**POSTSCRIPT**

THE SOCIETY OF POSTAL HISTORIANS

Volume 65: No.1 (Whole No.279) Spring 2015

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Convention Mail between Chile and France (see page 45)
It is with regret that we have to announce the death of one of our members

John Yeomans

SECRETARY’S NOTES – Philip Longbottom

Address Changes etc
Philip Beale new address Grantchester, The Gardens, Bedfordwell Road
Eastbourne BN21 2FB
Andy Gould new address 56 James Street, Selsey, Chichester PO20 0JG
& telephone 01243 603217
Martin Davies new email address kuitman@btinternet.com

Awards to SPH members
Congratulations are also due to the SPH members who displayed at Autumn Stampex 2014 and at Spring Stampex 2015. If I have inadvertently omitted anyone from the Stampex lists or if members have had awards at other exhibitions, they have my advance apologies, but please could they let me know so that I can correct the omission in a future edition of Postscript.

AUTUMN STAMPEX 2014:
Traditional;
Ron Brown Jersey ½d 1941-1943 Gold
Postal History
Bob Galland Great Britain - Undeliverable Mail 1764-1891 Gold
Wolf Hess Cuba The Triangular Trade 1764 to 1872 Large Gold
Wolf Hess The King’s German Legion Vermeil
Chris King The City of Lübeck 1784-1868 Large Gold
John Sussex The British Recorded Delivery Service Gold
Thematic
Wolf Hess Air under Pressure Large Gold
Literature
Ron Brown Channel Islands’ Mail via Weymouth 1794-1845 Silver
Rex Dixon Free Czechoslovak Forces in France…… Vermeil
Rex Dixon The Czechoslovak Independent Armoured Brigade….. Vermeil

SPRING STAMPEX 2015:
Postal History
Jon Aitchison The Postal History of Herm Island prior to the local
Stamp issuing period Large Vermeil
Graham Booth Spoon cancellations of Great Britain Large Gold
Philip Kenton The Passage and Acceleration of GB Surface Mail Vermeil
Gerald Mariner How Postal Communications Were Affected During
The German Occupation of the Channel Islands Vermeil
Ben Palmer GB Pre - UPU mail to Germany Vermeil
John Sussex The British recorded delivery system 1961-2010 Gold
Tom Slemons Great Britain Postal Reform 1837-1840 Large Vermeil
Richard Wheatley Penny Post Handstamps in the Leeds Postal Area Large Silver
Nicholas Wraith Great Britain Parcel Post 1882-85 Large Gold
Postal Stationery
Michael Lockton Penny Pinks Large Vermeil
Tom Slemons The Mulready - Forme 1 Locating Stereo 76 Large Vermeil

Postscript 65/2
Revenue
Jon Aitchison
Guernsey sales Tax
Large Gold

Cinderellas
Jon Aitchison
The Isle of Man before postal independence - Steps on a route to a postal identity
Large Vermeil
Jon Aitchison
The Introduction and Early Years of the Telegraph Service in The Channel Islands
Large Vermeil

PRESIDENT’S WEEKEND, PETERBOROUGH, 14 TO 18 NOVEMBER 2014
Convenor.: Mike J Y Roberts

Susan presents the Rose Bowl to Peter Kelly
Susan McEwen hands on the Presidency to Max Smith

Members and Guests attending
Jon Aitchison
Geoff Amos
Dave Armitage
Alan Becker
Keith Brandon
Graham Booth
Duncan and Susan* Crewe
Martyn and Nancy* Cusworth
Rex Dixon
Iain Dyce
Tony Eastgate
Richard Farman
John Forbes-Nixon and Brenda Purnell*
Mike Fulford
Stuart Geddes
Bill Gibb
Nigel Gooch
James and Pat Grimwood-Taylor
Chris Grimshaw
Gordon and Wendy* Hardy
Chris Hitchin
John Jackson
Philip Kaye

Nick Martin
Susan McEwen and Andrew Norris
Susan and Chris* Oliver
Bash and Barbara* Orhan
Ben Palmer
Stephen and Gillian* Parkin
Robin Pizer
Tony Plumbe
Edward and Ulrica* Proud
Maurice and Heather* Porter
John Powell
Chris Rainey
Malcolm and Anne* Ray-Smith
Mike Rego
Mike J Y Roberts
Mike and Susan* Roberts
Lyn Robinson
Peter and Elizabeth* Rooke
Henk Slabbinck
Hans Smith
Max and Susan* Smith
Tony Stanford
David Stirrups
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<td>Phillip and Julie*</td>
<td>Frank and Liz* Walton</td>
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<td>Michael and Iona*</td>
<td>Paul and Alice* Watkins</td>
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**Invited Displays**

- President's Display: Luton to the Levant
- Maurice Porter: Kent Maritime
- David Tett: POW mail of Singapore and Malaya
- Martyn Cusworth: Postal history of Chile

**Members and Guests Country Meeting Displays**

- Tony Stanford: The Oil Rivers Protectorate
- Kim Stuckey: Reina del Pacifico
- Tony Eastgate: Cyprus Tax
- Edward Klempka: Batum
- Michael Lockton: London late fee letters
- Richard Stock: Sudan miscellaneous
- Tony Tudor: WW2 Thomas Cook
- Denis Vandervelde: Lloyd Austriaco ship cancellations
- Martin Lovegrove*: Saudi Arabia
- Chris Grimshaw: WW1 Gallipoli
- Rex Dixon: Upper Silesia
- David Stirrups: Overland mail from Cadiz to Antwerp 1688 to 1701
- Hans Smith: The French post in Dalmatia
- Duncan Crewe: Air acceleration by Imperial Airways
- Nigel Gooch: Persia 1930s internal mail
- Robin Pizer: Hamburg Exchange Control Office 1918 to 1923
- Paul Watkins: Anglo French mail
- Grahame Lindsey: Italian advertising postal stationery
- Peter Kelly: A strange story
- Peter Rooke: Cachet d'entrée – France
- Graham Booth: The Japanese Invasion of Tsingtau
- Mike Rego: French destination mail
- Richard Wheatley: Leeds receiving houses
- Max Smith: Indian wafers
- Malcolm Ray-Smith: Some recent ship letter acquisitions
- Stephen Parkin: Edinburgh additional halves
- Geoff Amos: Australian maritime mail
- Wilf Vevvers: Falkland Island inward airmail
- James Grimwood-Taylor: Irish Islands and early Shetlands

**Standing Displays**

- Peter Kelly: Trans Saharan Africa
- Paul Watkins: A new London late letter mark
- Iain Dyce: Penang and Singapore – The French Connection
- Ben Palmer: NSW postal rates
- Bill Gibb: British postal agencies in Portugal and Spain
THE OIL RIVERS AND NIGER COAST PROTECTORATE

Tony Stanford

My display featured the cancellations used in the Oil Rivers and Niger Coast Protectorate on both the unoverprinted and overprinted British stamps and stationery between 1885 and 1900.

On 5th June 1885 the coastal and delta region of the Niger Territories, excepting the colony of Lagos and the Royal Niger Company’s preserves in the Niger Delta, was declared a British Protectorate. A postal service was established, administered by the consulate-general at Old Calabar and mail collection and distribution services were provided by the vice-consulates and trading stations, initially using GB stamps.

On 20 July 1892 the GB 1d lilac and a short set of QV Jubilee stamps were issued overprinted BRITISH PROTECTORATE OIL RIVERS by De La Rue together with postal stationery cards and registration envelopes. Figure 1 shows an example of the use of these stamps on a registration envelope.
In May 1893 the protectorate was extended inland and renamed The Niger Coast Protectorate and a new series of stamps was issued on 1 January 1894. Although use of the Oil Rivers overprints ceased in 1894, the unoverprinted British stamps and overprinted postal stationery continued to be accepted for use until the formation of Southern and Northern Nigeria in 1900. Later issues of the postal stationery were overprinted NIGER COAST PROTECTORATE.

Of particular interest was a one penny foreign-rate post card overprinted BRITISH PROTECTORATE OIL RIVERS with a killer cancel comprising a continuous band of parallelograms across the printed stamp. This card was dispatched to Glasgow from Abonnema on 22 November 1892 with Bonny River transit mark and Liverpool Packet receiving mark dated 20 December on the front [Fig. 2]. On the reverse the sender’s address is given as Abonnema, New Calabar [Fig. 3]. Abonnema, situated in the Rivers District about 10 miles west of Buguma and 17 miles West of what is now Port Harcourt, was a Royal Niger Company trading station and port for export of palm oil.

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**Fig. 1** Registered cover addressed to London franked with Oil Rivers overprints to pay the 4½d registered postage rate all tied with OLD CALABAR RIVER cds dated 14 July 1893. The cover has manuscript endorsement via Sierra Leone at base crossed out and per SS Ethiopia pencilled at the top. The front has a large R handstamp and an oval REGISTERED LIVERPOOL receiving mark dated 12 August 1893.

**Fig. 2** Front of card dispatched from Abonnema to Glasgow on 22 November 1892 with killer cancel comprising a continuous band of parallelograms across the printed stamp. A Bonny River transit mark and Liverpool Packet receiving mark dated 20 December are on the front.
This killer cancel has been seen on a few loose stamps and was variously described as being used at Bonny on 23 November 1892 (Proud) or as a trial cancel (Ince & Sacher) and it now appears that this canceller was probably made from wood or cork to be used at Abonnema as no other Abonnema cancel is known during the Protectorate period.

Another card sent with a greeting from Abonnema to Berlin in 1895 is illustrated in Figure 4, again routed through Bonny but without the killer cancel, the use of which was probably discontinued in 1893.

Bibliography
2. Postal Services of the British Nigeria Region Prior to 1914: Including the British Consular Post Office in Fernando – October 1992 by Jack Ince and John Sacher
THE ADDITIONAL ½d MAIL TAX 1813 TO 1839 AS USED IN EDINBURGH –
Stephen Parkin

This charge was introduced in 1813 to contribute to the road toll charges that had been
reintroduced in Scotland, and was payable on mail carried in vehicles of more than two wheels
within Scotland (including mail into and out of Scotland). I showed a range of covers to
illustrate the different types of Addl ½ handstamps, and the different usages of these marks at
Edinburgh – with a request for further information from members.

The first mark in Scotland was locally made, in Edinburgh, and is recorded used for just two and
a half days until a specially made handstamp arrived from London.

Edinburgh to Greenock 24 June 1813 (the third day of use of the first type Addl ½ handstamp).

This was followed by a series of large boxed handstamps and then smaller boxed handstamps
until unframed Addl ½ marks were introduced in 1822. It was the standard for these Addl ½
marks to be struck in the town/city of despatch but there were exceptions to this, as not all
towns had the handstamps supplied to them and they would have to mark the charge in
manuscript. Edinburgh, as the Head Post Office in Scotland also used its own marks on mail in
transit if the original manuscript was unclear – and sometimes on mail to London as the London
Office was keen that covers through London were not allowed to transit with just manuscript
Addl ½ markings.

Callander to London via Edinburgh 2 July 1814.

Callander did not have an Addl ½ mark so this is marked within the manuscript rate of 1s 2½d.
The large boxed Edinburgh Addl ½ handstamp has then been added in transit.
The Addl ½ handstamps were generally struck on the obverse of covers, alongside the manuscript rate but there are a few examples where this has been struck on the reverse instead (for no obvious reason).

Edinburgh to Banff 9 March 1821
The obverse is rated Paid 1s1d and the small boxed Addl ½ handstamp is on the reverse.

The Addl ½ charge was not payable on Local Penny Post or District 2d Post mail but examples can be found with the Addl ½ marks applied. These are generally errors and the Local 1d or 2d handstamp is often used to overstrike the Addl ½ in such circumstances. However, covers can be found where the charge has not been overstruck – usually on District Post mail.

Edinburgh to Tranent 9 August 1836
Rated 2d for the Edinburgh District Post + Addl ½ alongside.
Hodgson & Sedgewick published their book on these handstamps in 1974, which they updated in 1984 [Ref. 1]. Their listings were updated and extended for Edinburgh and Leith earlier this year [Ref. 2] and a new book is now under preparation to cover the Addl ½ handstamps for all towns throughout Great Britain (not just Scotland).

Any information that members can contribute which extends the dates in the listings, of marks used at towns that are not included in those listings, or of further unusual usages, would be most appreciated and can be sent to the following email address: stephenrhparkin@aol.com (or postal address in the Members Handbook).

References:

KONSTANZ EXCHANGE CONTROL 1918 TO 1924
Robin Pizer

The Konstanz exchange control office had started during World War 1 as a censorship office for mail from southern Baden including Überlingen going to Switzerland and as a place where business mail could be brought for on the spot inspection. It also acted as a place where travellers to Switzerland could have their letters inspected before carrying them by hand across the border to Switzerland. There was a further office that dealt with mail for civil internees in Switzerland. Except for the latter, all these aspects continued under exchange control but the volume of mail dealt with was small and so there are few covers with exchange control marks. Currently about 25 are recorded.

The largest group is of business mail brought in for on the spot inspection before being put into the post by the Konstanz inspector. This office adapted a two line wartime cachet which originally was worded: Geprüft / Militärische Prüfungs- u. Überwachungsstelle / XIV. ARMEEEKORPS KONST.4/NZ. (Checked / Military Examination and Supervision Office / XIV Army Corps Konstanz). Initially the words Militärische and XIV. ARMEEEKORPS were cut out and an example struck in red ink was shown postmarked 19.12.18 in Konstanz. This cachet was used until at least February 1919.

Then by March 1919 the partial words - u. Überwachungs had also been cut out. Figure 1 shows a postcard postmarked 31.3.20 which bears one of the clearest strikes seen of this adapted military cachet. The facsimile signature of inspector Sparwasser can be seen below the cachet. Two versions of this signature are known of lengths 46 and 60 mm.

By April 1920 a new cachet had been introduced as shown in Figure 2. This shows part of a wrapper for 300g of printed matter postmarked 20.9.20 to Steckborn in Switzerland. Two days after this was postmarked a decree was published in the Postnachrichtenblatt (German postal information gazette) announcing an alteration to the export laws and permitting catalogues and periodicals without invoices to be exported without restriction [Ref. 1]. Figure 2 shows that the Ausfuhrfrei (free to be exported) labels had been distributed in advance. The sender decided to err on the side of caution and having attached the label took the mail to the Konstanz inspector for checking.
A parcel card was shown bearing a label with the new 2 line cachet and a real rather than facsimile signature of inspector Sparwasser. It was postmarked 23.9.20 and is the latest item known from this inspection office for business mail before it was closed about the end of October 1920.

Three covers were shown which bore locally produced sealing labels worded *Geöffnet und geprüft / Postprüfungsstelle Konstanz* (opened and checked / postal examination office Konstanz). These bore postmarks between November 1919 and February 1920 and are the only evidence so far that Konstanz took sacks of locally posted mail addressed to Austria or Switzerland, opened, checked and resealed them. This was normally the job of a Postüberwachungsstelle (postal supervision office) as it had been during the war. Further covers are needed to establish whether Konstanz continued the wartime practice of examining mail from southern Baden including Überlingen going to Switzerland and perhaps Austria.
A new list of the work of the postal supervision offices was published by the Zentrale für Postüberwachung (Centre for Postal Supervision) on 18 February 1920 which shows that Konstanz was no longer involved in opening sacks of mail delivered by the post office. [Ref. 1.]

Now standard sealing labels had been produced with the number 12 printed top left. Konstanz was the 12th exchange control office when put in alphabetical order sometime in the second half of 1919. Numbered labels for the other postal supervision offices had been produced in late autumn 1919 and started being used towards the end of November 1919 as unnumbered and locally produced labels ran out.

No sealing labels with number 12 are known used in Konstanz, rather all known labels were overprinted 23 with the number 12 being blotted or partially blotted out. Elbing was office 23 which only opened on 10 January 1920 to deal with mail between Danzig and East Prussia. However there were too many labels for Elbing and the bulk of these were used up in Dresden and overstruck with a red 4 in a circle as Dresden was the fourth office in alphabetical order.

Finally unlike all other exchange control offices, Konstanz operated a traveller's examination and the three recorded covers were shown covering the period from April 1920 to January 1924. Initially this function was part of the Konstanz Postprüfungsstelle but when that closed about the end of August 1920, it appears that the function was transferred to the Konstanz Finance Office. Figure 3 shows the 1924 cover. The wording on the label translates to: Sealing up Office of the Konstanz Finance Office. / Office hours: Mornings 8-10am, afternoons 2-4pm, Saturday afternoons, / Sunday and Bank Holidays closed. / Checked. / Permitted for despatch to a foreign country. / Konstanz, the 16 Jan 1924. (signed) Sparwasser. The letter was from the Rheinschifffahrts-Verband Konstanz (Rhine Shipping Association, Konstanz)) to the Verein für Schiffahrt auf der Oberrhein (Union for Shipping on the Upper Rhine), Basel, Switzerland.

References
1. PNBl 73 22.9.20 page 409 decree 657
2. Reichsfinanzenministerium, Zentrale für Postüberwachung, Berlin SW68, P.U. Tab.Nr. III 4350, 18.2.20
OVERLAND MAIL FROM CADIZ TO ANTWERP FROM 1668 TO 1701 – David Stirrups

I have a few entire folded merchant’s letters carried by the Thurn and Taxis post from Cadiz to Antwerp after the War of Devolution ended in 1668 until the transfer of the service to the French Post Master Louis Leon Pajot, Count d’Osenbray on 1 November 1701. This is subset of Cadiz postal history which I am struggling to understand. Although I have been slowly collecting such covers for many years I am uncertain as to whether my interpretation of why the rates are so varied on letters of very similar weights. I have written this article in the expectation that someone knows more than I do and I would appreciate any help and corrections.

Historical background: In 1505 the King of Spain contracted Philip and Francisque de Tassis to provide a mounted courier service between cities in Spain and in the Spanish Low Countries. The Tassis family ran this postal service for nearly 200 years. The French invaded the Spanish Netherlands in May 1667. Hostilities ceased in May 1868. In the same year the Triple Alliance between England, Sweden and the Dutch Republic allowed the Dutch to blockade the Schelt Estuary severely restricting trade between Spanish merchants in Cadiz and their counterparts in Antwerp. Cadiz was the gateway to Spain for goods coming from the Americas and Antwerp was the Spanish trading hub with northern Europe. Many large Spanish merchant houses maintained establishment in both cities. The blockade forced them to rely on the overland route for communication using the Thurn and Taxis postal service. Turmoil continued throughout the period of this display with conflict in the Low Countries between the British, Dutch, France and Spain in various combinations. Between France and Spain there were the War of the Reunions 1683/4 and the Nine Years War 1688/97. Despite this the Thurn and Taxis mail bags were allowed free passage by both the Spanish and French and were provided with military escorts when necessary, but at a cost of up to 300 ecus which I assume was divided between the letters in the bag(s). This was agreed in a convention, signed on 5 May 1674, between the Taxis post and Louvois, the French Postmaster General. This allowed unhindered passage of the Taxis ordinari (letter bags) through France. To facilitate this the Taxis couriers were given passports to allow their free passage through France and French couriers were given similar privileges in the Spanish Netherlands as far as Brussels. The War of Reunions 1683/4 failed to resolve the territorial disputes and continued unrest probably meant that the postal couriers still often required military escorts. Despite Spain joining the Grand Alliance against France in 1690 and the Spanish Netherlands being a major battleground the mail still got through. Surprisingly rates seemed to have dropped, probably because the French army’s successes meant that they controlled most of the route and escorts were not needed. After the fighting ceased the route from the Spanish border almost to Brussels remained under French control. Spain was near economic collapse and under pressure from the French Phillip V of Spain transferred the postal administration of the Spanish Netherlands to the French Postmaster Louis Pajot, Count d’Osenbray. On 1 November 1701 new tariffs came into force and the Taxis service ceased.

Rates: I think the different conflicts may influence the volume of mail at any particular time and the need for an armed escort and this may account for some of the variability of the rates. Mail was sent unpaid and postage charged to the recipient. The currency of account in which the charges were made was the silver Schelling and the bronze Grotten, with twelve Grotten to the Schelling. The currency in common use was the Brabant sol or stuiver that equated to two Grotten. The only references I have found to historical record of rates are in Copens et al 1993. A 1605 document has a single sheet letter charge from Antwerp to Cadiz equivalent to 1 Schelling 4 grotten, quarter ounce or more charged an additional two grotten for each
additional weight (unspecified), two sheet letters to be charged double. They also quote a memoire by Jean-Baptiste Roelants (the Antwerp postmaster from 1614) published between 1614 and 1624 de sevilla trente sept soulz fonce et huit solz la le simple (equals one schelling four grotten). Copens et al examined 20 letters from Spain and Portugal between 1672 and 1702 and concluded that rates started at 1 schelling 4 grotten and increased by 2 grotten steps and the 1605/1615 rates applied throughout the period. The highest rate they recorded and illustrate is 9 schelling 4 grotten for one and three quarter ounces. Table 1 lists the covers I own or have seen and I have organised this in chronological order and by the various wars. To put the rates in context the daily wage of a Thurn and Tassis postman in Antwerp was 10.5 sols (Thurn and Tassis archives, Post acts 09514 quoted in van der Linden, 2010). The weights of my own letters were measured on a chemical balance in grams and converted to the nearest sixteenth of an ounce. Table 2 shows there was little correspondence with the recorded rate steps outlined above. The rates are shown in stuivers (for ease of sorting) in rate order then by weight. This suggests that some other factor than just weight had an effect on the charge collected. This factor's influence varied almost randomly on the small sample studied and I think would fit with an additional charge to pay for a military escort when needed. This charged probably depended on the number and or weight of the letters in each post.

Two letters bear the basic charge of one schelling four grotten and one is shown in Figure 1 and is a very small light letter. Two covers illustrate the problem in interpreting the rates. Figure 2 is a cover dated 8 February 1697 and a filing endorsement shows it was received on 21 March. The two enclosures, a prices current and an invoice for goods despatched, are still present and the total weight is seven eighths of an ounce and the rate annotation is two schelling. Figure 3 is an entire folded letter dated 18 December 1695 and the filing endorsement shows it was received on 3 February 1696. The contents give no indication of any enclosures and it reads as a single sheet letter, it is rated four schellings six grotten but only weighs half an ounce, over 40% less than that of Figure 2 but charged 180% more.
Table 1

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<th>Period</th>
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<td>Triple Alliance blockade 1667-72 and Franco-Dutch War 1672-8</td>
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<td>1679 - 1682, Relative peace but continued French annexation of territory</td>
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<td>1679, 8th February</td>
<td>2 schelling 8 grotten</td>
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<td>1 schelling 6 grotten</td>
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<td>1680, 7th April</td>
<td>1 schelling 6 grotten</td>
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<td>1680, 28th July</td>
<td>5 schelling 4 grotten</td>
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<td>4 schelling 8 grotten</td>
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<td>1682, 30th September</td>
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<td>The War of the Grand Alliance or the Nine Years War 1688-97</td>
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<td>After the War of the Grand Alliance 1698-1701</td>
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<td>1697, 19th August</td>
<td>1 schelling 6 grotten</td>
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</tr>
<tr>
<td>1699</td>
<td>1 schelling 6 grotten</td>
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</tr>
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<td>1699, 26th October**</td>
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<tr>
<td>1701, 13th March</td>
<td>3 schelling 8 grotten</td>
<td></td>
</tr>
<tr>
<td>1702, 3rd January**</td>
<td>1 schelling 4 grotten</td>
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* illustrated in Copends et al 1993
** illustrated in Copends et al 1993, from Seville
*** Subastas Sevilla sale 22 December 2014
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<td>3/8</td>
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<td>19</td>
<td>3/16</td>
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<td>1/2</td>
<td>1</td>
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<td>1701 13th March</td>
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<td>27</td>
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<td>1*</td>
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<td>9/16</td>
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<td>35</td>
<td>3/4</td>
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<tr>
<td>1687, 16th March</td>
<td>40</td>
<td>1/2</td>
<td>2</td>
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</table>

* possible missing enclosure

Acknowledgement:
At the time these letters were written there was no standardised spelling of the Spanish language and the letters are written phonetically, mainly in a dialect, with commercial abbreviations and I am grateful to Dr. S M Perez for her assistance in ascertaining if there was evidence in the text of missing enclosures.

References:
vander Linden, J., *Postal Relations between Belgium and Spain to 1876*, pamphlet published by the author to accompany a display to IPHF in Munich September 2010.
EARLY BRITISH TOWN MARKS AND SHIP LETTERS
Malcolm Ray-Smith

During the President’s Weekend in Peterborough I provided a standing display of Early British Town Marks and a list is attached. It included several X marks from the early cross posts and I attach three examples from BRIDG/WATER X (1709) [Fig. 1], BATH X (1710) and PEM/BROOK X (1713). I also showed an early two line PEM/BROOK dated 1709 [Fig. 2].

![Fig. 1 BRIDG/WATER X of 1709](image1)

![Fig. 2 Pembrooke to London with two line PEM/BROOK dated 22 July 1709](image2)

At the Country Meeting I displayed three frames of British Ship Letters and I attach a list. The items shown included a tiny “SHIP” mark just 3 x 12 mm on a letter of 1753 [Fig. 3], which from the postal rate of 11d I presume was landed at one of the Irish outports and sent to London via Dublin. This is illustrated and what I want to know is which port used this dainty little mark? Amongst the other items I showed were two letters written by the same person in America to two different addressees in England; both arrived at Falmouth on the same day but one received the more modern horseshoe ship letter mark while the other was struck with a late use of the two line ship letter; one presumes that the urgency of sending on the mails to London led to the use of two clerks using different handstamps that day.

Following a chance remark from a postal history friend that he rarely sees ship letters landed on the East Coast of England I decided to make this the main thrust of my display. Among these letters is a cover addressed to the Rev Dr Bearcroft as secretary of the Society for the Propagation of the Bible in Foreign Parts [Fig. 4]; this bears a MALTON town mark and was endorsed ship letter. But Malton is miles inland but at the time of arrival was presumably the nearest post town to the place where the letter was landed. No other place or name or date appear on the cover and I have attempted but failed to work out where and when it was written. I attach my write up but others may be able to tell me more about it.
Fig. 3 A tiny SHIP mark (3m x 12mm) used in Ireland. Endorsed Barbasos/ The Soapby’s Attorney/20th Feb 1753

Fig. 4 Probably pre 1756 letter endorsed ship letter with MALTON town mark.

List of Early Town Marks

1699 Tiverton to Exeter with Exeter E for AG/19
1703 MINHEAD to Kilhampton
1704 MINHEAD TO Exeter
1705 B/V1/15 from Bristol to Dublin via Chester
1706 HURST GREEN to LONDON
1706 HURST GRN. To London
1706 BRUTON to London
1706-07 THETFORD to London
1709-11 PRESTON to London
1706 LOUGHBOROUGH to Chelsea
1707 BRISTOL to London
1709-15 TUXFORD to Leicester
1706 STAMFORD, M & F joined, to London
1707 HORNCASTLE to London – Serle’s Coffee House
1707 CAMBRIDGE to London
1708 IPSWICH to London
1709 C/HES/TES (18x16) to London
1723 C/HES/TES (13x14) to Rosendale via Barnsley
1709 BRIDG/WATER to Plymouth
1710 BATH-X to Tilsiberton, from Gloucester by Herford bag
1709 WENN/BOROUGH to London
1709 WELLS to Plymouth
1709 WELLS/X to Plymouth
1709 NOR=W/WICH to London
1714 NORWICH to London
1711 SHREWS/BURY X to Bristol
1714 Photocopy of WHIT/CHURCH X to Liverpool
1711 MANCHESTER to Liverpool by Warrington bag
1726 MAN/CHESTER to London
1713 PEM/BROOK X to London ? Via Bristol
1709 PEM/BROOK to London via Llandovery
1713/14 WOTTEN/UNDEREGE/X to Liverpool
1715 Leeds to Trentham Hall, Staffordshire
1715 RUGBY to London
1718 WORK/SOP to Iseworth
1720 YORK to London
1719 READING (in straight line) to Brandon, Norfolk
1719 Double ring READING to London
1720 TOPSHAM to London
1723 STOCK/PORT to Liverpool
1726 SHREWS/BURY to London
1722 ALTON to London
1726 HOLMS/CHAPPELL to Liverpool
1723 Lancaster (handstruck but lower case) to Appleby
1723 Lancaster (handstruck but lower case) to Penzith
List of Ship Letter Marks

<table>
<thead>
<tr>
<th>Year</th>
<th>From</th>
<th>To</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1753</td>
<td>Barbados</td>
<td>London</td>
<td>3 x 12 mm &quot;SHIP&quot; applied at Irish outport</td>
</tr>
<tr>
<td>1765</td>
<td>Grenada</td>
<td>London</td>
<td>HAVERFORD/WEST town mark + mans. &quot;Ship&quot;</td>
</tr>
<tr>
<td>1794</td>
<td>New York</td>
<td>Bristol</td>
<td>Two line FALMOUTH/SHIP-LRE</td>
</tr>
<tr>
<td>1794</td>
<td>New York</td>
<td>Minchinhampton</td>
<td>Horseshoe FALMOUTH/SHIP-LRE</td>
</tr>
<tr>
<td>1810</td>
<td>Quebec</td>
<td>Irvine</td>
<td>Two line OBAN/SHIP-LRE</td>
</tr>
<tr>
<td>1818</td>
<td>Nashville</td>
<td>Belfast</td>
<td>Two line COLRAINE/SHIP-LETTER in RED</td>
</tr>
<tr>
<td>1819</td>
<td>Rio de Janeiro</td>
<td>London</td>
<td>Box framed SHIP LETTER/TENBY</td>
</tr>
<tr>
<td>1852</td>
<td>Belfast</td>
<td>Manchester</td>
<td>Step framed PRESTON/SHIP LETTER in BLUE</td>
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</tbody>
</table>

**EAST COAST SHIP LETTERS**

<table>
<thead>
<tr>
<th>Year</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>1903</td>
<td>Iceland</td>
<td>The Hague</td>
<td>Two line SHIP LETTER/BLYTH NORTHd</td>
</tr>
<tr>
<td>1886</td>
<td>Odde</td>
<td>Manchester</td>
<td>Box framed NEWCASTLE ON TYNE/SHIP-LETTER</td>
</tr>
<tr>
<td>1820</td>
<td>New Brunswick</td>
<td>London</td>
<td>Step framed STH SHIELDS/SHIP LETTER</td>
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<tr>
<td>1909</td>
<td>Norway</td>
<td>Newcastle</td>
<td>Three line SHIP LETTER/TYNE DOCK/SOUTH-SHIELDS</td>
</tr>
<tr>
<td>1823</td>
<td>Nova Scotia</td>
<td>Edinburgh</td>
<td>Step framed STOCKTON/SHIP LETTER</td>
</tr>
<tr>
<td>1812</td>
<td>St. John</td>
<td>Guernsey</td>
<td>Oval ShipLre/crown/BRIDLINGTON</td>
</tr>
<tr>
<td>1756?</td>
<td>America?</td>
<td>London</td>
<td>MALTON town mark, endorsed &quot;Ship letter&quot;</td>
</tr>
<tr>
<td>1807</td>
<td>Ford, Mass.</td>
<td>Duffield</td>
<td>Oval ShipLre/crown/HULL</td>
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<tr>
<td>1834</td>
<td>Leipzig</td>
<td>Edinburgh</td>
<td>Step framed GOOLE/SHIP LETTER in RED</td>
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<tr>
<td>1855</td>
<td>Gottenburg</td>
<td>Birmingham</td>
<td>Two line GRIMSBY/SHIP-LETTER in BLUE</td>
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<tr>
<td>1811</td>
<td>Quebec</td>
<td>London</td>
<td>Oval ShipLre/crown/LYNN</td>
</tr>
<tr>
<td>1827</td>
<td>Hambury</td>
<td>London</td>
<td>Step framed SHIP LETTER/YARMOUTH N.</td>
</tr>
<tr>
<td>1810</td>
<td>Amsterdam</td>
<td>London</td>
<td>SHIP-LETTER/crown/SOUTHWOLD</td>
</tr>
<tr>
<td>1830</td>
<td>Rostock</td>
<td>London</td>
<td>Step framed SHIP LETTER/HARWICH</td>
</tr>
<tr>
<td>1809</td>
<td>Amsterdam</td>
<td>Manchester</td>
<td>Curved ALDBOROUGH/SHIP-LRE</td>
</tr>
<tr>
<td>1816</td>
<td>Porto</td>
<td>London</td>
<td>Step framed IPSWICH/SHIP LETTER</td>
</tr>
<tr>
<td>1815</td>
<td>Brussels</td>
<td>London</td>
<td>Oval SHIP LETTER/CROWN/2 JY 2/1815/COLCHESTER</td>
</tr>
<tr>
<td>1807</td>
<td>Unknown</td>
<td>Manchester</td>
<td>Two line MALDON/SHIP-LRE</td>
</tr>
<tr>
<td>1819</td>
<td>Unknown</td>
<td>Aberdeen</td>
<td>Step framed ROCHFORD/SHIP LETTER</td>
</tr>
<tr>
<td>1802</td>
<td>Domininica</td>
<td>Edinburgh</td>
<td>Oval ShipLre/crown/manuscript &quot;Dover&quot;</td>
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</tbody>
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**SURPRISED BY THE INTERNET – James Grimwood-Taylor**

It is only in recent years that I have started researching prestamp covers regularly via Mr Google, as I call him. I acquired my first prestamp cover in 1973 (from a box of FDCs on a stand at Stampex…) and so I have a good number of items that were written up long before the internet made research so easy. One such is the 1787 cover illustrated here that I showed at Peterborough President’s Weekend; it was written and sent from Rutland (Island, Co Donegal, Ireland) on 10 April 1787 to Bristol. I acquired it in 2000 from the Barrie Jay Collection. It is believed to be one of only two such prestamp covers from this minute island off the very north-west coast of Ireland, and it takes pride of place in my Postal History of the offshore islands of Ireland collection. It is also one of only three known prestamp covers with the NARIN straight-line mark of the equally remote Donegal mainland PO (some 25 miles inland from Rutland Island).
When re-writing the page for Peterborough, I realised that I had not mentioned its contents, so I decided to try Google… After two hours or so, I had the whole story. The letter goes into some detail describing repairs to a ship on the island, but the name of the ship and its origin/destination are not mentioned. Fortunately I recently encountered another cover from this correspondence (with the very same date and addressee, but written by the distressed vessel’s Captain Cadenhead), and that led me to the full story.

The stricken vessel was the *Success*, previously known as the *William*, a fast Philadelphia trading vessel, usually used for the Philadelphia to Dominica run. However, one of its owners had Irish relations and so it was decided to send the ship to Dominica via Ireland in early 1787. The result of this unusual winter routing – from Philadelphia to Dominica via the tiny Irish port of Killybegs (in southern County Donegal) – was calamitous. [Significantly, the earliest (1797) of the few recorded KILLYBEGS/SHIP LETTER covers is also on a letter sent from Philadelphia.] To quote from the detailed 1974 article by Joseph A. Goldenberg on “The William and Favourite: the ‘Post-Revolutionary’ Voyages of two Philadelphia Ships”:-

Carrying barrel staves and flaxseed, the *Success* was supposed to arrive at Killybegs with both her American and British registers aboard. Walter Stewart [one of the Philadelphian joint-owners of the ship] would be there to overcome any possible obstacles. With the help of the friendly customs official, the *Success* would take on a cargo of mackerel and clear for Dominica where Blair, back from his trip, could exchange the fish for coffee, which had to arrive in Philadelphia by April or May to take advantage of a current shortage. It all seemed well planned.

The Delaware River froze early that year [1787] and delayed the departure for several weeks. When the *Success* neared Ireland in early February, she was struck by a heavy sea which carried away part of her stern; her small crew of Captain Cadenhead, two mates, six or eight seamen, and a few boys, were hard pressed just to keep her afloat. Twice they worked the ship near shore and twice fresh gales drove her away again. Just as the third attempt was failing, a pilot and five men from shore managed to reach them. Several days later, an exhausted group of seamen brought the *Success* into the small port of Rutland on the south shore of Donegal Bay, where the crew of another vessel loaned them a spare anchor and cable. Cadenhead gratefully distributed twenty gallons of rum to his men and the others who had saved his ship.
Walter Stewart was dining at a friend’s home when he learned of the trouble. Suffering from illness and tied down by business affairs in the pleasant city of Dublin, he appointed a young dinner companion and flaxseed merchant, Will Stewart, to look after the ship. Will Stewart discovered that the safe harbour of Rutland was an economic backwater with no merchants or even stores. He located officials to inspect the damage and forward reports to Fletcher Son & Westby of London who would begin negotiations with the insurance underwriters. To get the flaxseed to market quickly, as the selling season was at hand, he hired two local boats to carry it to the nearby market town of Sligo, but their capacity proved inadequate and Will Stewart travelled to Killybegs to hire a third vessel, only to find that masters would not charter their unemployed ships without waiting for written consent from their distant owners. Moreover, customs clearance was difficult to secure, and bad weather continued, so that the flaxseed did not arrive at Sligo until early May. Because he was a stranger, Will Stewart prudently hired a young local merchant who managed to sell both damaged and undamaged goods at average prices. They received little help from Walter Stewart who had unrealistic visions of suddenly finding a buyer for the vessel, or profiting from full insurance payments, or even finding passengers for the Success at Rutland. Meanwhile, Will Stewart and Cadenhead laboured to make temporary repairs by using equipment from other vessels in the harbour. When the ship was finally ready, storms delayed her departure for nearly three weeks. At the end of May, when she was scheduled to arrive in Philadelphia with desirable West Indian coffee, the empty Success entered Liverpool where her hull could be thoroughly repaired.

Birch & Leay, the Liverpool correspondents of Stewart and Nesbitt, informed the merchants that the American origin and recent repairs of the Success made her sale in Britain impossible. In fact, they could not even find new insurance for her. As was customary, the Success had been insured for £750, or three-quarters of her total value exclusive of cargo. By managing to stay afloat, she actually became less valuable than if she had sunk, for the underwriters eventually paid 45 per cent of the insurance policy, £300 less than the company paid for repairs. On the barrel staves, the profit was £24. Insurance underwriters got the sale of the damaged flaxseed and the undamaged flaxseed made only a small profit, as did freighting for other merchants. Against this was almost £700 spent in Philadelphia preparing for the voyage. It isn’t surprising that the Success never returned to the British isles.

My 1787 letter was sent to Walter Stewart, the joint owner of the Success, by his dinner acquaintance flaxseed merchant, Will Stewart. It was written while the latter is busy making all the arrangements for repairs and the onward journey of the ship to Liverpool for thorough repairs; he notes that the crew are so glad to get out of this Miserable place that there seems an uncommon spirit of alacrity in getting things to rights. Significantly Rutland Island had been uninhabited until 1784 when the local Lord and MP, William Burton Conyngham (1733-96), set up an entirely new village there to encourage the fishing industry; this was particularly lucky for the ship and its crew! Had they been wrecked in 1783, they would not have been rescued... [The island was finally abandoned in 1960, but it is now filling up with summertime holiday homes.]

To return to Postal History; the letter was from Will Stewart, the flaxseed merchant, to Walter Stewart himself care of Mr. Robt. Bruce, Merch., Bristol, who redirected it to Dupont Lodgings, Hot Wells (where the addressee was presumably taking the waters to cure his Dublin hang-over). There is the rare NARIN mark on the front with a 4[d] rate (Irish inland rate to Donaghadee) changed to 1/4 (including a further 2d across the Irish Sea to Port Patrick, 3d to Carlisle and 7d on to Bristol). There is only one backstamp, the small black IRELAND mark that is now thought to have been struck in Belfast on mail not routed to London (where the similar claret-purple IRELAND marks were applied). So this letter has social, maritime and Postal history elements. At this rate it will take 3 weeks to write up my 32 pages for Peterborough, and I only have 4 days left...
ADVICE OF RECEIPT IN CHILE – Martyn Cusworth

Advice of Receipt (also known as acknowledgement of Receipt, Aviso de Recepcion or Avis de Reception) was used more frequently in Central and South American countries than say in Britain or the British colonies. Some countries continued to use AR forms (rather than AR cards) until the early 1970’s, but most had changed to cards by 1922. In South and Central America the postal service was often a little less reliable and this probably prompted the more widespread use of AR.

The old system of registration in Chile had built into it a type of Advice of Receipt in that, when a registered letter was delivered, the recipient signed on the item and removed the contents. The signed registered cover was then returned to the post office. This is why domestic registered covers prior to the 1897 decree (outlined below), are very difficult to find. Illustrated below is one such domestic registered cover dated 2 March 1885 from Santiago to Valparaiso, where the signature of the recipient is clearly visible across the front of the cover. Here the 10 centavos registration fee has been paid by the addition of a ten centavo adhesive to the 5 centavos stamped envelope.

For Chilean domestic mail, following a decree of 1897, the sender would have to explicitly request an AR service and pay 5 centavos for it.

When it came to overseas Chilean mail, following the Vienna UPU treaty, which came into effect in 1892, the destination post office had to fill in an AR form and return it to the post office of origin. Then, following the UPU Convention in Washington in 1899, they returned to the practice of the originating post office including an AR form to be completed at the destination. The UPU AR fee was also set at 5 centavos over and above the registration fee of 10 centavos.

The 1892 Treaty in Vienna also required that letters be marked by a handstamp or an etiquette but AR covers can be found simply bearing a manuscript AR.

Chile was among a small number of countries to use AR etiquettes and these varied in size and design. The first AR cover to be illustrated is dated 7 April 1893 from Valparaiso to Colchester and franked 95 centavos comprising 8x10 centavos UPU fee plus 10 centavos registration and five centavos AR fee. Here the AR etiquette is rouletted in the same fashion as the adhesive stamps and measures 36mmx24mm:
Another cover is dated 14 June 1896 from Talca to Ghent in Belgium and is franked 45 centavos:

This franking comprises triple UPU rate of 10 centavos plus 10 centavos registration and 5 centavos AR fee and the AR etiquette can be seen alongside the registration sticker. In this case the AR sticker is perforated and measures 35mmx20mm. The letter was sent via Punta Arenas (Magallenes) on the Pacific Steam Navigation Company’s service arriving finally in Ghent 26 July 1896.

Chile, Columbia, Ecuador, Panama, El Salvador and Venezuela all had actual adhesive AR stamps for use on Advice of Receipt letters. In the case of Chile these were issued in 1894 and were lithographed by Gillet in Santiago, postal clerks being instructed not to cancel the stamps, which gave rise to many forged AR covers. Fortunately the clerks did not always comply with the instructions and one such item is shown below. This was sent 11 July 1895 registered AR from Tocopilla to Brussels and franked 35 centavos, consisting of 2x10 centavos UPU fee plus 10 centavos registration and 5 centavos AR fee.
By 1911 the rates had increased and the next item was sent 10 November 1911 from Constitution to Germany and franked 45 centavos, consisting of 15 centavos/20g basic UPU fee plus 15 centavos registration and 15 centavos AR fee. Note that by this time the AR fee was given parity with the registration fee and this took effect from 1 October 1907. The AR etiquette in this case measures 39mmx19mm and is perforated.

Interestingly part of the prepayment consists of a strip of three of the 10 centavos Islas de Juan Fernandez overprint on the 1 peso 1905 issue. Lying just off the coast of Chile the Juan Fernandez islands were the temporary home of Alexander Selkirk, on whose experiences Daniel Defoe is said to have based his novel *Robinson Crusoe*. When Chile celebrated its centenary of independence in 1910 some government official had the notion of overprinting stamps for these islands in the same way the classic imperforate stamps were reprinted from the original 20 centavos plate by Dr Hugo Hahn. Even though the idea of having stamps for this sparsely populated group of islands was absurd, the government went ahead and overprinted some stamps. However soon after their release there was a decree forbidding their use until further instructions were given. Ultimately it was decreed that the stamps should be available for general use throughout the Republic.
As the postal service improved in Chile the use of Advice of Receipt became less frequent but we have below a later example. This letter is dated 29 November 1929 registered AR to Paris and is franked 2.10 pesos, comprising 70 centavos basic UPU fee/20g plus 70 centavos registration fee and 70 centavos AR fee.

At this point it should be pointed out that readers may come across covers which do not correspond with the rates quoted so far after 1911. These covers will probably have been sent to other countries in South America, North America, Canada, Cuba and Spain. After 1911 these countries were subject to reduced postage rates due to being part of the Pan American Postal Union. Readers who possess such items and are confused can contact the writer who will provide further data on the rates applicable.

Valparaiso was alone in having its own AR handstamp in the form of a horseshoe shaped device with Valparaiso in the arc and AR in the middle. Valparaiso was handling the largest amount of mail in Chile, not only handling mail for overseas from Santiago but handling mail for overseas for other parts of Chile. This last cover in this survey is dated 29 July 1893 registered AR to Lima in Peru and is franked 25 centavos consisting of 10 centavos UPU fee plus 10 centavos registration fee and 5 centavos AR fee.

We have, in this brief article, only discussed Advice of Receipt in the context of Chilean mail but the whole subject offers a rich and interesting area for collectors and a specialized AR collection would be a fascinating study, not only covering different countries of the world but also AR adhesive stamps, etiquettes and handstamps used in conjunction with a service which was quite reasonably priced considering the mechanism of forms and cards required to make it work.

Bibliography:
Postal Rates of Chile 1766-1959 by Ross A. Towle 2000
Avis de Reception by David Handelman 2002
the original listing of the Huth Correspondence was probably prepared by Mr Louis Meinertzhagen in the 1930s. This record only deals with Ship Letters plus a few with town postmarks and manuscript marks.

Port Louis, Mauritius 20 October 1838 per Lynher, Capt Brouse. Ship Lre Folkestone used by error and India Letter Folkestone struck in red on arrival in London. Ship Letter (Indian rate) 4d plus Inland 79m 8d = 1/-.

LOUIS MEINERTZHAGEN'S LISTING OF THE HUTH SHIP LETTERS

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<td>TOTAL</td>
<td>11,340</td>
<td>810</td>
<td>12,150</td>
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The principal ten ports account for 87.66%. The remaining 75 ports account for 12.33%. 

Postscript 65/27

THE ACCEPTANCE OF SPECIAL STAMPS WITHIN THE UPU UP TO 1920

Robert Wightman  [Further instalment of Robert’s articles.]

B.2 Switzerland Stamp Exhibition postal card 1893

Switzerland’s first special issue was an inland postal stationery card for a stamp exhibition in Zurich in 1893 commemorating the 50th Anniversary of the Zurich Cantonal stamps (the first stamps on the Continent). This card was sold together with the 50c entrance ticket to the exhibition and gave rise to such speculation that the police had to be called in to restore order in the queue. Meanwhile, the card was being sold on the street for up to 30 francs.

This card sent registered to Germany shows a “worst case” of the confusion concerning the applicable franking. It was considered not to meet the UPU’s requirements for a post-card and was franked with a 50 cent stamp as a registered letter; further, the 5 cent indicium was not honoured. Other examples sent registered to Germany were accepted as post-cards and franked at 10 cents; also the 5 cent indicium was generally counted as part of the franking.
HEREFORD MEETING, 7 FEBRUARY 2015 – CONVENER: Frank Bennett

The President welcomed everyone to this the first meeting of his Presidential year. The Convenor said that Hans Smith, John Wilson and Brian Brooks were not very well and get well cards were passed round for everyone to sign. At lunch time Robert Johnson’s special dietary needs request was satisfied with a special extra helping of Yorkshire pudding which was delivered to him personally by the Convenor. The day opened with a fine display of Ross on Wye by Roger Broomfield. We were then treated to the following displays by members and guests.

Peter Kelly Trans Saharan Africa
David Trapnell Italy via France in WW2
Robert Johnson Cape Of Good Hope
Geoff Lovejoy Sweden (foreign Mail)
Stuart Geddes Early Monmouth
Rodney Frost Ceylon
Colin Tabeart Early ANZ Airmails to 1946
Kevin Darcy Turks & Caicos Islands
Chris Grimshaw WW1 in the East
Wilf Veyes Falklands Islands postcards
Bill Gibb Anglo-French accountancy marks on mail from Chile
Chris Jackson Rubber cancels of Worcestershire
David Venables WW1 Russian POW messages home and Exchange control in Greece 1936 to 1951
Steve Harrison* Reply Coupons of Restricted Postal Unions
Gerald Marriner Falklands 1982 War
Tony Tudor Isle of Man WW2 internes
Rex Dixon Ostland Parcel Cards
Vicki Archard* East Africa
Alan Harley Christiana, ZAR, during the Anglo-Boer War
Graham Mark Unusual POW Mail
Nick Wraith GB to Germany postal rates Post GPU/UPU
Kim Stuckey* Falkland Islands
Philip Longbottom Turkish Censorship after WW1
Geoff Amos Australian Ship Mail
Paul Watkins Anglo-French Mail
Gordon Hardy Romania Registration

* = guest

Other Members and Guests attending
Mike and Hilary* Scott-Archer, Frank Bennett (Convenor), Molly Broomfield*, Richard Farman, Stephen Harrison*, Chris Hitchen, Pat Jackson*, Nick and Janet Nelson* (members of Hereford & Mid-Wales Philatelic Society), Maurice and Heather* Porter, Max Smith (President), Richard Stroud. Kim Stuckey*, Ingrid Swinburn, Dave Tarry, Jan Young*.

The meeting finished at 4-30pm. The President thanked the Convenor for organizing a successful meeting and concluded by hoping to see as many as possible at the next Country Meeting and also at Conference.
THE 1931 KLM EXPERIMENTAL FLIGHT FROM BATAVIA TO AUSTRALIA – Colin Tabeart

The third frame of my display to the members at Hereford showed covers to and from Australia carried by this experimental flight.

Background
Koninklijke Luchtvaart Maatschappij, or KLM, was founded in 1919 and is the oldest airline in the world still operating under its original name. The name translates literally as Royal Airline Company, more commonly known as Royal Dutch Airlines. The Royal was conferred from the very beginning of the Company. In 1924 the company made its first trial flight to Batavia, and by 1929 the route became a fortnightly scheduled flight, taking about 11 days.

On 30 April 1931 the flight left Amsterdam, arriving at Batavia on 9 May. On 11 May a Fokker FVII trimotor named Abel Tasman left Batavia arriving at Sydney on 18 May via Wyndham and Brisbane. The aircraft is shown below, landing at Sydney, courtesy of the National Library of Australia. A special 1 Guilden adhesive designed by the pilot, Captain M Pattist, was stamped at Batavia with a special cachet, as shown left.

From Sydney the aircraft then flew to Melbourne, arriving 19 May. It left Melbourne on the return trip on 22 May with special cachet as below right, leaving Sydney 23 May, and Wyndham 25 May, arriving Batavia 27 May and Holland 6 June.

Postage was expensive: London-Australia 2/6d. Australia-London 3/6d per half ounce. From Batavia to Australia the equivalent of 2/- in Dutch currency.
Fig. 1 Prepaid the 2/6d half ounce rate to Sydney. Left London by air evening of 28 April to connect with the KLM flight of 30 April from Amsterdam. Stamped at Batavia 9 May, the day the mail arrived from Amsterdam. Backstamped at Sydney Air Mail Section 18 May.

Fig. 2 Some of the mail originating in Batavia was stamped on the day the mail arrived from Amsterdam on 9 May, others (as this cover) on the date the Abel Tasman departed on 11 May. Franked 1G 22c; being about 2/- sterling for the rate to Australia. Backstamped at Sydney Air Mail Section 18 May.
Fig. 3 Aircraft left Melbourne on 22 May via Sydney 23 May, Wyndham 25 May, arrived Batavia 27 May as backstamped. Singapore mails offloaded at Batavia since onward flight not via Singapore. Arrived Singapore Tanglin Airport 1 June as per backstamp. Prepaid 1/11d and not surcharged although the rate was stated by Eustis to be 2/- to Batavia. Airmails from Melbourne at this period were often stamped SHIP MAIL ROOM.

Fig. 4 Sydney-London franked 3/6d, the advertised rate Australia-UK. A note inside the cover reads: Souvenir of first Experimental Flight Australia-Netherlands-Indies-Holland. Mail closes Sydney 6 pm. Saturday 23 May per Dutch Air Mail plane Abel Tasman on its return flight to Batavia. Arrived Amsterdam 6 June and date stamped 8 June on arrival London.

Reference:
ROSS – Roger Broomfield

My display is entitled Ross although there will be displayed items from places other than Ross. The first page is, simply, a Cary map of the County dated 1806. The next page, the earliest of my Ross items, dates from 2 November 1738 and is described in A.E. Trout’s *The Posts of Herefordshire* (published 1953), where it is stated as being in the collection of Mrs W. Leeds, Figure 1 below.

The late Mrs Winifred Leeds, then a resident of Ross (on Wye), can, I feel, only be described as a pioneer postal historian having worked with Robson Lowe before the publication of Trout’s work and was a guest speaker at the Fourth Annual Conference of this Society held here, in this very room, in April 1954 - see Postscript 1954 pages 41 & 42 for the write-up of her display which she described as the first display she had given to postal historians. The only item described in detail in the write-up was a temporary postmark from Ledbury from 1839 which was shown in my display, Figure 2 below.

Mrs Leeds was also busy at the Postal History Society conference of 1960 and was the first female member of the Woolhope Naturalists’ Field Club – a local history Society – and was later the first female President of that august body. Her Presidential address was entitled *Herefordshire Postal History 1800 to the 1850s* and a transcript of the talk was published in the 1960 papers of the Society together with illustrations of some of the items on display. Three of those items are included in my display – a 1d Mulready from Hereford bearing a skeleton
postmark, Figure 3 below, (for completeness I have included in the display a 1d black entire with the same skeleton as that on the Mulready, an entire from 1838 with a *PAID AT ROSS* handstamp, Figure 4 below, struck in red and a front from 1839 bearing a two-line *Birch / PennyPost*.

Mrs Leeds’ postal history collection (with the exception of her Ross collection which was held by the family) was sold in the 1970s and your convenor and I were lucky enough to purchase a few lots. I was lucky enough, in about 2007, to discover that her Ross material was to be sold in auction and, again, I was lucky enough to purchase some items including the *PAID AT ROSS* item mentioned above.

And so back to my Ross display. First to be seen was an entire from 1746 endorsed with a manuscript P denoting privilege, Figure 5 below, the precursor of the free system whereby certain letters travelled without charge.
There followed examples of straight-line and mileage marks plus examples of manuscript endorsements – *Too Late* and *Missent to Ross* – as well as an incoming letter of 1818 to be left at Wilton Turnpike near Ross. Also seen was a free letter from 1838 which used an envelope. Examples of the pre-1840 penny posts showing the receiving house names were exhibited as well as an unusual hand-struck 2 from 1844.

Ross is renowned for the large number of skeleton handstamps used and shown were two 1844 examples from the same day but showing different forms to the date – JA 13, Figure 6 and JA 13, Figure 7 below.

The display concluded with a selection of village marks – straight-line penny posts and undated circles several of which carried manuscript endorsements. Figures 8 and 9.
KING EDWARD VIII MAIL TO FRANCE, 1936 TO 1938
Paul Watkins

Assembling postal history from this period brings home the time-scale involved in the design & production of stamps for a new reign and – when that reign is as short as that of Edward VIII – the ‘overspill’ of earlier postal material.

King George V died in January 1936; his eldest son was King until the following December, when he was succeeded by his younger brother, as George VI. Consultation over the design process for a modern stamp issue took some months, the four low-value stamps (½d – 2½d) that make up the total issue for the new reign finally appeared in September and were current for only 12 weeks before the Abdication. In turn, the issue of stamps featuring George VI did not begin until mid-May 1937.

In consequence, covers from this period show the use of George V stamps until September 1936 – new printings of stamps (including new values) and stationery were made – with Edward VIII issues in evidence from September until well into 1937, although the shock of the Abdication and the former King’s loss of popularity seem to be reflected in the fact that George V photogravure stamps are more in evidence in the early months of George VI’s reign and up to 1938.

The postal confusion of 1936 to 1937 is particularly evident in items sent overseas and especially in those showing more complicated postal rates - heavy letters, registered, airmail, insured and express items - which were represented in this display at Hereford.

Items of particular interest included letters paying late fees – including two items from the Cricklewood sorting office late box, an example of meter mail with an Edward VIII cypher die (only supplied with machines newly-registered during the reign), Southampton and New York paquebot items, airmail express covers and several examples of George V new format registered envelopes including two uprated for insurance. It is surprising what variety of interest can be found in even a limited period, such as this.

Fig. 1 Commercial mail with 1d late fee cancelled by the Fenchurch Street BO late service hooded date-stamp.
Fig. 2 Neopost meter N225 with ‘EVIIIIR’ cypher – one of relatively few new machines issued during the reign.

Fig. 3 George V registered envelope uprated to 8½d for the triple weight registered letter rate.

Fig. 4 Redirected, underpaid letter with 60c postage due at Paris
MAILS TO GERMANY AFTER 1 JULY 1875 – NickWraith

I have kept adding to a box of GB covers now for longer than I care to remember and with the threat of “why don’t you do something or sell them”, I decided to do something. The covers are all overseas destination mail ex GB and post 1 July 1875. The original aim was to collect an example of every type of mail to every country post the General Postal Union (GPU), which became the Universal Postal Union (UPU) in 1878, up to 1914 when the last major country, China, joined the Union.

Germany has been chosen as a representative country as I have, to date, a wider selection of rates and types of items sent via the mails for Germany than any other country. Several of the options for mail described below did not come in to force on 1 July 1875 but I believe the inclusion of these, namely Parcel Post and Express Mail helps to illustrate the wide variety of mails that can be collected by the Postal Historian.

Introduction
1 July 1875 was a significant date as the signatories to the GPU Convention - with the exception of France - regularised the postage for letters, post-cards, books, newspapers, and other printed papers, patterns of merchandise, and legal and commercial documents originating in one of the countries of the Union and intended for another of those countries. The signatories were:

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<tr>
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<tr>
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The final protocol was signed at Berne on 9 October 1874 and the Nations exchanged ratifications again at Berne on 3 May 1875. France, as indicated above, was given a dispensation to delay the adoption of the new rates until 1 January 1876.

It was agreed to hold further Conventions at three yearly intervals; the next Convention was held in Paris during 1877, the name changed to the UPU and the outcome of the Convention became effective on 1 April 1879.

Letters

Fig. 1  27 July 1875 London to Cassel, Prussia (Fig. 1)
In principle the harmonisation of rates between the signatories should have brought about a rather bland period for the postal historian in comparison to the pre Convention mails. The letter rate was fixed at 25 centimes or 2½d for letters not exceeding 15gm (½oz) [Fig. 1] these being defined as a single letter and 25 centimes for every single rate exceeding that weight for every 15gm or fraction of 15gm. In other words the weight steps and charges were linear. This rate with the exception of changing the weight limit to 1oz, remained in force until 13 June 1921, a staggering, when compared to modern rate changes, 46 years.

Letters sent unpaid were to be charged double the rate levied in the country of destination on prepaid letters. This statement is important as whilst the agreed rate was 25 centimes per single letter, the Convention allowed for a higher or lower charge not to exceed 30 centimes or go below 20 centimes so the double charge could have been as much as 60 centimes or as low as 40 centimes.

One further important point was that an item conveyed by sea for more than 300 nautical miles within the district of the Union could attract an additional charge of no more than half of the general Union rate, i.e. a letter sent from Great Britain to the USA could have been charged 3½d. In fact letters to the USA conformed to the Convention and were charged 2½d.

However letters to South American countries when they joined the Union in the late 1870’s did not conform and were charged a higher rate, e.g. Brazil who joined on 1 July 1877 the single letter rate was 4d (reduced from the previous rate of 9d).

The 2½d rate in general reduced the postage to all countries and the standardisation of the rate steps greatly simplified matters for the Post Office, chiefly in reducing the accountancy needed for the exchange of mails. Above at Fig. 2 is a seven times rate letter sent Registered. This letter would have weighed between 3oz and 3½oz. Interestingly in 1894 it would have cost a ½d less to send a 7lb Registered parcel to Germany than the cost of this letter.

**Postcards**

The Convention also regulated for foreign post-cards (sic) where prepayment was compulsory and the postage charged to be fixed at one half of that on paid letters, with power to round off the fractions.
Great Britain had not until the Convention allowed the transmission of post-cards to foreign countries. With introduction of this facility GB printed new post-cards adopting a rate of 1¼d. This remained in force until 1 April 1879 when the rate to Germany was reduced to 1d with a new card being printed, omitting the words AND IRELAND. These cards were only printed between 1 April and 1 September 1879 before being replaced.

Postcard rates to other countries are a study in themselves as the rates differed and changed constantly. It is possible to collect GB post-cards to foreign destinations with rates of ½d, 1d, 1¼d, 1½d, 2d and 3d the latter being scarce as they were for Australia, New Zealand and Fiji, via France and Italy only, from 1 January 1889 to 31 December 1890.

Figure 3 is an example of the 1¼d card the rate being effective to all GPU/UPU members from 1 July 1875 until 31 March 1879.

Figure 4 is an example of the 1d card printed between 1 April and 1 September 1879 without including Ireland in the title.

Fig. 3 11 September 1877 Wandsworth to Berlin

Fig. 4 30 September 1879 Hull to Berlin
Newspapers
Under Article 4 of the 1874 GPU Convention newspapers were grouped together, for weight and charging purposes, with legal and commercial documents, patterns of merchandise, stitched or bound books, pamphlets, music, visiting cards, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, lithographed, or autographed, as well as for photographs, is fixed at 7 centimes for each single packet.

A single packet [Fig. 5] was defined as not exceeding 50gm (1.76oz) and there was the usual flexibility clause for the charge not to exceed 11 centimes or go below 5 centimes. Great Britain charged 1d for 4oz for nations within the GPU/UPU. This rate changed on 1 July 1892 when it was reduced to ½d for 2oz. Why the original GB rate is so generous and against the rates agreed in the Convention I cannot find out. Any help on this would be gratefully received.

Printed Papers, pattern post, sample post, book post, legal and commercial documents
The rate agreed at the Convention was the same as that for Newspapers above. Great Britain adopted a rate of 1d for 2oz, with a linear charging rate per 2oz, which was in line with the Convention rates. Note that the maximum weight for patterns of merchandise was 250gm (7.05 oz) and for all other items, 1000gm (35.27oz).

Items sent via the Pattern, Sample and Book posts had to be clearly marked as in Figure 6. The original rate of 1d for 2oz changed on 1 April 1879 after the second Convention, to 1d per 2oz and then an additional ½d for every additional 2oz. It then changed again on 1 April 1892 to ½d for 2oz.
Parcel Post

Fig. 7 12 December 1892 London to Nurnberg

The nations agreeing the original Convention also agreed to an international parcel post, somewhat embarrassing for Great Britain as in 1875 GB didn’t even have an internal Government Post Office parcel post. GB was given a dispensation to have a parcel post in place by 1 April 1882. This did not happen and the GB internal parcel post service was implemented on 1 August 1883 and a limited, but rapidly expanded International service commenced 1 July 1885.

Figure 7 shows part of a wrapper from a parcel sent at the 1/7d rate, the parcel exceeding 3lb but not 7lb weight sent via France; a more expensive route was via Belgium. Compared to the stable letter and other item rates, parcels rates changed regularly and between 1885 and 1914 the parcel rates to Germany changed five times.

Express

Fig. 8 2 January 1902 St. Martins Le Grand to Berlin
An inland Express service was established on 25 May 1891, quickly followed by a limited international service (including Germany) on 1 August 1892. There was a standard charge for this service of 3d. which ensured that letters would be delivered by Special Messenger from the final Post Office of receipt. Note the blue vertical line and St Andrew cross; I have yet to find the regulation that tells the postal clerk to put these on Express mail.

Summary
The above only gives a flavour of the varied types of mail that can be studied. I have not touched on the additional rates for Registered mail which for Germany started at 4d and then reduced to 2d; the Late Fee Mails of which John Parmenter has written an excellently readable book; Reply Cards a veritable minefield for the rates specialist and probably several more subjects which I have missed.

The rates I have quoted are from the references below but chiefly the GPU/UPU Convention, Post Office Circulars or Post Office Guides. However as we all know the weights and rates, with the exception of the letter rate during the period illustrated, changed regularly and therefore I would recommend you check any item from the relevant source document.

References:
United Kingdom Letter Rates Inland and Overseas 1635 to 1900, Colin Tabeart, 2nd Edition 2003
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Great Britain Postal Rates Prepaid by Postal Stationery 1840-2004, Colin Baker, 2004
Great Britain The GB “Foreign” Rate Postcards 1875-1899, Peter O’Keefe, 2004 (Postal Stationery Society)
Post Office Guides and Post Office Circulars (Various)
British Civilian Postage Rates of the 20th Century, Michael Furfie, 2000
London Late Fee and Too Late Mail 1840 to 1930, John Parmenter, 2002
The Parcel Post of the British Isles, James A Mackay, 1982

THE POSTAL HISTORY OF THE TWO PHASED ITALIAN OCCUPATION OF SOUTH-EAST FRANCE, 1940 TO 1943
David Trapnell

Postal History Reveals New Historical Information
Did Italy actually invade France in WW2? Most books about the war make no mention of any such. If it did, how much did it actually control? The French and Italians who have written most on the subject disagree with one another about the details. English Wikipedia shows a map very different from French Wikipedia! An ideal subject for further investigation!

Phase 1 – 20 to 24 June 1940. Italy attacked France along the Mediterranean shore and through the Alps. On 25 June 1940 France surrendered and an Italian-French Armistice Commission supervised a de-militarized 50km zone adjacent to the de facto frontier. The terms allowed Italy to retain (and Italianize) the limited territorials gains it had made.

Phase 2 – November 1942 to September 1943. Following the Allied landings in North Africa early in November 1942, to prevent Allied landings in France, Germany rushed troops into Free France and invited the Italians to occupy the part of France south and east of the River Rhone. The Italians did indeed occupy much of this part of France but not as much of it as the propaganda leaflet often used to illustrate this claims! Because, under Vichy control, the internal mail of France showed no evidence of whether the Germans or the Italians were in control, for the first time I believe, I used censored mail to other countries (particularly Switzerland) as an indicator of who was actually in control. The Italians withdrew when the Kingdom of Italy surrendered to the Germans on 8 September 1943.
Some reports have suggested that the Italians occupied all the land south and east of the Rhone. This study shows that they held only little more than half the potential area offered to them. The picture is confused by the fact that both armies were in some parts, at least at times. In such cases, this study shows, it was always the Germans who did the censorship – ie they were dominant over the Italians.

As Figure 1 shows, the Germans were in effective control of areas well to the east of the Rhone, such a Varacieux. With one exception, there is no evidence of Italian censorship of international mail from places to the west of an approximate line joining, Toulon – Gap – Grenoble – Chambery – Annecy – Geneva.

![Image](image.jpg)

**Fig. 1a and 1b** A very important, twice-censored cover sent from Varacieux, Isère, to Mentone on 3 January 1943. Mentone was the Italianized name for Menton, captured in June 1940. Varacieux was c 45km east of the Rhône and c 35km west of Grenoble.

The Germans censored the letter first, neatly re-sealing the left side of the cover with the strip shown (enlarged) in Figure 1b [Ref. 1]. So Varacieux must have been in German-occupied France. The cover was addressed by someone, with an Italian name, who fully understood the situation. He directed his letter to Mentone via Ventimiglia. The face of the cover (31a) bears a typical Milan censor’s violet 143/111 in circle and a magenta 20.

German practice was to send all letters for Italy via Paris all the way to Munich (code "(d)" in the censorship machine print), in Bavaria, for censorship. The letter was then sent on to Milan where the Italian handstamps were applied. So the sender was correct in addressing his letter to Mentone via Ventimiglia (the last place in Italy before the frontier and Menton). So this cover travelled some 2000 km instead of some 400 km if it had gone directly across Italian-controlled France from Varacieux to Menton.

Ref. 1 For the different types of German sealing tapes see Philip Townsend (2013). Censorship postscript: Ribbed sealing tape and the cachets used with them. *Germania* 49, 240
The Postal History of the two-phased Italian Occupation of south-east France 1940-1943 by David Trapnell. Full-colour, 48 page A4 monograph available from Richard Broadhurst, PO Box 448 Teddington TW11 1AZ, £10 + P&P. Paypal accepted (+ fee). Please write or email to stock@fcps.org.uk for best rate. Reviewed by Colin Tabeart.

Yet again David has produced a fine publication on a little-known aspect of postal history. He explains how the opportunistic invasion of France by the Italian army shortly before France surrendered led to the first (very limited) Italian zone of occupation; how the Allied North Africa landings led to a much larger area of Italian occupation of France; and what happened after Italy surrendered. He examines conflicting accounts of precisely what areas Italy occupied and seeks to reveal the actual situation using evidence from covers. The seizure of Toulon and scuttling of the Vichy French Mediterranean Fleet is covered, as is the Italian invasion of Corsica. The monograph is fully illustrated in colour with maps and covers on good quality paper. Anyone who collects this era and area will benefit from the new thinking introduced by David, and it is a fascinating read for the general historian covering, as the author says, a subject that has been virtually neglected in the English literature until now. Highly recommended.

ANGLO-FRENCH CONVENTION MAIL BETWEEN CHILE AND FRANCE

Bill Gibb

Under the provisions of this convention, as amended from January 1857, the bulk rate for mail to France carried by British packets was set at 2F 87 5/10c per ounce. This rate comprises:

- East coast of America to France – 1F 60c
- West coast of America to Panama – 1F 20c
- Panama Transit = 7 5/10c

Two forms of this mark exist:

- Type A (c above 5) proofed Nov 1856
- Type B (c beside 5) proofed Mar 1857

1 June 1857 From Valparaiso by British packet via Panama and London to Bordeaux.
Type A mark and 12 decimes charge. Arrival at Bordeaux – 19 July
Later Convention Mail from Santiago to France
During September 1865 the Anglo-French accountancy rate for mail via Panama was reduced by a third to 1 Franc 90 centimes per ounce. This instrument was proofed on 13 September 1865.

7 August 1874 Santiago to Sens, France via Valparaiso and Callao. Callao transit for 13 August. Sens arrival for 19 September.

The 15 decimes charged locally on delivery was raised from 12 decimes in July 1871, it is thought to help fund the Franco-Prussian War.

Post-GPU Unpaid Mail from Chile to France
On 1 January 1876 Britain and France having signed the Treaty of Berne, set a rate on mail to France from the west coast of South America by the British packet at 1 Franc 70 centimes per 15 grams.

15 January 1876 Valparaiso to Bordeaux struck with the T / 1-70 mark and 23 decimes to pay on delivery Bordeaux arrival 2 March. Valparaiso/unpaid on reverse.

The 1F-70 relates to the 1/6d non-UPU rate less 1d for non-UK delivery (18d – 1d = 17d = 17 decimes) 23 decimes to pay includes 6 decimes local delivery.
Post-GPU Unpaid Mail – Double Letter Rate
Although mail from Chile to France carried unpaid by the British Packet was handstamped F1-70 to indicate payment due to the British Post Office, higher weight levels were marked in blue crayon.

3 January 1877  Letter from Valparaiso via Panama and London and weighing between 15 and 30 grammes (double letter) marked 340 in blue (due to Britain) and 46 (decimes) in black to show charge due to France. The large T is to indicate the fee charge.

Post UPU Unpaid Mail at the Reduced Rate
By Treasury Warrant of 1 July 1878 the rate by British Packet from the Pacific coast of South America was reduced to 1/- . This meant that the rate due to Britain by France was reduced to F1-10 (1/- less 1d for non-delivery in Britain). The charge levied in France was reduced to 16 (decimes).

14 November 1879  Letter from Valparaiso to Bordeaux via Panama and London marked F1-10 due to Britain and 16 (decimes) to collect.
SAMUEL CARTWRIGHT, AN EARLY ENGLISH DENTIST – Stuart Geddes

When, as a former dentist with an interest in the history of the profession, an internet auction website turns up something that attracts you, curiosity overcomes ££!!

This entire is addressed to Chapin Harris at the Baltimore Dental College and is written by Samuel Cartwright who practiced in London so all of these things needed further investigation. The letter in itself is interesting for it is an acceptance of an honorary degree of Doctor of Dental Surgery which the College in Baltimore was offering Mr Cartwright.

Samuel Cartwright was born in Northampton in 1789 and was originally an ivory turner. He travelled to London where he became a ‘mechanical assistant’ to a Charles Dumergue who practiced in Piccadilly and was the dentist to the Royal Family. (His portrait can be seen in the National Portrait Gallery!)

An ambitious man, Cartwright was able to attend lectures in anatomy and surgery at the Royal College of Surgeons and in 1811 felt confident to open his own practice at 32 Old Burlington Street, London.

Obviously successful, he became a Fellow of the Linnaean Society in 1833 and a Fellow of the Royal Society in 1841. He was also dentist to George IV. His reputation must have reached the new world, perhaps because of his association with the Fauchard Society, that he was offered an honorary degree by the Baltimore College of Dental Surgeons.

The Dental College in Baltimore was established in 1840 and is the oldest dental teaching institute in America, and the first in the world. It was established by two dental surgeons, Horace Hayden and Chapin Harris. Harris was the first Dean and Professor of clinical dentistry who, on the death of Hayden became its second President. The establishment of the Baltimore College is seen as one of the three crucial steps in the foundation of the dental profession in the United States.

A true profession is built upon a tripod: a formal organization, formal professional education, and a formal scientific literature. The United States was the leader in all three. In 1839 to 1940, the American Society of Dental Surgeons was organized, the Baltimore College of Dental Surgery was established, and the first dental journal in the world, the American Journal of Dental Science, was founded. At that time there were only about three hundred trained and scientific dentists in the entire country; the rest were relatively untrained operators, outright quacks, or charlatans.

For Samuel Cartwright to have been offered an honorary DDS must have been a real honour.

Examples of his work exist including this set of dentures made for a lady friend of George IV. The teeth, which are real are known as Waterloo teeth because they were removed from the soldiers killed at this battle and sold on for use on dentures.

His obituary, published in the British Journal of Dental Science in 1864, noted him to be renowned for his clinical judgement, his correctness and his clinical skills. It was said that in a normal day he would see between 40 and 50 patients which he did
without sign of tiredness or hurry and was reputed to have earned around £10,000 per year, a considerable sum in those times. He retired in 1857 but succumbed to an apoplectic fit the following year which resulted in his being partly paralysed. He died in 1864.

The letter itself was posted in London on 26 November 1841 and transmitted to Liverpool to await the Cunard ship Columbia which sailed for Boston on 4 December, arriving on 21 December. It is pre-paid at the 1/- rate, an additional charge of 20¾c was collected from the recipient. The reverse bears a small seal inscribed 32 Burlington Street and a VICO LANE mark. The letter reads:

Sir, The letter with which you have favoured me, announcing my admission to the degree of DDS arrived here during my absence from London. I should otherwise have had the pleasure of receiving and replying to it much earlier.
I assure you I feel much gratified by this additional distinction conferred upon one by the Faculty of the Baltimore College of Dental Surgeons and am proud to have my name enrolled in the same register with those of its distinguished members for whose talents and acquirements (though I am personally unacquainted with them) I have the highest respect and admiration.
I have the honour to be, Sir, your most obedient servant…

Acknowledgements
Thanks are due to Frank Bennett for researching the transatlantic crossing and to Mrs Rachael Bairsto, Curator of the British Dental Association museum for biographical details on Samuel Cartwright and for the illustrations.
NORTH CAROLINA MARITIME MAIL—Richard Winter

Twenty years ago I moved to North Carolina as a retirement location. It was a wonderful choice, where the rural, low key environment was a pleasant change from the stressful, big-city environments in which I had lived most of my life. I became very involved with North Carolina postal history. North Carolina has a particularly fine state archive, where I have worked continuously as a volunteer researcher, assisting the staff to understand the world of postal history and assembling a postal history collection to join the governors’ papers and thousands of private collections that they maintain.

With my interests in maritime postal history and specialization in the transatlantic mails of the nineteenth century, I was anxious to see how North Carolina contributed to those interests. It was very disappointing to soon learn that anything maritime from North Carolina was quite difficult to find. Few examples existed in the principal collections that existed outside the archives including major library collections. The state archive collections also had little identifiable maritime material. While there were over 6,900 post offices in the one hundred counties of North Carolina since the 1770s, the inhabitants were primarily rural families, often poor and uneducated, who corresponded very little, especially overseas. I also discovered that postmarks of only 57 percent of those 6,900 plus post offices had been recorded, which clearly indicated that little mail had been processed and survived to modern times.

Figure 1 illustrates a contemporary map of North Carolina and shows the relationship to waters on which maritime mail could have travelled. The entire eastern part of the state is separated by a continuous series of off-shore islands that form a barrier to the Atlantic Ocean. There are very few breaks in the islands that allow passage into the two principle inner sounds, the small Albemarle Sound to the north and the larger Pamlico Sound to the south. These accesses permitted only small vessels with small to moderate drafts. Four major river systems feed into the two sounds. One additional major river system flowed into the Atlantic in very southern portion of the state at Cape Fear. These rivers systems for the most part were navigable only by very small vessels and only for portions of the systems. As a result, the river systems were not used by the government to convey mails, although an occasional letter may be found that shows private use on a river system. The only nineteenth century city with direct access to the sea, although by way of a 90-mile trip down the Cape Fear River, was the southern coastal town of Wilmington. All of the other towns that had maritime connections are located on the mainland with access by way of the sounds. The principal nineteenth century towns were Edenton and Elizabeth City to the north, Washington in the center, and New Bern to the south.

Fig. 1 Contemporary map of North Carolina and its relationship to waters on which maritime mail could have travelled. The entire eastern part of the state is separated by a continuous series of off-shore islands that form a barrier to the Atlantic Ocean.
Although I sold all of my collections two years ago, I kept a handful of covers that had a North Carolina maritime connection. Only occasionally, am I able to add an item to this small collection; but this collection allows me an opportunity to illustrate and describe a few covers that I think will be of interest. Two of the covers crossed the Atlantic while a third was used in domestic waters.

Annapolis Packet
For a brief nine months in 1827, Annapolis, Maryland, served as the western terminus for British Government sailing packets carrying mail to the United States from Falmouth and Bermuda. The circumstances of this service and one of the few known covers of the “Annapolis Packet” service will be described.

In the 1820s, American sailing vessels began to dominate the North Atlantic routes, presenting for the first time a serious challenge to British maritime dominance. At least four different sailing lines from New York and one from Boston operated regular service to Liverpool and London. These American sailing vessels called packets because they left on regularly scheduled days each month, soon carried most of the mail as the business community decided not to wait for the slower, monthly British Admiralty packets, which operated between Falmouth, Halifax and New York.

The General Post Office (GPO) of London decided in late 1826 to discontinue the Falmouth packet Service to New York. The New York newspaper Albion announced this change with the statement:

The packets which have heretofore arrived at this port, via Halifax, will, for the future, be directed to proceed to Bermuda; there land the mail for the U. States and then sail for Halifax, where she will remain a fortnight, and return to England. The mail for the United States will be bro’t from Bermuda to Annapolis, in the Chesapeake, by small, fast sailing, cedar vessels, built for the purpose, and return by the same conveyance to Bermuda, from whence it will be taken to England by the Packet returning from Mexico.

Thomas William Moore, the British packet agent in New York, was required to relocate to Annapolis to handle official dispatches brought in by the packets. Samuel Cunard of Halifax was awarded the G.P.O. contract to provide the two small brigs necessary to carry U.S. mails and British dispatches from Bermuda to Annapolis. He is pictured in the painting shown in Figure 2. Fourteen years later, Cunard would start a transatlantic steamship service. His British & North American Royal Mail Steam Packet Company, commonly called the Cunard Line, was under a sole contract with the British Government to carry the mail between the United Kingdom and Boston with a call at Halifax, Nova Scotia. The two Cunard vessels used on the Bermuda–Annapolis run were the brigs Susan and Emily. From Annapolis, the British dispatches were escorted by the Annapolis packet agent and the courier, who accompanied the mails from Bermuda to Washington, D.C., by mail coach. The regular U.S. mails were deposited in the Annapolis post office as ship letters.

Fig. 2  Samuel Cunard of Halifax, Nova Scotia, a successful shipping businessman, was contracted by the British General Post Office to provide two sailing vessels to carry the Falmouth packet British despatches and U.S. mail from Bermuda to Annapolis
The Annapolis packet service proved to be very unsatisfactory and was discontinued nine months after it started. A major reason for the abandonment of the service was the extra cost incurred by the G.P.O. diversion of the Falmouth packets from the Mexican route. The calls of the Mexican packets at Bermuda, well away from their direct route back to England, added hundreds of miles to their voyages that not only slowed their return voyages but also added extra costs that were not warranted by the small amount of mail picked up at Bermuda. Only nine monthly voyages into Annapolis were completed before the British North American Packet service was shifted to the Falmouth-Halifax-Bermuda-Halifax-Falmouth route. Very little mail was carried over the Annapolis route. The Annapolis newspaper, The Maryland Republican, reported the arrivals of these vessels, which usually carried about 1,200 letters on each voyage.

Figure 3 illustrates a rare letter carried on the first Annapolis Packet sailing and destined for Wilmington, North Carolina. This folded letter outer sheet with the contents removed originated on 8 January 1827, in Wooler, Northumberland, England, 255 miles north northwest of London, close to the border with Scotland. The letter was addressed to Carlton Walker, the Naval Officer (Port Captain) of Wilmington. He had emigrated from Northumberland in 1791 with his widowed mother to join other members of the Walker family prominent in the Cape Fear area of North Carolina.

![Image of the letter](image)

The letter was paid 2 shillings 5 pence for the outgoing Falmouth packet fee. This amount was determined by the packet rate plus the distance rate from Wooler to Falmouth. The latter was 588 miles and the distance fee was 1 shilling 3 pence abated by 1 penny under the existing rules. This amount was added to the 1 shilling 3 pence packet fee from Falmouth to arrive at a total payment of 2 shillings 5 pence. The outgoing packet fee had to be prepaid. The letter was sent to Falmouth, where it was placed in the mail that departed 11 January 1827 on the Falmouth packet Redpole, Captain Bullock. Redpole arrived at Bermuda on 3 March 1827. The United States mail was put ashore to be transferred to the Cunard sailing ship Susan, which departed on 6 March and arrived at Annapolis on 18 March 1827. The Annapolis newspaper, Maryland Republican, of 20 March reported:

**The British Mail**

Arrived here on Sunday: The Packet-Brig Susan, Captain Stairs, which sailed from Bermuda on the 6th and made Cape Henry of the 13th inst. The vessel which brought it out had a distressing passage of six weeks. Of course this arrival brings no news which had not been anticipated by other arrivals. Mr. Jeffries of the British navy had the mail in charge, and was bearer of despatches to Mr. Moore, the British agent resident in this city – who left here in company with Mr. Jeffries yesterday morning for Washington, with despatches for the British Minister.
The U.S. mail carried by the Susan was delivered to the Annapolis post office. The letter was postmarked on 19 March with a circular daterstamp in red ink. In addition a red handstamp SHIP was struck in the upper right corner. To the right the letter was marked for 27 cents postage due. This amount consisted of a 2 cents incoming ship letter fee plus 25 cents for a single rate letter going a distance beyond the arrival port greater than 400 miles. The arrival date in Wilmington was not marked on the letter.

To date I have recorded only ten covers carried on the nine voyages of the Annapolis Packets. The identifying features of these covers are markings indicating they were ship letters arriving at Annapolis, Maryland, in 1827, and evidence of payment of the packet letter rates from the United Kingdom. Table 1 lists the nine Annapolis Packet voyages and their dates.

<table>
<thead>
<tr>
<th>Voyage No.</th>
<th>Falmouth Packet</th>
<th>Depart Falmouth</th>
<th>Depart Bermuda</th>
<th>Arrive Annapolis</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Redpole Susan</td>
<td>11 Jan 1827</td>
<td>6 Mar 1827</td>
<td>18 Mar 1827</td>
</tr>
<tr>
<td>2</td>
<td>Princess Elizabeth Emily</td>
<td>14 Feb 1827</td>
<td>16 Apr 1827</td>
<td>15 Apr 1827</td>
</tr>
<tr>
<td>3</td>
<td>Nocton Susan</td>
<td>12 Mar 1827</td>
<td>11 Apr 1827</td>
<td>24 Apr 1827</td>
</tr>
<tr>
<td>4</td>
<td>Emulous Emily</td>
<td>13 Apr 1827</td>
<td>? May 1827</td>
<td>3 Jun 1827</td>
</tr>
<tr>
<td>5</td>
<td>Tyrian Susan</td>
<td>5 May 1827</td>
<td>13 Jun 1827</td>
<td>22 Jun 1827</td>
</tr>
<tr>
<td>6</td>
<td>Rinaldo Emily</td>
<td>10 Jun 1827</td>
<td>10 Jul 1827</td>
<td>20 Jul 1827</td>
</tr>
<tr>
<td>7</td>
<td>Goldfinch Susan</td>
<td>7 Jul 1827</td>
<td>? Aug 1827</td>
<td>? Aug 1827</td>
</tr>
<tr>
<td>8</td>
<td>Eclipse Emily</td>
<td>4 Aug 1827</td>
<td>? Sep 1827</td>
<td>21 Sep 1827</td>
</tr>
<tr>
<td>9</td>
<td>Swallow Susan</td>
<td>12 Sep 1827</td>
<td>? Oct 1827</td>
<td>11 Oct 1827</td>
</tr>
</tbody>
</table>


Table 1 Listing of the nine voyages of the sailing packets Susan and Emily between Bermuda and Annapolis, Maryland. Also included are the Falmouth packet voyages to Bermuda related to each.

Edenton Ship Letter

A striking ship letter cover is shown in Figure 4. This folded letter was written on 19 March 1820, by the captain of a sailing vessel that had just completed a voyage from Massachusetts to Albemarle Sound. The captain was reporting back to the ship owner, a merchant in Kington[sic], Plymouth County, Massachusetts. His voyage in the Atlantic down to the outer banks of North Carolina and then passage through the outer islands into Albemarle Sound was successful, but he encountered difficult headwinds and currents in the river, presumably the Roanoke River, on the way to Plymouth. He ended up anchoring at the mouth of the Little River, which forms the beginning of the boundary between Pasquotank and Perquimans Counties. It appears that he wrote his letter off the Little River even though the letter’s dateline states Plymouth (shown in Figure 5). A portion of the 1839 Post Road Map prepared by David H. Burr, topographer for the Post Office Department, shows this region in Figure 6. The locations mentioned are underlined.
Fig. 4 19 March 1820 folded letter from Edenton (Chowan County) to Kingston, Massachusetts. Letter was written by a ship captain, who had just completed a voyage to Albemarle Sound from Massachusetts, back to the owner of the vessel. It was marked in Edenton for 27 cents postage due upon arrival in Kingston.

Fig. 5 Letter dateline indicating letter written at Plymouth, but the ship never got there. It was written most likely anchored off Little River in Albemarle Sound.

Fig. 6 Albemarle Sound showing the locations underlined related to this cover. Map from 1839 Post Road Map prepared by David H. Burr, topographer for the Post Office Department.
Apparently, the ship captain was unsuccessful in going up the river to Plymouth, where he would have been required to post the letter. Instead, he crossed the sound to anchor off the Little River and later sailed into Edenton, where he posted his letter on 22 March 1820. The Edenton postmaster struck his 30 mm red circular datestamp with the saw tooth edge on the left side. In the upper right he wrote $h 27 to show the letter was a ship letter and was marked for 27 cents postage due. This amount consisted of a 2 cents incoming ship letter fee plus 25 cents for a single rate letter going a distance beyond the arrival port greater than 400 miles.

This is the earliest recorded ship letter with an Edenton circular datestamp. To date, very few covers have been seen that show they were carried on the waters of North Carolina, the sounds or the waterways. Fortunately, this is one of them. It was written and moved over the Albemarle Sound, one of North Carolina’s prime waterways.

**Margate Ship Letter**

Figure 7 illustrates a cover from North Carolina sent by ship to England. This folded letter was started on 9 December 1841 on a plantation in Warren County (small county north of Raleigh at the Virginia border and just to the right of Henderson on the Figure 1 map), but not finished until 31 December. The letter writer continued to await a letter from the recipient, which had not arrived. It was posted on 1 January 1842 at the Ridgeway post office, a small village of less than 100 people, 50 miles north northeast of the state capitol, Raleigh, and paid only 25 cents for the inland fee to New York. This payment is shown in blue ink in the upper right corner, marked by the letter sender. The endorsement in the lower left corner, and a statement in the letter, indicated that it was to cross the Atlantic on a sailing packet and not the regular Cunard steamers leaving from New York every two weeks. The Ridgeway postmaster had no handstamp and wrote his postmark in manuscript, upper left corner.

![Fig. 7 Letter addressed to London and posted at Ridgeway (Warren County) on 1 January 1842. It was paid 25 cents for the domestic postage to New York only. Letter carried by Swallowtail Line sailing packet Montreal from New York to Margate near London. Postage due at final destination was 9 pence.](image)

Ridgeway was not one of the offices where the postmaster was authorized to collect freight money fees. This fee, in addition to the normal postal system fees, was a commercial fee charged in the late 1830s and early 1840s by the steamship and sailing ship lines to carry each letter. The Postmaster General had agreed to allow some postmasters to collect this fee as a
benefit to the local merchants and to pass this money to the shipping line agent in New York. The fee for a single rate letter by steamship was 25 cents and by sailing ship, 12½ cents. Payment of these fees was to be marked on the outside of the letter. Although there is no evidence on this letter that the additional freight money fee had been paid, the New York postmaster placed the letter on a regularly sailing packet vessel. It is not known if the freight money fee was paid and by whom. Presumably, the sailing ship agent in New York would not have accepted the letter had this fee not been paid.

The letter was carried across the Atlantic by the Swallow Tail Line sailing packet *Montreal*, which departed New York on 12 January 1842. The ship arrived off Margate on 2 February. Margate is at the northern end of the Straits of Dover in Kent, England, 72 miles by post road to London. Apparently, the winds were not favorable for the ship to continue up the Thames River to London; so, the mail was put off at Margate. Since the location where a letter entered the British mail system from an incoming ship was necessary to determine the postage due on a letter, the British Post Office in the 1760s began to issue individually-named ship letter handstamps to postmasters at ports throughout the United Kingdom. This letter has a black handstamp, *MARGATE/SHIP-LRE*, showing it entered the mail system at Margate (see Figure 8). By 10 January 1840, however, the postage due on a ship letter landed anywhere in the United Kingdom had been reduced to a uniform 8 pence regardless of the distance the letter traveled within the United Kingdom. The arrival port location was no longer important; but, the handstamps still were in use.

**Fig. 8** Ship letter handstamp of Margate and Two-Penny Post of London handstamp used at Fenchurch Street Receiving House.

Addressed to Mr. Samuel G. Reynolds, care of Junius Smith Esq., No. 4 Fencourt, Fenchurch Street, London, the letter was sent to London. It arrived on 3 February 1842, shown by a red circular datestamp on the reverse. Here a clerk marked the letter in black ink for 8 pence postage due, the incoming ship letter rate. The letter then was turned over to the London Two-Penny Post that was responsible for mail delivery within London and the surrounding villages. The red octagonal datestamp in the lower right corner reads *PD/FE 3/1842* and vertically on the sides 2 AN, indicating handling at the chief office of the Two-Penny Post on 3 February 1842 and preparation for delivery on the 2 o’clock postman’s walk in the afternoon. The letter was sent to the Fenchurch Street Receiving House for distribution to the street address on the letter; however, the recipient no longer was there. It was returned to the Fenchurch Street Receiving House office and marked with the new street address, *No. 12 Cecil Street, Strand*, with the original address having been crossed out. In the top right corner, the letter was marked with the black handstamp, *Fenchurch-St./1.D. PAID*, to show an additional penny was to be paid for redirecting the letter (also see Figure 8). When finally delivered, the recipient paid 9 pence for the letter, 8 pence incoming ship letter fee plus 1 penny to redirect the letter to the changed address.