, Dundee, Newcastle and Colenso are included.

The Orange Free State armies occupied Van Reenan's Pass and parts of Natal immediately adjacent. The Transvaal postal service recognized OFS stamps as valid.

Following their defeat at Colenso in December 1899, the British were reinforced and in January 1900 began to advance. They relieved Ladysmith on 28 February and re-occupied Dundee on 17 May.

British forces mail is represented by items from Field Post Offices, letters sent before, during and after the Siege of Ladysmith, internal mail and siege postcards. Mail from the Boer Headquarters outside Ladysmith (including a letter from Commandant General Piet Joubert) is also shown. Postcards and ephemera illustrate aspects of the invasion and the siege.

The display concludes with mail sent during the Boer retreat and the British re-occupation of Natal including the use of temporary datestamps.

FRAMES 181–185 **GERALD MARRINER** FRPSL

THE POSTAL HISTORY OF PEMBROKESHIRE

Registered 2d QV postal stationery envelope sent from Tenby to Argentina in 1883. Cover shows Buenos Aires arrival datestamp for 15 February 1883. Item posted at 6d rate which included 2d registration fee. 4d postage paid with seldom-seen QV 4d grey-brown, Plate 18.

THIS EXHIBIT illustrates examples of mail from five towns in Pembrokeshire: Haverfordwest, Milford Haven, Narberth, Pembroke and Tenby, beginning with the pre-stamp period. A variety of town handstamps and mileage marks are shown for these towns. These include the scarce 1713 three-line Haverfordwest handstamp and the 1705 PEMBROKE straight-line handstamp. The latter is one of the earliest recorded handstamps for Wales. There is an unusual 1713 letter from Hubberston, near Milford Haven, addressed to Bruges. No handstamp existed for this village and so a manuscript *'Post Pd. 4 at Hubberston'* was applied.

Penny Posts were set up for four locations in Pembrokeshire, and examples are shown from Haverfordwest, St Davids and Solva. Entires from the Uniform 4d Post and the Uniform 1d Post periods are included in the display. The early adhesive period shows usage of the 1d black and 2d blue on entires, together with Mulreadys from both Haverfordwest and Milford Haven. These are followed by Ship Letter markings for Haverfordwest, Milford Haven and Tenby. Several covers are included from the period of duplex cancels; several having unusual destinations such as India, Argentina, Chile and Russia. There follows a section on registered mail from the county.

Early instructional markings complete this exhibit. These include a manuscript *'Not called for'*, 'TOO LATE' handstamps, charge marks for redirection, and an 1836 GPO Returned Letter.

FRAMES 186–190 **ROBIN PIZER** FRPSL

GERMAN EXCHANGE CONTROL 1918–1925

Postmarked Lichtenfels 16.10.24 via Munich PÜ 17.10.24 and 24.11.24 intended for Nicosia, Cyprus but returned to Lichtenfels 25.11.24 as the contents included a Bill of Exchange for £5-10s-0d which required bank permission. It is the only cover recorded from Munich after November 1923 and latest known date for any exchange control cover.

THIS EXHIBIT chronicles the effect of controls on the post at a very critical time in German history covering the disastrous inflation, brought about by reparations demanded after the First World War, that destroyed the German economy. Following the Armistice on 11 November 1918, the Council of the People's Representatives revoked military censorship. In its place they authorised the examination of postal items to and from Germany for tax purposes and economic reasons. Some existing supervision offices (Postüberwachungsstelle — PÜ) and examination offices (Postprüfungsstelle — PP) were retained but were placed under the control of the Ministry of Finance. This was authorised in the Reichsgesetzblatt (*Government Law Gazette*) on page 1324 as decree number 6543 and was dated 15 November 1918.

Important dates

15.11.1918	Exchange Control examination of letters, postcards, printed matter ordered
29.11.1918	Insured parcels to be examined by Exchange Control Service
5.10.1920	Only insured letters and parcels examined
22.10.1920	Registered letters again examined
17. 8.1921	Exchange Control of insured parcels transferred to Customs
12. 2.1923	Examination of mail from foreign countries ceased
1.12.1923	Exchange Control Service closed, spot checks carried out by External Tax Service of the Provincial Finance Offices
10. 8.1925	Laws regarding Exchange Control repealed

There were over 100 censorship offices in Germany during the First World War. Most of them closed when the war ended on 11 November 1918. In the second half of 1919 the surviving offices were numbered from 1 to 20 in alphabetical order.

The Maltese Cross – Volumes 1 & 2

by Prof. S. David Rockoff and Mike Jackson

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