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It is with regret that we have to announce the death of two of our members:

Peter Hartland-Swann
Frank Laycock

A FEW WORDS FROM THE PRESIDENT  Many, many years ago – in the early '90s – I attended my first country meeting, held on a small steamer moored in the Inner Dock in Bristol. Not only were the displays fascinating (as always) but the food was good and proceedings were nicely oiled with Robert Johnson's vintage port. Before lunch I retired to the bridge with a suitable beverage and was immediately welcomed into conversation by two members sporting magnificent Victorian-style moustaches (we are still friends although the moustaches have now been slightly tamed). What impressed me though, was the natural conviviality, the easy laid-back approach, being treated without question like a member of many years' - rather than a few days' – standing. That for me is, and has always been, the essence of our Society, and what makes all our functions a red-letter day in our personal philatelic calendars. Long may it last.

--------- AND A FEW FROM THE EDITOR  I now feel like Mother Hubbard – the cupboard is virtually bare. This edition has cleared me out and there are only about five pages of material left for the summer edition. As you will see from the programme there is only Conference which is likely to produce anything for Postscript. It is now up to members to produce some articles for publication – quickly. If you don’t, the next edition will be very thin or not worth producing.

REQUESTS FOR INFORMATION

Ken Snelson and Bob Galland are compiling a database of GB Returned Letter Envelopes. Several hundred examples have so far been included.

Bob Galland and John Colton are collecting data on GB and Irish ‘Failed Free’ handstamps. A number of papers are in preparation.

Bob Galland would appreciate and further information on either subject.

BRITISH CENSORSHIP OF CIVIL MAILS IN WW1

A modest second impression of this book, originally published in 2000, has been printed and is available at the same retail price as the original, £25.00. Included with the book will be a supplement prepared in March 2009. Postage and packing will be extra: to UK addresses £5.00, airmail to Europe £7.00, airmail worldwide £13.00, overseas surface mail £7.00. To order a copy please send a sterling cheque, drawn on a UK Bank, payable to Graham Mark at: Oast House West, Golden Hill, Wiveliscombe, Somerset TA4 2NT. US$ or Euros in cash for the equivalent is acceptable. Copies will be available at Llandrindod Wells.
SECRETARY’S NOTES – Susan McEwen

Forthcoming Meetings
The meeting and Reception on Thursday 13 May at Spink is FULL and no more applications can be accepted. Even though a number of Lady guests have kindly opted to miss the meeting, just arriving for the reception in order to make some space for members, the event is full and the room will be crowded, for a good Postal History and Social occasion.

Address changes etc
Trapnell, David Change address and phone Dumbles Cottage, Awre, Newnham GL14 1EP 01594 517120
How, Ray Add Phone and email 01702 544632 ray.how@btinternet.com
Hammonds, John Change email john@wheatsheaf31.plus.com
Kenton, Phil Change email Philandjill.kenton@tesco.net
Wishart, Alan Change email At.wishart1@bopenworld.com
Shepherd, Tony Change address and phone 202 Willow Gardens, Rochdale Road
Delbeke, Claude Change email cdelabke@telenet.be
Hobbs, Barry Change email Bkhseh7@googlemail.com
Darcy, Kevin Add email mkdarcy@onetel.com
Grabowski, Ed Add email edjig@alum.mit.edu
Ray Smith, Malcolm Add email malcolm.ray-smith@sky.com

Spring Stampex 2010 Congratulations to these SPH members on their awards in the one frame category, which was the only competition at this exhibition.

Graham Booth London Numbers in Maltese Cross Vermeil
Patrick Reid Tasmania The CTMS/T Handstamps 1904-1913 Gold
Patrick Reid Port Arthur – From Penal Colony to Tourist Attraction Vermeil

THE STUART ROSSITER TRUST

Announce TWO new Books
Netherlands Mail in Times of Turmoil Vol 1 1568 to 1795 (£39 plus p&p) By Kees Adema FRPSL
Railway Disaster Mail (£49 plus p&p) by Robin Gwynn FRPSL, RPSNZ and Norman Hoggarth Fellow of the SPH.
Both prices quoted are the Launch discount prices, effective till 31 May 2010.
A supply of these books will be available at Conference 9-11 April at Llandrindod Wells. Or visit www.rossitertrust.com for details.
Members and their Guests who attended:

<table>
<thead>
<tr>
<th>Members</th>
<th>Guests</th>
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<tbody>
<tr>
<td>Adrian Almond</td>
<td>Jeremy Martin</td>
</tr>
<tr>
<td>Brian &amp; Anne* Acquith</td>
<td>Peter Maybury</td>
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<tr>
<td>Frank and Ann* Bennett</td>
<td>Liz McCloy*</td>
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<tr>
<td>John Birkett-Allan</td>
<td>Susan McEwen</td>
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<tr>
<td>Rex Dixon</td>
<td>Alan Moorcroft</td>
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<tr>
<td>Ian Dyce</td>
<td>Margaret Morris</td>
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<tr>
<td>Tony &amp; Helen* Eastgate</td>
<td>Andrew Norris</td>
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<tr>
<td>Richard Farman</td>
<td>Bash &amp; Barbara* Orhan</td>
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<td>Mike Farrant</td>
<td>Richard Payne</td>
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<td>Hugh Feldman</td>
<td>Robin Pizer</td>
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<tr>
<td>John Forbes-Nixon</td>
<td>Maurice &amp; Heather* Porter</td>
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<tr>
<td>Mike Fulford</td>
<td>John Powell</td>
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<tr>
<td>Nigel Gooch</td>
<td>Malcolm &amp; Anne* Ray-Smith</td>
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<tr>
<td>David Gurney</td>
<td>Mike &amp; Susan* Roberts</td>
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<tr>
<td>Gordon &amp; Wendy* Hardy</td>
<td>Claire Scott</td>
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<tr>
<td>Alan Harley</td>
<td>John Scott</td>
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<tr>
<td>Richard Harlow</td>
<td>Hans Smith</td>
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<tr>
<td>Bill Hedley*</td>
<td>Max &amp; Sue* Smith</td>
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<tr>
<td>Fred &amp; Clara* Hendriks</td>
<td>Richard &amp; Jenny* Stock</td>
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<tr>
<td>Chris Hitchen</td>
<td>Denis &amp; Elise* Vandervelde</td>
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<tr>
<td>Sue Hopson</td>
<td>Wilf Ververs</td>
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<tr>
<td>John Jackson</td>
<td>Bob Viney</td>
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<tr>
<td>Eddie Lawrence</td>
<td>Judith Viney</td>
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<tr>
<td>Charles &amp; Lesley* Leonard</td>
<td>Frank &amp; Liz* Walton</td>
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<tr>
<td>Grahame &amp; Gillian* Lindsey</td>
<td>Richard &amp; Yvonne* Wheatley</td>
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<tr>
<td>Philip &amp; Julie* Longbottom</td>
<td>Robert Wightman</td>
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<tr>
<td>Geoff Lovejoy</td>
<td>Bryan &amp; Gillian* Wood</td>
</tr>
<tr>
<td>Philip Kaye</td>
<td>John Yeomans</td>
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<tr>
<td>Peter Kelly</td>
<td>Jan Young*</td>
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* = Guest

EGYPTIAN CAMPAIGNS OF 1801 AND 1807 – Alan Moorcroft

In February 1801 some 15,000 troops under the command of General Abercromby were landed at Aboukir Bay with the aim of taking Alexandria from the control of the French. The landing was difficult as the French defended the bay but after a determined advance under the command of Moore the French withdrew. Several battles took place in the ensuing months and the French were defeated in April. However, they held on to Alexandria until September when they finally surrendered.

A letter from a soldier who took part in the action was shown along with a letter to him from his father in Guernsey. The letter from Egypt is interesting as it was written on the 6 October 1801 when the British are still awaiting the French to evacuate Alexandria. The Peace of Amiens had
been signed on the 1 October 1801 ending the war with France but news had not reached Egypt by the 6th. The British finally withdrew from Egypt in March 1803. It is believed that mail from this campaign was carried back to England by Royal Navy ships and landed as ship letters on arrival. The one shown in the display bears a Portsmouth ship letter handstamp.

In 1807 an expedition was despatched to Egypt with the object of occupying Alexandria to prevent the French from getting a new foothold in the country. The troops, under the command of General Fraser, landed in March and took possession of Alexandria on the 21st with little opposition. With little food available in the city a contingent of troops were dispatched to Rosetta on 31 March. The troops encountered little opposition on the march to Rosetta but when they entered the town they were assailed by a severe fire of musketry and were forced to evacuate the place with the loss of 300 men killed and wounded. On 3 April another force of 2,500 men made a second assault on Rosetta and this time a bombardment of the town took place. However, with opposition troops approaching the force withdrew but a detachment of men got trapped at Hamet and all the men were killed or captured. The British held on to Alexandria for several months. In August a large force under the governor of Egypt left Cairo on 8 August to march on Alexandria. Fraser agreed to withdraw on condition that British prisoners were returned. This was accepted and the British force embarked on 22 September 1807.

Three letters were shown from the 1807 campaign giving graphic details of the assault upon Rosetta:

*After our men got into the middle of the town a most dreadful fire began from all quarters killing our men without their being able to return fire...the heads of both killed and wounded were cut off and sent to Cairo...most of the officers had their heads shaved a Turkish drop put on them and obliged to attend their masters as slaves...we can do nothing with the Turks without a couple regiments of cavalry...out of 204 men we had 150 killed, wounded or missing...*
IMPERIAL AIRWAYS WEST AFRICA FEEDER SERVICE TO THE GOLD COAST
1936 TO 1939 – John Powell

Most colonies in West Africa at this time were either British or French so it is not surprising that the companies operating the services were from these countries – this display concentrates on the British service. Air mail services came quite late to West Africa and despite pressure from the business community it took until February 1936 to start a part way air mail service for Gold Coast mail. Prior to this it was possible to use the French service as far as Dakar but as the rest of the journey was by sea it was little used. In 1935 a report proposed a coastal route from Britain to Bathurst, Freetown, Accra and Lagos but Imperial Airways were of the opinion it would not be financially viable.

Imperial Airways had commenced their African trunk route in 1932 – initially taking 11 days - London to Cape Town. To get mails to Nigeria and Gold Coast, Imperial Airways started this feeder service linking Khartoum (on the trunk route) to Kano in Northern Nigeria in February 1936 using De Havilland DH 86 aircraft. Initially mail for the Gold Coast travelled by rail to Lagos and then by sea to Accra. In October 1936 the air link was extended to Lagos saving one day but the link with Accra was still by sea. The first all-air was achieved when Elders Colonial Airways opened a service between Lagos and Accra in August 1937.

In June 1937 Imperial Airways changed from their overland African trunk service to a coastal flying boat service using aircraft designated S23 but popularly dubbed the Empire flying boat or C-class. This service terminated at Durban and was now achieved in six days. The link to the Gold Coast remained the same although the air route was extended to Takoradi in May 1939.

The display covered the period from the start of the service in 1936 up to the start of WW2; early letters being carried on the overland route and later ones by the flying boat service. The rates were confirmed as the Post Office (Air Mail Rates and Charges) Rules 1937 and covered many destinations although in reality very few are seen; the more commoner (per ½oz) being 6d to UK and 10d to Europe. The rate of 1/- to the USA covered air mail to London and from New York only. The French service was more expensive (1/6d to the UK and 1/9d to Europe) but much quicker. To illustrate the rates the display included letters to Germany, France, Czechoslovakia, Switzerland, Italy, Greece, Australia, Egypt and USA.

When researching these covers considerable help is given by a book compiled by Peter Wingent [Ref 1], well known aerophilatelist, who has listed nine years of aircraft movements which carried the mail from the Times newspaper. From the postmarks on the covers and reference to the book you can find the actual flight which carried it, the arrival and departure dates of the stopping places en-route (Khartoum being the key to link the feeder and trunk services) and the name of the aircraft used. In the early days this involved six different aircraft and two links by rail, but later, one or at the most two flying boats. In most cases a photograph of the actual aircraft used to carry a specific cover was included on the sheet together with a brief history.

Sadly of the 28 Empire Flying Boats used on the Africa service only ten saw the end of WW2 (a number having crashed and been written off before the start of the war) and all of these were scrapped in 1947. The display included a photograph of the Empire Flying Boat Corsair which in March 1939 ran short of fuel after wandering off course 150 miles SW of Juba, force landed in the Belgian Congo and sank in shallow water, thankfully without loss of life. Imperial and Shorts sent a team of engineers to recover the plane which included rebuilding the engines, and after one unsuccessful attempt they built a dam across the river in the rainy season and eventually on 6 January it finally took off and returned to Alexandria for a well deserved overhaul. The teams had been there for ten months and a village had grown up by the river which became known as Corsairville.
Reference:

Illustration of the one shilling rate per ½oz “By Imperial Airways” to USA which covered by air to the UK and air within the US only. Posted at Kumasi on 28 October 1937 it was routed on the Eastern railway to Accra where it was flown on WAN 92 arriving at Khartoum on 3 November. It was collected by S23 Empire flying boat Calpurnia on the 4th, arriving at Southampton on the 7th. Received at Saint Joseph 18 November 1937.

The rate to European destinations by Imperial throughout this period was 10d per ½oz as shown by this cover to Greece. Posted at Koforidua on 10 May 1939 it was routed via the Eastern railway to Accra. The second regular extension air service (WAN 171) left Takoradi on the 10th picking up this letter at Accra on the 11th. Transferred in Khartoum to the IA trunk route DN 195, being carried by S23 Empire flying boat Corinthian, arriving in Athens on the 15th.
GERMAN PARCEL CARDS TO NORWAY 1906 TO 1926
Robin Pizer

The main interest in collecting German parcel cards to foreign countries during the twenty year period 1906 to 1926 is that for every route there were about 120 different rates of which about 60 occurred in 1923 alone at the height of the great inflation. Sometimes the rate was only valid for one day. I defy anyone to build a complete collection for any route.

A subsidiary interest for Norway is the variety of routes that were used between Germany and Norway at this time. In 1906 the routes were:
A: via Denmark or Sweden from Kiel or Warnemünde
B: via Sweden using the Sassnitz-Trälleborg ferry
C: via Denmark using the Frederikshavn-Kristiansand ferry
D: via ship direct from Hamburg
   These routes were suspended at the start of the first World War and replaced by
E: via ship direct from Lübeck.

As the war progressed some of the earlier routes were reinstated but there continued to be changes from time to time. It was not until 1 September 1922 that the three routes B, C, D were each operational again. Route A was never re-instated and route E did not survive the War.

From time to time various restrictions operated on the supplementary services permitted on each route. For instance on route D urgent parcels were not permitted. The rates were often different for each route.

Parcels were divided into two classes - those up to 5kg for which the fees were based on UPU regulations but with hefty surcharges and those up to 50kg for which the fees were decided on a bilateral basis between Germany and Norway. These latter are usually called freight and were restricted to 20kg maximum from 1 October 1919. The freight class was abolished for European countries on 1 October 1925 when the parcel service accepted parcels up to 20kg.

However the biggest challenge came after the War when it was realised as early as 1 February 1920 that parcel and freight rates could no longer be expressed in Marks and the decision was taken to use Gold Francs (GF) from that date. The tariff book for parcels and freight issued to Post Office counter staff covered about 350 pages. It was not until 1 October 1925 that parcel and freight rates reverted to German currency.

The Head Post Office in Berlin (Reichspost) had to telegraph all Post Offices the number of Marks in a Gold Franc to use in calculating rates in German currency. From September 1923 this was sometimes a daily occurrence.

Two cards are shown here to illustrate some of these aspects. The first is a standard 5kg parcel. It was postmarked on 29 August 1923 at Meissen and weighed 4.435kg. It had to be weighed that accurately as it was insured for 250 Gold Francs. It was routed via Berlin N4 (Stettiner railway station) where the postage paid was checked (faint cachet in the Zollgebühren box). It was paid for the route via the Sassnitz-Trälleborg ferry and Sweden although this is not obvious and can only be determined by looking at the postage paid. It picked up a postmark from Sveloper (on an island north of the Artic circle) of 10 September 1923 before arriving at Sortland.
where it was addressed to a shoe factory. The fee paid was 4,020,000 Marks. This was arrived at by noting:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>5kg parcel via Sassnitz and Sweden</td>
<td>2.75GF</td>
</tr>
<tr>
<td>insurance 0.50GF per 300GF</td>
<td>0.50GF</td>
</tr>
<tr>
<td>handling fee</td>
<td>0.10GF</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3.35GF</strong></td>
</tr>
</tbody>
</table>

Between 27 August and 2 September, the German Post Office equated 1 Gold Franc to 1,200,000 Marks - as an aside they used significantly different equivalences for the letter post and other services which occasionally caused the wrong equivalence to be used. 3.35 x 1,200,000 = 4,020,000 Marks. The postage was not paid in stamps but rather by cash and a red cash paid (Gebühr bezahlt) cachet used. The parcel was checked by the Meissen Customs office who applied a faint one line cachet 'checked by Customs' (Zollamtliche geprüft). The Meissen parcel label with number 319 is in red to denote an insured parcel. The blue crayon number 1120 will be a log book number assigned to the parcel at some stage in transit.

The second card is more complicated as it involves an item of freight weighing 5.550kg insured for 80 Gold Francs. It was postmarked at Hamburg 14 (Freihafen) on 8 June 1922, routed via Berlin N4 where the postage was checked (freig. geprüft. / P.A.4 Bln _____). It was marked in manuscript via Sassnitz, reached Kristiania (now Oslo) on 12 June 1922 addressed to a chemical laboratory in Skoyen near Kristiania. It was marked in red Beschaufrei or free of examination by the sender who had an arrangement with the Customs. The black number 13863 will be a log book number. The meaning of the purple E in a square is not known for certain. Many similar cachets are known with different letters of the alphabet.

The calculation of the postage is more complicated as it consists of three parts - a German part to Sassnitz, the Sassnitz-Trälleborg ferry sea journey and the land journey through Sweden to destination in Norway.

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>German part over 75km up to 7.5kg</td>
<td>18.00Mk</td>
</tr>
<tr>
<td>handling charge</td>
<td>2.00Mk</td>
</tr>
<tr>
<td>insurance 0.60GF per 300GF</td>
<td>33.60Mk</td>
</tr>
<tr>
<td><strong>Sea journey</strong></td>
<td><strong>70öre</strong></td>
</tr>
<tr>
<td>Norwegian-Swedish fee up to 6kg</td>
<td>240öre</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>310öre</td>
</tr>
<tr>
<td>Norwegian-Swedish insurance per 300GF</td>
<td>0.25GF</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14.00Mk</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>212.08Mk rounded up to 212.10Mk</strong></td>
<td></td>
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It should be noted that the öre are Norwegian with an equivalence of 1 GF = 120 öre and at that time 1GF = 56Mk. There are 10 x 20Mk ploughman stamps on the back of the parcel card to make which with the 12.10Mk on the front make up the total 212.10Mk.
FIJI : SANDILANDS POSTAL HISTORY – Tony Eastgate

Vincent Sandilands was a fairly regular writer to family and friends in both Australia and England, some of those letters have survived, the article below lists those known, whether outward from Fiji (or New Caledonia) or inwards from family in England. These are listed in chronological order, with inward and outward letters separated, giving route and rate details where known.

Inward letters addressed to Vincent Sandilands:
1. Letter from Hythe, Kent, postmarked 3 November 1870. The siege of Paris and the impact of the Franco-Prussian War had a dramatic effect on mail routes through Europe, and in order to minimise delays a new route was initiated for eastbound mail via London, Ostend, Cologne, Munich, and the Brenner Pass to Verona, Bologna and Brindisi, and then via Suez, Galle and Sydney (23 December 1870). The rate from England for this service was 1/1d. Carried on A & O vessel *Cairo*, followed by P & O Packets *Surat* and *Rangoon*.

2. Letter from Hythe, Kent, postmarked 17 November 1870. The 6d rate on this cover indicates that it was destined to follow the ‘slow’ sea route via the Atlantic and Mediterranean, and in this case was carried by the private steamer *Queen of the Thames*.

3. Letter from Hythe, Kent, postmarked 1 December 1870, via Brindisi at the 1/1d rate. (Ref Fiji Philatelics p.6.)

4. Letter from Hythe, Kent, postmarked 22 December 1870 at 6d rate for ‘slow’ route. (Ref Fiji Philatelics p.6.)

5. Letter from Hythe, Kent, postmarked 23 December 1870 at 6d rate for ‘slow’ route. (Ref Fiji Philatelics p.6.)


7. Inwards letter addressed to Port Morton, Fiji, showing late use of an NSW 6d adhesive, with Noumea datestamp 14 February 1841, to cover postage via Australia. Arrival datestamp for Sydney 23 February 1841. Carried by ‘Private Ship’ to Levuka from where it had to be collected.

Interestingly by the time any of these letters arrived in Fiji Vincent Sandilands was already dead, indeed he was already dead before the letter from Noumea was written. Perhaps this explains why this incoming correspondence survived!

Outgoing Mail written by Vincent Sandilands:
Background: A British Consular Post Office to handle mail from European settlers operated at Levuka from 1858 through to 1872. A stock of NSW stamps for the use of those using this service was obtained from the PMG Sydney in 1863.

1. Entire written from Port Morton and dated 3 October 1870, written by Vincent Sandilands to his brother Henry, a Captain in the Royal Artillery. Sent from Port Morton, via Levuka, with NSW 6d stamp paying the rate to England. Transit datestamp ‘Ship
Letter Sydney’ dated 12 October 1870, and carried on board P & O SS Malta which left Sydney on 5 November 1870, arriving Southampton 1 January 1871 and London 2 January 1871.

2. OHBMS letter endorsed British Consulate Fiji and Tonga, (Levuka) 27 September 1871 to his relative in Hythe, Kent. This is the only recorded letter from Fiji during the British Consulate PO period carrying a 1/- NSW adhesive paying the double rate charge for mail to England. Carried from Sydney on board P & O SS Nubia, dep, departing Sydney 4 November 1871 via Alexandria and Southampton, arriving Hythe, Kent on 31 December 1871. This letter was written by a Consular official, some seven months after Sandilands death.

British Consular PO operated at Levuka to look after mail of European settlers from 1858 to 18712. Stock of 6d NSW stamps obtained in 1863 from PMG/Sydney.

Letter from Port Morton Cotton Estate on Yasawas, dated 3 Oct 1879 and franked 6d to UK.
HYTHE (3 Nov 1870) Via Brindisi/Suez/Galle/Sydney (23 Dec) per A and O Cairo, and P and O Packets Surat and Rangoon

HYTHE (29 Dec 1870) Via Brindisi/Suez/Galle/Sydney (20 Feb) per P and O Packets Salsette, Deccan and Geelong

BAHRAIN WORLD WAR 2 AIRMAILS – Philip Kaye

Bahrain provides some interesting glimpses of how airmail routes and rates changed frequently due to developments in the conflict.

Pre-war, the main route for airmail from Bahrain to the USA had been airmail to the UK and then Transatlantic by sea to the USA. This route continued to be available until June 1940 when Italy entered the war and effectively closed the Mediterranean to civilian air traffic. The first cover shown dated 13 Jan 1940 was flown from Bahrain to Poole on an Imperial Airways flying boat. Rate 21½ annas plus airmail fee of 18 annas per half oz. The Air Mail cachet was cancelled in the UK before the cover was sent on by sea.

After Italy’s entry to the war, airmail from Bahrain to the USA was flown eastwards by BOAC to Bangkok, then on the BOAC flight from Bangkok to Hong Kong, completing its journey from Hong Kong by PanAm Clipper to San Francisco. The next cover shown from Bahrain on 16 Oct 1940 was obviously intended to travel on this route for which it was correctly franked. Rate 43½ annas at 3½ annas surface rate plus airmail fee of 40 annas per half oz. However it could not have travelled by this route as on 14 Oct 1940 the Vichy French Authorities in Indo-China, at the instigation of the Japanese, prohibited further BOAC flights through their territory. This cover was therefore flown by BOAC from Bahrain only to Rangoon, then by China National Aviation Corporation to Hong Kong where it was censored and onwards to San Francisco by PanAm. This route was available until 7 Dec 1941 when PanAm withdrew their Clipper services from the Pacific as a result of the Japanese attack on Pearl Harbour.

An alternative route from Bahrain to the USA became available from July 1940 when PanAm instituted its Clipper service from San Francisco to New Zealand. Mail could then be flown by BOAC from Bahrain to Sydney on the Horseshoe Route, by Tasman Empire Airways Ltd from Sydney to Auckland and by PanAm from Auckland to San Francisco. The next two covers show the cachet applied by the Bahrain Post Office indicating they travelled by this route, both censored at Calcutta. Correctly franked at the surface rate of 3½ annas for 1 oz, plus airmail fee of 45½ annas per half oz (ie a single rate of 49 annas and a double rate of 94½ annas). This route also ceased to be available on 7 Dec 1941.

Yet another alternative route from Bahrain to the USA became available from May 1941 when PanAm introduced its Clipper service from San Francisco to Singapore. This cover from an oil company employee on Bahrain but actually mailed just across the water in Saudi Arabia reached Bahrain two days later on 15 Nov 1941 and was then flown by BOAC to Singapore, being censored en route at Calcutta. It must have been flown by PanAm on the Clipper China which left Singapore on 29 Nov 1941 and arrived at San Francisco on 6 Dec 1941, the last flight on the route before PanAm suspended it the following day because of Pearl Harbour. The cover must have remained overnight in the San Francisco Post Office and become one of the very first candidates for censorship brought in because of Pearl Harbour – the cover also bears a San Francisco censor label.

After the cessation of Clipper services across the Pacific, one route from Bahrain to the USA was for mail to be flown by BOAC from Bahrain via Basra, Cairo, Khartoum and Leopoldville to Lagos and then onwards by PanAm Clipper to Miami. The next two covers travelled by this route, each being censored in Lagos.

The published rate was 3½ annas surface plus airmail fee of 40 annas per ½ oz yet curiously each of these covers is franked 43 annas only without any sign of taxation.
The next cover from Bahrain to Switzerland is the only cover I have seen with the *Passed by Censor Bahrain* cachet and a German Censor mark. I am doubtful whether it travelled via Istanbul, as marked, or what route it took – also how it acquired a Liverpool censor label on its way to the German censor in Paris!

Airmail from RAF Bahrain was franked with Bahrain stamps at the rate of 8 Annas per ½ oz but did not pass through the Bahrain Post Office – it was flown by the RAF to either Basra or Cairo and entered the mails there. On one cover the stamp is cancelled with the *EGYPT POSTAGE PREPAID 38* mark, on the other the Egypt Postage Prepaid machine has been applied on the reverse of the cover missing the stamp. The stamp is nevertheless tied by the RAF BASE CENSOR NO15 mark which was located at Cairo.

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**POSTE RESTANTE IN NETHERLANDS EAST INDIES – Richard Wheatley**

I was not aware that this service existed in the Netherlands East Indies (N E I) until recently when I noticed an added endorsement to an envelope. At the lower part of the front there is the inscription: *P R door het intendance bureau vergrapt postestante hand* which can be translated as: *for the intendance bureau keep Post Restante.*

The 10 cent postal stationery envelope was posted at Semarang on the north coast of Java on 18 September 1898. on the reverse there is the arrival datestamp the following day at Soerabaja, the large port at the eastern end of Java. From other correspondence it is known that the addressee, Captain Intendant HPM van Altena, was about to return from a tour of duty on the large island of Borneo, so this letter would have been awaiting his return.

In the 1895 Domestic Regulations of the N E I Post Office, Article 250 states *The postal clerk must convince himself that the person who collects the poste restante letter is the rightful claimant* (in other words he must identify himself). Article 306 says *If the letter has not been collected, it must be kept in that post office for 3 months before sending to the head office at Weltevreden.* [Ref.1]
Now a second and earlier item has come to light in my collection. This is a 7½ cent postal stationery card (a convenience franking for overpaid 2½ cent), addressed postkantoor (post office), Weltevreden. It was posted at Meester Cornelis, a small village on the outskirts of Weltevreden, on 22 February 1887. The reverse has the message: Verzoek beleefe post restant brieven voor mij te bewaren, this literally says Keep my letters post restante.

In both of these cases there is no mention of a charge for this service. Indeed, it was probably to the post office’s advantage if they did not have to deliver the mail! How different it is today, for in France they started to charge for this service on 1 May 1920 and as at 2003 they were still doing so, 0.25€ for newspapers and 0.50€ for other items. [Ref.2]

Ref.1  Correspondence with Peter Storm van Leeuwen
Ref.2  Derek Richardson, Tables of French Postal Rates 1849-2005
Some 48 members and guests assembled for this meeting on a very foggy Saturday morning, however a group had sensibly stayed the night before in the Manners Arms, and other local venues, met up and enjoyed a most convivial evening in the Restaurant. The highlight for many was the fact that the other restaurant guests were from a group that had been flying their Golden Eagles on the Belvoir Estate, and the birds were in the 4x4s in the car park.

The members stood in respect to our late fellow, Frank Laycock, whose funeral a number of us had attended on 21 January.

The general theme for the meeting was the age of King George V and not necessarily confined just to the years he reigned. The standing display was given by Graham Mark on Aspects of KGV and was an excellent survey of the GB postal history of the period.

Displays
Ron Brown* Channel Islands Occupation
Martyn Cusworth Chile Postal Stationery
Rex Dixon Zichenau
Richard Farman WI POW camps at Castle Donington, Kegworth and Brocton
David Gurney Forwarding Haiti to Guernsey 1811
Gordon Hardy Rural posts of Rumania
Robert Johnson Cape of Good Hope
Simon Kelly* Ambleside Postal History
Philip Lindey Windsor 1910 & 1911
Philip Longbottom Some Levant Covers
Graham Mark Aspects of King George V
Gerald Marriner Channel Islands Postage Dues 1910 to 1935
Rob May* Nigerian Fraud Letters
Stephen Parkin HRH Prince of Wales Far East Tour
Robin Pizer British Occupation of the Rhineland 1918 to 1919
Maurice Porter GB KGV
Mike Roberts (Huddersfield) Gambia KGV
Mike Roberts (Ilkley) Late in Liverpool
Mike Sivers India Coronation Durbar 1911
Max Smith Indian TPOs Frontier Sorting
Tony Stanford The 1922 Ireland Transition
Bob Swarbrick Royal Marines
David Trapnell Italian Military Censorship in WW1
Tony Tudor Malta WWI POWs
Wilf Vever The Discovery Committee Expedition
Frank Walton Sierra Leone Meter Marks
Paul Watkins France-GB 16th to 18th Centuries
Alan Wishart Documents from the Russian Occupation of France 1816 to 1817


Catering was again in the capable hands of Alan Wood and his hard working team. Their efforts were very much appreciated, and I think the lunch is enjoyed almost as much as the postal history. Perhaps there is something in the remark that the "SPH marches on its stomach!" The meeting was concluded by the President, Hans Smith. Upon departure everyone was presented with a piece of stilton cheese, from the Cropwell Bishop Creamery, arguably the best of the six stilton cheese producers.
POSTAL HISTORY DURING THE REIGN OF KING GEORGE V (1910 TO 1936) – Graham Mark

1840 is properly recognised as a paradigm shift in the postal service in this country. Where the United Kingdom lead the rest of the world followed. However, during the next 85 years other countries introduced new services and new methods of handling the ever increasing quantities of mail, while UK played ‘catch-up’.

Among the ideas and practices which had been introduced earlier in other countries and were adopted by the British Post Office during the reign of KGV were:
- Postage Due labels in April 1914
- Slogan postmarks in December 1917
- Meter-mail in September 1922
- Commemorative stamps in April 1924

The display covered a number of aspects of postal history on the period.

**Slogan Postmarks**
During the First World War the Government promoted a number of schemes encouraging the people to subscribe to Government Loans. As a part of the effort the Post Office began to use slogan postmarks in late 1917. Three different slogans were used in the various models of cancelling machines. With the signing of the Armistice on 11 November 1918 the slogan dies were supposed to be withdrawn, but some offices continued to use them for a few days.

The three War Bond slogans. Note the Chelsea item dated 15 November 1918, four days after the slogan should have been withdrawn.

In 1922 the Post Office used slogan postmarks to promote international telegrams, through their own system “Imperial”, and to encourage early posting. The British Empire Exhibitions of 1924 and 1925 was the next non-postal message used as a slogan. That campaign began in October 1922 and continued with a large selection of different slogans until the second show closed in October 1925. From then until the 1940s slogans used were for Post Office related services like the telephone and ‘Post Early for Christmas’ or for nationally organised events like the annual British Industries Fair and ‘Buy British’ campaigns.
Commemorative Stamps
Britain’s first commemoratives were for the British empire Exhibitions on 1924 and 1925. Besides the stamps, postal stationery was issued. A large number of slogan postmarks (some quite scarce) were used throughout this country and by many countries of the Empire. With the increasing use of airmail in those years some interesting covers can be found.

![Image of a registered item posted at the Exhibition Post Office 11 April 1925, using 1924 1½ values cancelled with the Palace of Industry special datestamp. This was during the period between the two shows but the Post Office remained open for the box office and staff of the various pavilions.]

The UPU Congress, held in London in 1929, produced little in terms of postal history, and similarly the King’s Silver Jubilee in 1935 produced many first day covers, but little of postal history merit.

Postage Due
Postage Due adhesives replaced manuscript and handstamped markings in April 1914. In March 1912, a Post Office conference proposed their introduction and concluded that an annual saving of some £6,000 would be possible. By 1912, forty-eight countries, and the colonies of four of them, already used Postage Due adhesives. I no longer have a collection of this subject but I can show a few relevant items among other topics I collect.

![Image of an item showing the transfer of mail to the Aliens’ Office with a note indicating the presence of a single deficiency of 1.9s.2d. This item, landed at Blyth on 10 Feb 1914, was delivered without charge.]  

During WW1 mail landed from a ship in port could not be posted in the usual way. Such mail had to be handed to the Aliens’ Officer who passed it to the censorship. This unStamped item was probably landed at a Channel port and was charged only a single deficiency at Hammersmith on 10 Feb 1915. A very large, unpaid, heavy (70 oz) letter landed at Blyth was charged £1.9s.2d, double deficiency, on delivery in London EC in December 1914. Other unpaid items are known which were delivered without charge.
**Meter Mail**

Postage meters we developed in the early years of the 20th century and were trialed in a number of countries, but only in New Zealand were they brought into general commercial use. The UPU Congress in 1920, at Madrid, sanctioned the use of meters on international mail by Article IV of the Convention, which stipulated: *Impressions produced by stamping machines must include an indication of the country of origin. They must be bright red in colour, whatever value is represented by them.*

This spurred their introduction in USA in December of that year and Egypt followed for a short period only in February-March 1922. In Britain machines were approved by the Post Office in May 1922, and the first Pitney Bowes machine, licenced to Prudential Assurance Co, came into use on 5 September. That first machine could impress a ‘frank’ of only one value. The first Universal NZ machine came into use on 11 October and could impress variable ‘franks’ in ½d steps, up to the value of one shilling.

The British Post Office reckoned the reduction in their handling of such mail would save £1 million a year and additional savings would arise from the reduced requirements of printing adhesive stamps. Meter mail had to be bundled and faced by the firm before being handed in at a designated Post Office or Sorting Office. There counter-officers or sorters had to examine it under four headings to ensure the mail complied with all the regulations. If meter mail was dropped into a pillar box it was subject to surcharge as unpaid mail. Initially meters could only be used on inland ordinary mail but quite quickly foreign letter mail and printed papers, and inland parcels, could be paid by meter. The name and address of the user or the machine had to be printed on the cover. By the end of 1923 registered, insured, late fee and foreign parcels could all be paid by meter, and in February 1924 express mail was included. Meter impressions had to be printed in red directly onto the envelope or wrapper – not on a slip gummed to the cover (this was allowed later, the earliest I can show is dated 1930).

Meter mark and advertising slogan used by the GWR. Prior to this, the slogan, which was applied by a separate operation of the Pitney Bowes machine (with the meter disconnected), had to be on the back of the cover.
Advertising slogans were applied by some companies but when first used it had to be on the back of the envelopes, by a separate operation. By mid-1926 slogans were allowed on the face of the cover and eventually the slogan was permitted when incorporated into the meter marking.

The arrangement of the meter impressions was amended to a vertical format for use across the ends of wrappers from a few newspaper offices.

In 1928 Arthur Wheeler & Co. stockbrokers of Leicester, were allowed to adapt their franking meter to become a postmark machine or cancelling large mailings of stamped to order covers.

References:

Slogan Postmarks
Kenneally RA, *The First Slogan Cancellations in Great Britain 1917-1918* (nd) author
Parsons, Peachey & Pearson, *Collecting Slogan Postmarks* (1986 ed) authors

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*Great Britain Specialised Catalogue Volume 2* ‘Four Kings’, Stanley Gibbons Ltd

Postage Due
Mark G, ‘The Genesis of Postage Due Labels 1912 to 1924’ (two parts) in *Gibbons Stamp Monthly* July and August 2002

Meter Mail
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London Postal Service, duplicated circulars 1923

THE POSTAL HISTORY OF THE 1911 CORONATION DURBAR HELD IN DELHI – Mike Siverns

The inauguration of George V as the King Emperor of Great Britain and India was a very large and well organized event, comprising just under 500 camps for all those attending the ceremony during December 1911. With over 5000 resident guests representing the Indian Government, the Governments of Princely States and Military Organisations, together with many thousands of troops taking part in parades, guards of honour and general policing, there was an obvious need for an efficient postal service. Extracts from the Official Directory show that 25 post offices or sub-offices were established. All post-offices except the Main Durbar Post Offices were coded either alphabetically A to M or numerically 1 to 12; these codes appear in special postmarks.

The display showed extracts of postal arrangements from the official Durbar directory, souvenir information cards from the Central Post Office, examples of mail from the Central Post Office and the commemorative special cancellations used. Also shown are examples of mail from other Durbar post offices which had code letters or numbers to identify their location. Contemporary picture-postcards of the Central Post Office and the adjacent Kingsway railway station were included.
Since 1853 the definitive everyday stamps and postal stationery issues of Chile featured the head of Christopher Columbus. As early as 1909 the Chilean government had considered a bill for increasing certain postage rates which would eventually necessitate a re-think of the postal stationery. The authorities succeeded in obtaining a repeal of the law ordaining that the head of Columbus should appear on all Chilean stamps and new designs were selected featuring the portrait heads of important Chilean historical figures and presidents.

It was decided that the stamped envelopes would have five denominations: 2 centavos, 4 centavos, 10 centavos, 15 centavos and 20 centavos and the postcards would have denominations of 1 centavo and 2 centavos. The American Bank Note Co. in New York would be the printer and the ABN Co. proceeded to engrave dies for the series. In the case of the envelopes numbered engraved die proofs (25x28mm) were stuck onto the file index cards kept by the ABN Co. in New York for record purposes. These became available at the ABN Co. sale in 1990 and the writer was fortunate to acquire some of the archive for the envelopes. Each index card had a numbered die proof attached and very often a punched sample of the envelope with a “Specimen” overprint was folded and inserted into a brown envelope on the index card. The cards had notes to indicate who had engraved the portrait and who had engraved the frame and the cards were dated as follows:

<table>
<thead>
<tr>
<th>Denomination</th>
<th>Date</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 centavos</td>
<td>10 February 1911</td>
<td>(die numbered C-996)</td>
</tr>
<tr>
<td>4 centavos</td>
<td>22 April 1912</td>
<td>(die numbered C-1044)</td>
</tr>
<tr>
<td>10 centavos</td>
<td>22 April 1912</td>
<td>(die numbered C-1048)</td>
</tr>
<tr>
<td>15 centavos</td>
<td>10 February 1911</td>
<td>(die numbered C-997)</td>
</tr>
<tr>
<td>20 centavos</td>
<td>22 April 1912</td>
<td>(no die number on file card)</td>
</tr>
</tbody>
</table>
Presumably the same procedure was followed for the 1 and 2 centavo stamped postcards but the writer cannot verify this since that part of the ABN Co. archive was not purchased. From the issue date given in the specialized catalogue of Chile it seems the postcards were proofed in 1910, slightly before the envelopes.

Upon approval of the die proofs, the cards and envelopes were printed by lithographic transfer from the proofs and the envelopes duly appeared on shades of paper varying from cream to white. The format of the envelopes was 150x120mm and the postcards 140x90mm and both bear the inscription of the American Bank Note Co. New York under the portrait.

Around 1914 samples of the designs were sent to Thomas Macdonald in London (City of London Engraving Bureau) and they produced a set of engraved die proofs (25x29mm) in black for the postcards and envelopes but they were never to be awarded a contract. Nevertheless these proofs are very handsome and provide a charming addition to any Chilean postal stationery collection. Illustrated below are Macdonald proofs for the 1 centavo postcard and the 4 centavos and 15 centavos envelopes.

As mentioned earlier, the new designs replaced the old stereotyped portrait bust of Columbus and we might take a moment to review the choice of historic figures used on the stationery:

**PEDRO MONTT (on the 2 centavos and 4 centavos envelopes).**
Pedro was the son of the former president Manuel Montt and was born in 1846 in Santiago and died in 1910 in Bremen in Germany. He was president from 1906-1910 and his conservative government furthered railway construction and manufacturing but ignored pressing social and labour problems. His administration supported the construction of the railway which ran the length of the country and stimulated nitrate and copper production.

**JOSE MIGUEL CARRERA (on the 10 centavos and 15 centavos envelopes)**
Carrera was born in 1785 and died in 1821. He was a Chilean general and one of the founders of an independent Chile. He was of Basque descent and was the most important leader of the Chilean War of Independence. He is considered one of the “Padres de la patria” (fathers of the nation).

**PEDRO DE VALDIVIA (20 centavos envelope)**
Born circa 1500 and dying in 1553, Valdivia was a Spanish conquistador and the first Royal Governor of Chile. After serving with the Spanish army in Flanders he was sent to South America in 1534 where he served under Francisco Pizarro. In 1540 he led an expedition of 150 Spaniards into Chile and founded Santiago in 1541. He founded Concepcion in 1550 and was later captured and killed in a campaign against the Auracanian Indians.

**MANUEL BLANCO ENCALADA (1 centavo stamped postcard)**
Born in 1790 in Buenos Aires and dying in 1876 in Santiago, Blanco trained in the Spanish navy and then served with distinction under Cochrane in the Chilean War of Independence, becoming a vice-admiral. He was the first president of the new Chilean republic and eventually became governor of Valparaiso and Minister to France.
FRANCISCO DE LA LASTRA (2 centavos stamped postcard)
Born in 1777 in Santiago and dying in 1852 Lastra trained with the Royal Spanish Navy and returned to Chile in 1811 when he became involved in the independence movement. After the battle of Rancagua Lastra was taken prisoner and sent to Juan Fernandez Islands but was then liberated after the battle of Chacabuco.

The stamped postcards not only featured portrait bust but also had images of important buildings in Santiago. The 1 centavo card had a picture of the main post office in Santiago on the front and the 2 centavos postcard had a view of the National Congress building.

Various examples of the stamped envelopes and postcards were displayed with a variety of uprated franking which reflected the ever-changing postage rates between 1912 and 1930.

Some of the more interesting examples included a 10 centavos envelope registered from Santiago to Belize in British Honduras. This cover endured a lengthy voyage up the west coast of South America followed by an overland trek across Honduras to Puerto Cortes. There then followed a further sea voyage across the Gulf of Honduras to Belize:

The period of use of these envelopes coincided with one of the several authorizations of fiscal stamps for postal purposes and the next 10 centavo envelope sent registered from Iquique to Saigon in French Indochina is franked with a 2 centavo Waterlow fiscal stamp to make up the 40 centavo franking. Mail from Chile to the Far East sometimes went up the coast of South America, then across Panama isthmus and up to New York, from where it went to San Francisco by rail and then across the Pacific. On other occasions, in the years prior to 1869, the mail went up the west coast of South America to Panama and thence across the Atlantic to England. After 1869 the Pacific Steam Navigation Co. (PSNC) started a direct service from Valparaiso to Liverpool, and in 1870 they extended this service to Callao and Arica. This registered cover from Iquique with a London transit mark appears to have taken this route. The route ran from England to Bordeaux, Lisbon, Cape Verde, Rio de Janeiro, Montevideo, Punta Arenas and Valparaiso.
The Panama canal was opened in 1914 and from then on the only sensible route from Valparaiso was up the west coast and through the canal. In 1910 the PSNC in fact joined up with the Royal Mail Steam Packet Co. to facilitate this route.

The Panamerican Postal Union(UPAE) was formed as of 1 January 1912, providing member states with discounted postage and registration fees on mail passing between member countries. The 15 centavo envelope illustrated below sent registered in 1929 from Valparaiso to Medellin in Colombia illustrates this service nicely. It is prepaid 25 centavos UPAE registration fee plus a further 25 centavos UPAE letter fee:

If Colombia had been classed as a normal UPU country at that time the UPU registration fee would have been 70 centavos and the UPU letter fee would have been a further 70 centavos, thus producing a saving for the sender of 90 centavos in total.

Sending mail to mainland European countries from Chile during the First World War could also be a tricky affair. If the mail went via a British boat it could be held by the authorities or even returned. German and French boats seemed to be thin on the ground too as far as a service to South America was concerned. The registered 20 centavos envelope from Antofagasta to Holland is an interesting case in point. This letter was sent 24 February 1916 but did not reach its destination in Holland until 25 August 1916 after being held by the British Military Authorities.

Italy was on the same side as Britain during World War 1 but did not enter the war until May 1915. Italian mail boats seemed to be readily available for carrying mail to and from South
America during this period and covers and cards are often found censored in Genoa. The 2 centavos card from Antofagasta to Amsterdam dated April 1916 illustrates this route nicely. The card has gone over the Andes via rail to Buenos Aires and then been picked up by an Italian boat for the trip to Genoa where it was censored by the Italian authorities.

The frequently changing postage rates during and after the First World War inevitably led to confusion from time to time among the Chilean mail clerks. This 1 centavo card dated 31 July 1917 from Valparaiso to Norway is a good example. The UPU postcard rate at the time was 8 centavos which is the total franking on the card. However a 4 centavos Valparaiso postage due handstamp has been applied suggesting the clerk thought the rate was 10 centavos. (as an incidental point of interest this card has been censored by the Italians in Genoa too).

These envelopes and cards were in use until the late 1920’s and their collection provides an infinite source of collecting fun. In addition the designs are attractive.

References:
1. Postal Rates of Chile by Ross Towle
2. Christie’s Robson Lowe Catalogue for the American Bank Note Co. Archive sale 12 September 1990
3. Catalogo Especializado de Chile 2000 by the Sociedad Filatelica de Chile
A LETTER FROM JACMEL, HAITI TO GUERNSEY IN 1811
David Gurney

An interesting letter sent from Jacmel on the 30 March 1811 carried privately to London where it was received and forwarded by Fred De Lisle, Merchants in London. Posted on the 14th May to Guernsey via Weymouth and charged 1/1d being the inland rate to Weymouth of 9d plus the Packet charge of 3d from Weymouth to Guernsey. A commercial letter confirming the shipping of wines, Geneva (gin) etc in exchange for cargos of Cocoa, Coffee, Cotton and other produce. Other property outstanding is listed as French Muskets with Bayonets and Cartouch Boxes, Lead, Powder – the whole Duty Free. Was this a part of the three-way trade of that time?
THE RUSSO-JAPANESE WAR, PRISONER OF WAR MAIL – Ken Clark

The Russo-Japanese War of 1904 to 1905 commenced with the first movement of troops by the Japanese on 4 February 1904 destined for Incheon, Korea, followed by the first Japanese naval attacks at Incheon and Port Arthur, Manchuria, on 9 February 1904, resulting in a formal declaration of war on 10 February 1904. This war was to last some 20 months to the signing of the Peace Treaty in September 1905.

During these 20 months almost 1,000,000 military personnel were involved in the war, a total of approximately 72,725 were killed, 320,9000 wounded and some 75,000 men taken as Prisoners of War. This conflict resulted in the taking of many Russian Prisoners of War by the Japanese, but very few Japanese Prisoners of War were taken by the Russians, and four British Prisoner of War are recorded as being taken by the Russians whilst in Japanese waters.

This exhibit shows mail to and from some of the Russian Prisoners of War who were held in Japan in the 29 different locations of the POW camps in Japan. These camps held in total 72,000+ Russian POW who were being held in Japan during the course of the Russo-Japanese War. Mail is also shown to/from the POW Bureau of Registration, Tokyo, and the French Legations in Tokyo and Kobe who acted in a similar manner as to that of the Red Cross. Although a large number of Russian POW were held in Japan the volume of mail to and from these prisoners is quite small mainly due to illiteracy. In these POW Camps the Japanese taught the Russian prisoners to both read and write in their own Russian language.

Mail to and from Japanese POW is also exhibited, the number of Japanese captured during the Russo-Japanese War amounted to some 2,000, of these 1,777 were held at Medved POW Camp located close to St Petersburg, Russia, whilst 223 Japanese POW were held in Manchuria. Mail from Japanese POW is considered as very scarce and very few items are recorded, whilst mail to Japanese POW is rare. Mail is shown to and via the Bureau of Registration for Prisoners of War at St Petersburg, Russia.

Mail is exhibited from one British Prisoner of War, Captain George Anderson, whilst as Captain of the N Y K ship Sado-maru carrying Japanese troops, horses, railway supplies, to Ta-Lien, Manchuria, the ship was intercepted by Russian warships and he and three other British crew were taken as a Prisoner, they were shipped to Vladivostok, then to Tomsk, onwards to Kaluga and eventually to join the Japanese POW at the Medved Prisoner of War Camp.

The Prisoner of War camps set up in Japan for the Russian prisoners amounted to 29 to total, although not all of these camps operated as the same time and the camps were at locations throughout Japan. The camps varied in size from holding as few prisoners as 42 officers at Yamagata camp to as many as 22,376 officers and men at Hamadera camp. These camps in general were issued with a camp Censor/Seal, with each camp having a different seal of non-standard format in shape, wording and size; the Seals of 11 camps have not been recorded. The camps were also issued with a handstamp reading in French SERVICE DES PRISONNIES DE GUERRE again of different formats and sizes; these have not been recorded for 13 of the camps. A further vertical handstamp was issued to the camps, this read in Japanese PRISONER OF WAR MAIL again in varying sizes and styles and has not been recorded for 12 of the camps. Finally a handstamp was issued to the camps again reading in Japanese the wording TO RUSSIA once again of varying sizes and styles.

Russian mail is exhibited from many of the camps in Japan to Russia, whilst rare Japanese mail is shown from the camp at Medved, St Petersburg to Japan. Many of the camps in Japan issued postcards showing the Prisoners of War at the particular camp in which they were held. An example showing Russian prisoners and their guards at Narashine is shown on the front page of this edition.
BRITISH POW MAIL – MEDVED, RUSSIA

Postcards in a correspondence from a British Prisoner of War to his family in Scotland. Captain George Anderson of the Sad-maru, a Japanese ship captured and torpedoed by the Russian Vladivostok Fleet in Japanese waters on 15 June 1904, then taken to Vladivostok for questioning, considered a Prisoner of War and sent by ship/train to Medved POW Camp, near St Petersburg, Russia.


Postmarks of June and July 1905, St Petersburg, 28 VI 1905 and St Petersburg, 5 VII 1905.
Mail to Japanese Prisoners of War held at the Medved Camp is considered rare, about eight items of such mail being recorded, this card was routed via the USA as in January 1905 the war was still in progress between Japan and Russia. A total of 1,777 Japanese POW were held at Medved Camp, some of which died in Russia, plus one British POW.

BUREAU OF POW INFORMATION – TOKYO, JAPAN

Mail from the Bureau of POW Information located in Tokyo, written to the Count and Countess Alexander Benckendorff at the Russian Embassy London. The Information Bureau was responsible for informing Russia of all Russian prisoners held by the Japanese. Count Benckendorff was the Russian Ambassador in London, eventually becoming an officer of Emperor Nicholas II Imperial Household.


RUSSIAN POW MAIL – SHIZUOKA CAMP

MAIL RELATING TO A Russian Prisoner of War held at the Shizuoka Camp from the French Legation in Kobe, sent as Registered POW Mail, requesting information. By this time in late December 1905 the prisoner had been released and the letter was returned from Shizoka, POW Camp to the French Legation, Kobe. This cover was re-sealed and shows the rare usage of a POW Camp seal.

SHIZUOKA Prisoner of War Camp, Japan, was one of the smaller camps for Russians held in Japan during the Russo-Japanese War. The camp consisted of five civilian buildings housing a total of 319 Russian Prisoners of War, consisting of 14 Colonels, 92 Lieutenants, 51 Warrant Officers, 161 Men and one civilian. The camp was open from 14 December 1904 until 18 January 1906.

SOUTH WEST AFRICA : MILITARY OCCUPATION 1915 TO 1918, CENSORSHIP LABELS – Colin Faers

The German forces in South West Africa surrendered on 9 July 1915 at Khorab, and a meeting for the formal signing of the surrender took place at 10 am between General Botha and the Geman Governor, Dr Seitz. From that time until 1 January 1921 the territory was under South African Martial Law. Amongst other regulations this gave authority for both military and civil mail to be censored.

Mail to and From Foreign Destinations
The Headquarters of the South African Field Post had been established at Cape Town in September 1914, and this became the main Censor Office. All mail to and from the former German South West Africa to foreign destinations went through Cape Town and was censored there. Military Censorship labels were printed bilingually in English and Afrikaans in red on white paper.

The labels were printed *Opened by Censor / Geopend door Censor* above the number 99, this being the number allocated to Cape Town. These numbered labels appear to have come into use in early 1916, but before that time bilingual censor labels which were un-numbered were used. Labels vary slightly in size but are about four inches by two inches. These labels are listed in Putzel and in this article the number allocated in his handbook will be used.

I have some 18 covers in my collection which have gone through Cape Town Censor Office, of these 16 are items of outgoing mail. There are two items of inward mail, one from London and the other from South Africa.

Outgoing Mail
The earliest cover in my collection is from Swakopmund dated 16 November 1915 via Windhoek and Cape Town to the German Help Association (Deutschen Hilfsverein) in Stockholm. Franked at the 1d internal letter rate, it has attracted postage due with an octagonal T 80c cachet. The remains of the Swedish postage due sticker label can also be seen. The Windhoek transit cancel on the reverse is dated 21 Nov.15.

The Swakopmund cancel (Putzel B 5 oc) was the first civilian cancel as that office and came into use when the civilian post office there opened on 25 August 1915.

The red bilingual paper Censor label has no number. (Putzel CL 16) and there is also a greenish-blue circular Passed Censor C.12 stamp. There are a range of these stamps and those with a letter C are those in use at Cape Town.

The other cover I have from 1915 from Windhoek to the International Red Cross in Geneva, Switzerland dated 22 Dec.1915 with a fine multiple block of six of the 1d. red. The front has Cape Town Censor stamp C.14 and the back has un-numbered Censor label which is tied to the cover by a red “71” and large oval Cape Town Censor label dated 6 Jan.1916. The cover has been marked “Civil” in blue crayon. Finally there is the Geneva arrival cancel dated 26.1.1916.

Paper Label with Number 99
The covers I have from South West Africa to overseas destinations with Cape Town Censor paper “99” labels are listed below.
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Date</th>
<th>Censor stamps</th>
<th>Franked</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luderitzbucht</td>
<td>Geneva</td>
<td>18.3.1916</td>
<td>C 15</td>
<td>2½d</td>
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<td>5.6.1916</td>
<td>C 15</td>
<td>3d.</td>
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<td>19.9.1916</td>
<td>C 19</td>
<td>2½d</td>
</tr>
<tr>
<td>Rehoboth Rail</td>
<td>Geneva</td>
<td>19.1.1917</td>
<td>-</td>
<td>3d</td>
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<tr>
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<td>Springfield (USA)</td>
<td>13.3.1917</td>
<td>18/99</td>
<td>2½d</td>
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<tr>
<td>Swakopmund</td>
<td>London</td>
<td>16.4.1917</td>
<td>C 12</td>
<td>2½d</td>
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<tr>
<td>Windhoek</td>
<td>Bern</td>
<td>22.10.1917</td>
<td>C 14</td>
<td>Registered 6½d</td>
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<tr>
<td>Outjo</td>
<td>Geneva</td>
<td>27.12.1917</td>
<td>C 14</td>
<td>Registered 9d</td>
</tr>
<tr>
<td>Aus POW Camp</td>
<td>Stockholm</td>
<td>16.4.18</td>
<td>Aus Camp cachets</td>
<td>Free</td>
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<tr>
<td>Kalfeld</td>
<td>Bern</td>
<td>23.12.1918</td>
<td>C 9</td>
<td>5d</td>
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Some of these covers are illustrated below.

I have two covers, both to Stockholm, without paper Censor labels. They are both early dated covers and it maybe that paper tape labels were not yet generally available.

The first has an indistinct cancel so its place of origin is uncertain. Franked at the 5d rate it is addressed to “das Hilfscommite” in Stockholm and appears to have been censored both locally and in Cape Town. The large oval Cape Town Censor stamp is dated 5 Aug. 1915 and has Stockholm arrival cancel dated 30.8.1915.

The second is from Luderitzbucht (Pomona) to the German Charity Association (Deutschen Hilfsverein) in Stockholm dated 21. Nov. 1915. It has no paper label and was censored in Luderitzbucht, with large purple boxed stamp “Passed Censor / Doorgelaten door Censor / 4.” South African Army Base Post Office No. 4 was at Luderitzbucht.

**Inward Mail**

Mail for South West Africa from abroad also came in via Cape Town and was censored there.

To illustrate this is a 3d embossed registered envelope from London to Keetmanshoop dated 19 Feb.1917. Opened and re-sealed with red bilingual paper label No. 99 and wit Cape Town Censor stamps C 5/99. The Keetmanshoop arrival cancel is dated 22 Mar. 1917.

**Types of Labels (Number 99)**

Labels are found bilingualy, but can have either the wording in English or in Afrikaans at the top. There are different sizes of type used and labels can also be found with or without the Printer’s order reference which includes the number of labels printed and the date of printing. EG D7/60087. 100,000. 10/14. S.A.Electric D 625.
SWAKOPMUND


WINDHOEK (WINDHUK)

1915 Putzel B 9 oc. First permanent canceller. According to Busch used on ordinary mail only from end August 1915 to early March 1916, then as registered letter canceller and/or arrival date stamp. 150,600. Censored registered cover Windhuk – International Red Cross, Geneva. 22 DEC 15, Code letter B. Opened, censored and re-sealed in Cape Town. Unnumbered red bilingual paper censor tape, censor cachet type 24 (with cross) on front, large oval Chief Censor Cape Town dated 6 JAN 16 on back. Also blue crayon “Civil” and red No. 71. Geneva arrival cancel 26.1.1916
OUTJO

Office opened November 1915. Adapted German cancel B 4 oc (500/2000). This was the first adapted cancel for Outjo. Its earliest recorded date seen is 27.5.1916. This was originally the German cancel for Ubahis, which had already been converted to a neutral “wanderstempel” in German times.

REHOBOTH RAIL

1916. Office opened (RDPO) before 17.4.1916. Army Field Post Office No. 48 which was established at Rehoboth mid June 1915 apparently also had a unit here at Rehoboth Rail but no separate postmarks are known. (Note: the Railway Station and the town of Rehoboth are several miles apart.) Cover with printed Hotel “zur roten Erde” sent Rehoboth to The International Peace Bureau, Geneva 19 Jan. 1917, franked 3d rate. Censored at Cape Town. Paper label No. 99 with Printer’s reference D7/68087.100.000. 10/16/ S.A.Electric. D625. Cover has 2 good strikes of the rate Rehoboth Rail rubber stamp cancel B 1b oc in violet (500/2000). Front also has Cape Town censor stamp C 14. Back of cover has Rehoboth cancel B 1 and Geneva arrival cancel 12 III 1917.
KLEIN WINDHUK


GROOTFONTEIN

Grootfontein was the railhead in north eastern German South West Africa. German forces surrendered at nearby Khorab in July 1915. The German Post Office closed 6.7.1915 and South African forces established an Army Telegraph Office there the next day. It became a civilian post office 1 September 1915.

KEETMANSHOOP


LÜDERITZBUCHT

Mail from POMONA. In German times thee was a Post Office in Pomonahagel, a small diamond mining centre south of Lüderitzbucht. However no office was re-opened under the South African occupation. Mail was transported to Lüderitzbucht by the Mining Company.

Cancel B 9 0c. First civilian canceller. 21.11.1915. Cover from Pomona addressed to the German Charity Association in Stockholm, transported to Lüderitzbucht where it was cancelled and Censored. Boxed 3 line bilingual Censor cachet with No.4. This number relates to Army Base Post Office No. 4 which was situated here. Stockholm arrival cancel 29.12.1915 on back. During this period foreign mail was usually sent via Cape Town, where it was also censored. Unusually there is nothing to connect this cover to Cape Town although it must be presumed it went by that route.
When Russia occupied Finland in 1809 during the Napoleonic Wars, the Russian Czar Alexander I decided that the country should not be incorporated into the Russian Empire as a Russian province. Instead he declared Finland an autonomous Grand Duchy within the Empire with the Czar as Grand Duke. The government of the country was to be in the hands of the Finnish Senate and to be separate from the Russian government. The laws from the Swedish period were to remain in force. Finns were not to be conscripted into the Russian Army and taxes raised in Finland were to be used only for the benefit of the Finnish population. Finland had its own separate postal service and from 1865 its own currency.

From 1885 the Pan-Slavic movement in Russia sought to suppress this separate Finnish identity and attempted to ‘Russify’ Finland. In order to emphasize its autonomy the Finnish Post Office introduced from 1888 new circular datestamps with the country’s name, ie Finland or Suomi Finland in the lower segment. The use of these postmarks was prohibited by the Russians from the end of 1893 and they were replaced by datestamps with the post offices’ names in Swedish and or Finnish and Russian Cyrillic. The new postmarks were made in Finland and during manufacture errors were made in a number of the Cyrillic inscriptions!

In 1890 the Imperial Russian Postal Administration decided that the current Finnish stamps would be replaced by Russian designs and that all stamps issued before 1881 would eventually be replaced and invalidated. As an interim measure in 1891 new stamps and postal stationery were brought into use. They were very similar to the contemporary Russian stamps but had rings incorporated in the designs. Postal censorship was also introduced during the early 1890s particularly on newspapers arriving from abroad. These measures antagonised the Finnish population and led to demands for complete independence. Protest postcards and labels were produced and widely used. The Russian Government responded by invalidating the use of Finnish Lion design stamps on mail to Russia and foreign countries, Russian stamps had to be used. The Imperial Russian Post Board in St Petersburg took over the administration of the Finnish Post Office and instructed the Finns to print and issue new stamps for use in Finland. They were to be in the same design as current Imperial Russian stamps, but their face value was to be expressed in Finnish currency, in addition they were to be only valid for mail within Finland. Russian type postal stationery was also issued printed entirely in Russian. The Finnish response was to print ‘Grand – Duchy of Finland’ on envelopes and postcards and sell envelopes with a map of Finland underprint. The ‘Russian’ stamps were also widely affixed upside down, particularly when sent to foreign addresses.

Due to exchange rate anomalies between the Finnish mark and the Russian rouble, it was cheaper to use five kopeck Russian stamps rather than the one 10 kopeck stamp needed to pay the basic inland and foreign letter rate. In Finnish post offices the price of a Russian 2 kopeck stamp was 5 penniä, whereas the price of a 10 kopeck stamp was 27 penniä, giving a saving of 2 penniä per letter.

In 1917 Finland became a fully independent Republic.
10 kopeck ring type postal stationery envelope used to Lübeck in Germany with tri-lingual Helsinki Swedish-Finnish-Cyrillic postmark.

1916 cover from Åbo (Turku) to Trollhättan in Sweden illustrating the typical use of five 2 kopeck stamps rather than one 10 kopeck stamp.
In May 1840 adhesive stamps together with prepaid envelopes and letter sheets were placed on sale by the Post Office as part of the introduction of the Uniform Penny Post. However the design of each could not have been more different. The adhesive stamps carried a simple portrait of the new Queen set within a plain border, while the stationery was printed with an ornate design featuring Britannia sending messengers to the four corners of the globe. Included in the design were people from various countries sending and receiving letters. Most people thought the design was ridiculous and the press took no time in vilifying it. The majority of the public agreed with them and felt that these items of stationery were far too ornate. They much preferred the plain and simple adhesive postage stamps.

The responsibility for preparing the prepaid stationery was given to Rowland Hill’s assistant, Henry Cole. He had already rejected a similar design for this stationery prepared by Henry Corbould, which showed Britannia surrounded by classical figures and ornaments (now held in the Victoria and Albert Museum). Cole’s own Christmas card that was sold in 1843 also bore a striking resemblance to this design. In all probability it was Cole who promoted the idea of having such an ornate design for the stationery, although Rowland Hill must also have been in agreement.

Having rejected one design, Cole then sought the help of another prominent artist of the day, William Mulready RA. Mulready also produced a sketch that would cover most of the envelope front with a fanciful drawing, leaving a small space at the bottom for the address. It is fairly evident that it was Cole who influenced the design for the prepaid stationery, but it was Mulready who took most of the criticism for it. But was it really his fault? I think not.

Despite the criticisms of the new stationery, it had one advantage. Few of the letter sheets were written upon, most being used as wrappers enclosing other correspondence. Some enterprising businessman saw this as an opportunity; the chance to send printed advertisements through the post at no cost to himself, except for actually printing the advertisement. Others quickly followed and about 1,000 different advertisements have been recorded so far. They generally fall into two categories.

Many advertisements promote a firm’s goods or services and were used for much of their correspondence. Assurance companies were prolific users, including on their letter sheets details of the famous who insured their lives with them and for how much, together with details of the company’s assets.

Some businessmen sold advertising space on the letter sheets, promising to print at least 5,000 copies of each edition. Although they had to buy the letter sheets from Stamp Offices or Stamp Distributors at the full price, in order to encourage people to buy them, they promised to sell them for about 9d a dozen. The difference between the two prices was more than made up by income from advertising revenue. This idea of selling advertising space was a popular move, with some of these advertising letter sheets having ten or more editions.

The idea of businesses advertising on letter sheets hung on for a while when the Penny Pink letter sheets were introduced in 1844, but by then the enthusiasm for such schemes had dried up and relatively few are recorded. In the 1860/70s some private letter sheets with advertisements were sold at half price, i.e. ½d, but once again they were not very popular with the public and the idea was dropped. There were even postcards created using the same principles which were sold a ¼d each, half their normal price. But once again they did not catch the public’s imagination.
Postscript 60/43

Advertisement for the Edinburgh Life Assurance Company used 16th December 1840 from Birmingham to London.
Advertisement for the Milton Press, used 9th September 1840 to Wadden, Surrey

A Mulready envelope paying for its delivery to Bristol, but with an additional 1d charge for redirection to Staffordshire
THE END OF THE 1715-16 JACOBITE RISING – Malcolm Fenning

Following the ‘Glorious Revolution’ of 1688 to 1689 during which King James II of England and VII of Scotland fled Britain to be replaced by William and Mary, there were several subsequent risings by Jacobite supporters. The most notable ones were in 1715 to 1716 and in 1745 to 1746, the objective of each being for the House of Stuart to recover the throne from the Hanoverians.

The 1715 Rising in Scotland was orchestrated by John Erskine, Earl of Mar and by Prince James Francis Edward Stuart, son of the displaced King James. To his supporters Prince James was known as King James III of England and VIII of Scotland; to his opponents he was referred to as ‘The Pretender’. The rising started in August 1715 and, after an inconclusive battle at Sheriffmuir and a number of sieges and skirmishes, effectively it ended in the few days between 4 and 7 February 1716.

The key event that ended the rising was the flight from Scotland of Prince James Stuart on the night of 4 February/early morning of 5 February.

Five days earlier, the Jacobites, faced with the threat of an advancing Hanoverian Army which had been reinforced and equipped with heavy cannon, decided to retreat from Perth by way of Dundee to Montrose. During the preceding week, to delay the Hanoverian forces by denying them supplies and shelter, Prince James had reluctantly ordered the Jacobite Army to destroy all the villages between Stirling and Perth. By 4 February, the Jacobite Army, reduced to approximately 4000 men, reached Montrose while the pursuing Hanoverian Army advanced on and occupied Arbroath.

In Montrose, on 4 February, orders were issued for the Jacobite Army to assemble in marching order at 8 p.m. to begin its journey to Aberdeen. Ostentatious efforts were made to create the impression that Prince James was to be a member of the expedition. However, James, deciding that there was little point in continuing the struggle as victory was beyond him, carried forward his plans to leave for France. A Hanoverian account of the events of that night, published in the London Gazette, read as follows:

‘At the hour appointed for their march, the Pretender ordered his horses to be brought before the door of the house in which he lodged, and the Guard which usually attended him to mount, as if he designed to go on with the Clans to Aberdeen; but at the same time he slipped privately out on foot, accompanied by only one of his domestics, went to the Earl of Mar’s lodgings, and from thence, by a by-way to the waterside, where a boat waited and carried him and the Earl of Mar on board a French ship of about 90 tons, called the Maria Theresa of St Malo. About a quarter of an hour after, two other boats carried the Earl of Melfort and the Lord Drummond, with Lieutenant-General Sheldon, and ten other Gentlemen, on board the same ship. And then they hoisted sail and put to sea.’

On 5 February, the last units of the Jacobite Army left Montrose and the Hanoverian Army reached the outskirts of the town. By the following day, the Hanoverian Army had occupied Montrose. On 7 February the Jacobite Army reached Aberdeen and then disbanded. The Rising was over.

The letter illustrated in Fig 1 was written by Colonel James Campbell, in command of Campbell’s Regiment of Foot, the vanguard troops of the Hanoverian Army pursuing the Jacobite Army. It was written very shortly after the Hanoverians had entered and occupied Montrose and was sent by express Army Messenger from Montrose to Edinburgh and from there to London by the postal system to inform his brother, the Earl of Loudoun of the latest news.
Excerpts from the letter (with modern punctuation and spelling):

‘at Montrose the 6 Feb 1716

My Dear Lord, yesterday morning upon our march here we had an account that the Pretender, My Lord Mar, My Lord Melford & C embarked the fourth at twelve o’clock at night. To make the clans march they gave out that our army was within four miles of them. The clans they say refused to march, suspecting something of their design. However they got them persuaded to march on and they slipped off. They had only two ships, one of 90 tons and the other of 30 tons. My Lord Tinmouth, Southark and Marshal are left behind and are gone towards Aberdeen with the body of their clans that they have left. My Lord Duke is making all the expedition after them possible. Gen. Cadogan has had no small share in this expedition. . . . . . . The express is a going. My Dear Lord adieu.’

The ‘Lord Marshal’ that is mentioned refers to William Keith, Earl Marischal, who was left behind in command of the Jacobite cavalry. ‘General Cadogan’ refers to William Cadogan who, later in 1716, commanded the Hanoverian Army in a march though the Highlands to eradicate any remaining opposition.

Postal Markings on the letter
The letter is dated 6 February 1716 and was datestamped in Edinburgh on 9 February with a red oval Bishop Mark and in London on 15 February with a black Bishop Mark. Total transit time from Montrose to London was 9 days.

Rates applied were:
- Edinburgh to London 6d single letter rate, unpaid
- 6d rate deleted and letter endorsed ‘Free’ under the Earl of Loudoun’s franking privilege.

The Writer
Colonel James Campbell was, at the time of writing the letter, commanding an infantry regiment of the Duke of Marlborough’s Army. As was the practice in the first half of the 18th Century, it assumed the name of its Colonel i.e. Campbell’s Regiment of Foot. He commanded this regiment from July 1715 until February 1717, after which he became colonel of the cavalry regiment, the Scots Greys.

James Campbell was the third son of the 2nd Earl of Loudoun. He entered the army as lieutenant-colonel of the 2nd dragoons in 1708 through the influence of his brother, Hugh Campbell, 3rd Earl of Loudoun. He greatly distinguished himself at the Battle of Malplaquet on 11 September 1709 when, contrary to orders, he led his dragoons in a charge through the enemies’ line and back again, determining the battle in that quarter.

He was returned to Parliament as MP for Ayrshire in 1727. In 1738, he was made governor and constable of Edinburgh Castle. In 1742, he was promoted lieutenant-general and accompanied King George II to Germany as general commanding the cavalry. At its head he charged the household troops of France (the maison du roi) at the Battle of Dettingen in 1743 and was invested a Knight of the Bath before the whole army on the field of battle by George II.

At the Battle of Fontenoy on 30 April 1745, his leg was carried off by a cannon-ball and he died whilst being put into a litter and was buried in Brussels.
The Addressee
Hugh Campbell, 3rd Earl of Loudoun, was James Campbell’s brother. Hugh Campbell was a commissioner for accomplishing the union between England and Scotland, and was one of the first sixteen representative peers for Scotland. The Earl had served under the Duke of Argyll against the Jacobites at the Battle of Sheriffmuir in 1715.

The Importance of the Letter
Francis Bacon said “knowledge is power” and, appreciating this, it is clear that Colonel Campbell wanted to inform his brother about the flight of Prince James at the earliest opportunity. The 6 February letter was received by the Earl of Loudoun in London on 15 February. The use of an express messenger to carry it from Melrose to Edinburgh and then of the postal system from Edinburgh to London would have ensured that Loudoun was one of the first in the capital to learn the important news that the Jacobite Rising was over.

Early knowledge of this event would have afforded the recipient a major political and commercial advantage. To what extent the Earl of Loudoun used this to benefit himself on the day he received the letter is not known but it was the following day, 16 February, before a report of the same events appeared in the London Gazette and a day later, on 17 February, before King George I attended the House of Lords, summoning the Commons, to speak to both Houses:

‘My Lords and Gentlemen, I take this opportunity of acquainting you that My Forces have obliged the Pretender to fly out of Scotland…’

A letter from Edinburgh by the same post
Another letter, illustrated in Fig. 2, to the same addressee but from a different writer has recently come to light. It is remarkable in that it is sent from Edinburgh, dated 9 February and would therefore have been carried from Edinburgh to London by the same mail, in the same mailbag, as the 6 February letter from Montrose.

It bears the Edinburgh red oval Bishop Mark for 9 February and the London black Bishop Mark for 15 February. The letter was carried free of charge under the Earl of Loudoun’s franking privilege. Transit time from Edinburgh to London was 6 days.

Whereas the 6 February letter from Montrose was written by a person ‘on the spot’ and witnessing events as they unfolded, the writer of the letter from Edinburgh three days later had to depend on news he could cull from indirect sources. Accordingly, he relates a story that ‘the King’s men of war had forced back the ship the Pretender was in to Aberdeen’, a rumour that was unfounded.

References in the Edinburgh letter to the 1715 Rising

‘The report of the Pretender shipping at Montrose is not in the least doubted. We had a story yester night and this day that the King’s men of war had forced back the ship the Pretender was in to Aberdeen – your Brother [i.e. Colonel James Campbell commanding Campbell’s Regiment of Foot] was at Ardire House within 18 miles of Aberdeen on Monday but in his letter says nothing of that story.’

This story was, in fact, incorrect. Prince James Stuart (‘The Pretender’) had, at about 9 p.m. on 4 February, embarked at Montrose on the Marie Thérèse, a 90 ton ship from St Malo. The Marie Thérèse and another ship had been sent up from Dundee before the retreat from Perth began. The two ships pulled away from Montrose at 2.15 a.m. on 5 February and, under cover of darkness, evaded the Hanoverian Men of War that were cruising thereabouts. The Marie Thérèse sailed straight across the North Sea almost to Norway and then came south close to the German and Dutch coasts. Five days after leaving Scotland James landed at Waldam, a small port in French Flanders situated between Gravelines and Calais.
'It’s a wonder our army has suffered so little in these marches for both horse and foot are in very good condition.'

This was a comment on the extreme conditions that the Hanoverian Army had endured. The weather at the end of January 1716 was as bad as people could remember. James had reluctantly agreed to the Earl of Mar’s ‘scorched earth’ policy and put his name to the order to burn all the hamlets which lay in the Hanoverian Army’s path so as to remove the enemy’s shelter and provisions as they marched northwards towards Perth. Auchterarder, Muthill, Crieff, Blackford and Dunning were burned to the ground. This forced many of the Hanoverian soldiers to spend bitter nights out in the open without shelter but otherwise did little to delay the progress of the army. James always bitterly regretted that he had ordered the burning of the hamlets. As the Earl of Mar wrote ‘the burning goes mightily against the King’s mind.’

References:
‘The Jacobite Rising of 1715’ by John Boynes
‘James’ by Peggy Miller
‘London Gazette’, 5407, published Thursday 16 February 1716
‘House of Lords Journal’ Volume 20, 17 February 1716

Fig. 1
SERVICE SUSPENDED – Robert Johnson

This display showed marks used in WW2 to denote suspension of mail services that might not be well known even though the historical and military events giving rise to them might be better known.
This shows a Spanish language mark ‘DEVUELTO POR HABER SIDO SUSPENDIDO EL SERVICIO’ (Returned on account of the suspension of the service). It has been put on a letter from unoccupied France posted on 26 August 1940 addressed to the United States and paid to go by surface mail. It bears a French double oval censor mark code ML434 struck over the cream resealing strip. It was censored by the military authorities in Spain. The letter arrived in Lisbon on 7 October 1940 (six weeks after posting). The likely explanation for being turned back in Lisbon is the lack of ships crossing the Atlantic from Lisbon but why the letter bears a Spanish service suspended mark on its return (rather than a Portuguese one) is not clear.

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Fig. 2

This letter was posted in Mexico in October 1943 and is addressed to Switzerland and paid to go by airmail. It bears a mark ‘Devuelta por estar en suspenso la comunicacion’. The reason for the suspension was that the route from Lisbon to Switzerland by surface or by air in Europe was affected by decisions taken by the Germans about the availability of routes across France or Germany and France after transit through Portugal and Spain. Airmail went via Stuttgard or Rome to Lisbon.

This item never left Mexico; if it had got as far in transit as the USA it would have been marked there with a ‘No service available’ mark. While the Swiss postal authorities managed to get unregistered mail out to the USA and elsewhere by co-operation with the Germans the US postal authorities had given notice in March 1943 that all mail to Switzerland would be returned until it was known that mails could be sent there safely. The suspension started on 18 November 1942 and did not end until an unknown date in 1945.

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The feature of this printed papers item (posted in Belgium in July 1944 and addressed to the United States and paid to go by surface), is the order in which the two service suspended marks were applied.

The German invasion of Belgium was complete by 28 May 1940 and was still in existence in July 1944. Germany restricted communications in and out of countries occupied by Germany and it is surprising that this item got as far as Berlin. When this item got to Berlin it was turned back after censorship marked ‘Zuruck Postsperre’ (Return lack of a postal service). This was not because of the rule relating to mail to and from occupied countries but because Germany and the United States were at war. When the item got back to Belgium the mark ‘SERVICE NON ENCORE REPRIS’ (service not yet started again) was applied.

This surface letter from Mexico to the Red Cross in Switzerland, posted in October 1944, is marked ‘SERV. SUSPENDIDO’. It never left Mexico and was returned for the same reason as is set out for Fig. 2. But for the USPO decision set out for Fig. 2 it would have been theoretically possible for surface letters to get into Switzerland from November 1944.
was the month the French-Swiss border was clear of German troops and control. Disruption of communications on the ground gave continuing uncertainty and no doubt was part of the reasoning behind the USPO decision to continue the November 1943 decision.

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Fig. 5

The ‘Retour Service suspendu’ mark on this postcard was struck in violet ink on a label then stuck on the postcard. The postcard was written and posted in December 1944 by an escaped prisoner of war held at Bevais in Switzerland (Bevais was a camp for Jugoslav military personnel, and was addressed to a lady in Montenegro). The postcard was censored by the Germans (place not ascertained). Montenegro had been occupied by Italian forces but after the Italian surrender was under German control. The situation in the Balkans by December 1944 was disorganised because of Partisan and Communist activities against the Germans. The place the postcard may have been turned back is Croatia but the label was probably applied when the postcard got back to Switzerland.

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Fig 6

Postscript 60/52
The main feature of this surface letter is the mark ‘Devolvido ao remetente Servico interrompido’ (Return to sender Service interrupted). The letter was posted in Angola in January 1945 and was addressed to Germany via Lisbon.

Portugal and its colonies, being neutral in WW2, were free to communicate with Germany (subject to British Commonwealth censorship if mail went through a British Commonwealth country – South Africa in this case). The letter left Angola on 28 September 1944 and reached Lisbon via South Africa by sea on 14 January 1945. By this time Allied military operations in Europe, particularly in France, over which this letter would normally have travelled after reaching Lisbon, had severed communications between Portugal and Germany.

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This is a postcard posted in Sweden on 29 April 1945. addressed to Renkum in the Netherlands. The Netherlands were totally liberated on 4 May 1945; prior to that when parts of the Netherlands were still in the hands of Germans and because of Allied advances mail routes were disrupted. Renkum is in the central part of the Netherlands near Arnhem. This postcard was originally marked in Sweden ‘RETOUR L’exchange supprime’ (Exchange of mails not allowed) but as the position in the Netherlands cleared the mark was deleted within a few days and sent forward. Endorsed to go by airmail, it is not certain whether airmail was used and if so by what route. Whatever the position it is a true liberation item and thus historically as well as postally significant.
British Levant, is the Philatelists’ short name for British Post Offices in the Ottoman Empire. My scope is the British Post Offices in the Turkish / Greek cities of Constantinople, Smyrna, Salonica and Beyrout. I use the names they had at the time and these cities are now Istanbul, Izmir, Thessaloniki and Beirut respectively. This article follows on from British Levant up to 1900 in Postscript Spring 2007.

In 1901 the postal rates in British Levant were very simple. Printed Matter ½d, Postcard 1d, Letter 1 Piastre per ounce, Registration 1 Piastre, Sample rate 10 Paras per 2 ounces. The rates applied to all destinations. There were admittedly two currencies, Sterling for the ½d and 1d, and Turkish currency for the Piastre and Para rates. 1 Piastre = 40 Paras = 2½d. Stamps valued at 2½d and above were overprinted in Piastres, or Paras, those below were not overprinted.

This simple state continued until 1905 when the declining value of the Piastre against the Pound, meant that selling ½d and 1d unoverprinted in Piastre equivalents gave rise to a theoretical loss of revenue and the ½d and 1d stamps were therefore overprinted LEVANT. The dual currency postal rate system continued. This gives rise to some interesting, and genuinely commercial mixed frankings.

In 1906 Beyrout suffered a shortage of 1 Piastre stamps, and a limited local overprint was made. Unlike the situation in Constantinople in 1893, these were very carefully controlled. It is reported that only 480 stamps were overprinted. This number seems quite likely given the scarcity of both these stamps and covers bearing them.

The letter rates were changed in 1907. Postcards, printed matter and Registration remained as before but the letter rate became 1 Piastre for the first ounce and 1½d for subsequent ounces, this is a reduction from 1 Piastre which was by then worth only 2d. Stamps for the new rates were issued in 1910, at 1¼, 1¾ and 2½ Piastres.

Although my scope is British Post Offices, there were of course many other Post Offices in these Cities.
During the ‘First Balkan War’ in 1912, Serbia and Greece declared war on the Ottoman Empire on 17 October 1912, joining Montenegro who had declared War on 8 October. The Greeks captured Salonica on 7 November 1912. (Exactly 97 years before the SPH display at the RPSL at which this display was given.) Salonica was officially incorporated into Greece by a treaty in 1913. The British Post Office at Salonica continued apparently unaffected by the change of Administration, but the Ottoman Empire no longer stretched to the Adriatic Sea as it had once done.

All the British Post Offices in ‘British Levant’ closed in 1914 when the Ottoman Empire sided with the Axis forces in World War 1.
The British Post Office Constantinople closed on 30 September. This item was censored at London and is backstamped Ejsberg 19 October 1914 confirming that it arrived there.

After the War the British Post Offices in Constantinople and Smyrna re-opened in 1919 but closed permanently in 1923 and 1922 respectively. Those in Salonica and Beyrout did not re-open. The Ottoman Empire, which had lost territory in the First Balkan War, lost more territory in World War I, and what was left was eventually replaced by the Republic of Turkey in 1923.

References:
The G.B. Overprints Society, British Levant study Paper 7 ‘Rates and Miscellaneous matters’