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May 20<sup>th</sup> 1814

# Postal History

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The Journal of the Postal History Society

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me in Holland my opinion of some of the times some by the mis-

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No 362

June 2017

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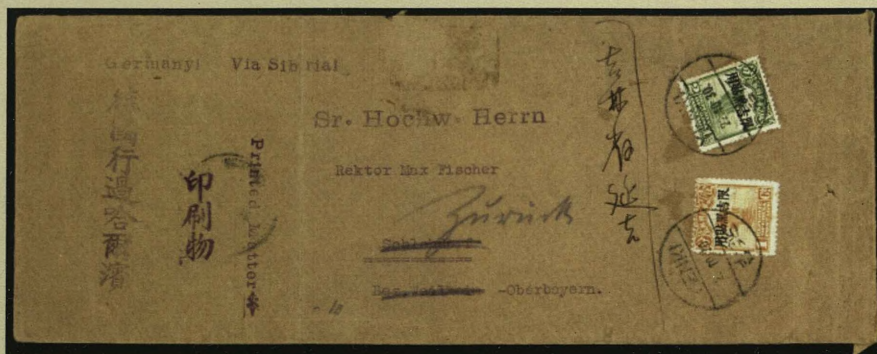
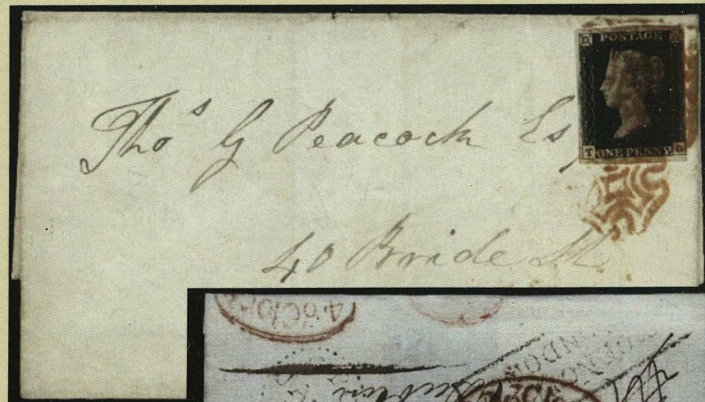


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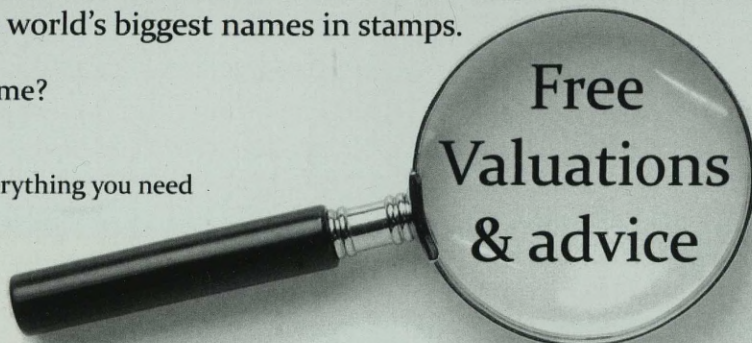
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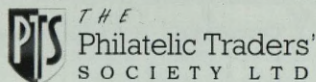
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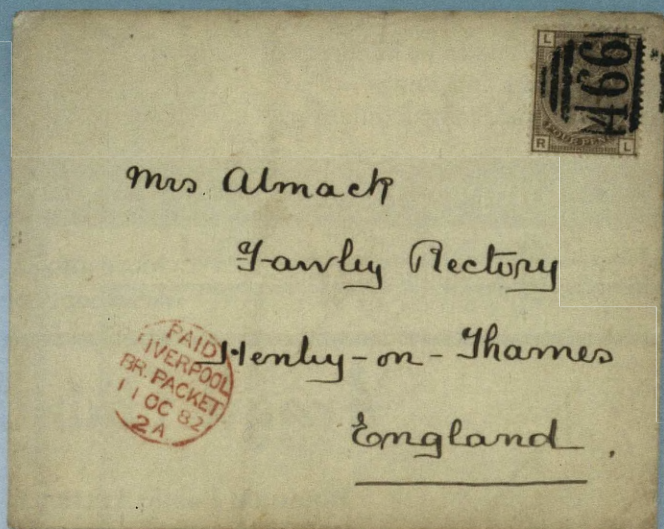
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# Postal History

## The Journal of The Postal History Society

Number 362, June 2017 Hon Editor: CLAIRE SCOTT

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Copy dates - September 2017 Issue, August 5th; December 2017 Issue, November 5th;  
March 2018 Issue, February 5th 2018.

#### Postal History Advertising Rates

Black & white: Whole page - £100; Half page - £60; Quarter page - £35  
Colour: Full page £150, Half page £90, Quarter page £55.

## EDITORIAL

I would like to start by thanking all of you who responded to my desperate plea. It does mean that I have some articles for the next Journal, however this does not mean that my plea has changed. I have been a very fortunate Editor in that, until this Journal, I have always had enough material and often enough for me to be able to edit. By that I mean put similar articles together, make sure that one country did not predominate or one subject take over. Michael Pitt-Payne demonstrates perfectly what can be produced by looking at one cover or one letter and what interesting articles can be produced. We all have items such as this in our collections which other members would enjoy reading about if we shared them. Graham has taken his very serious subject of censorship and shown us another side.

Many of our members do not contribute to the Society, they do not come to meetings or the Conference, however they do enjoy the Journal. I learn something with every Journal I put together. It would be nice if the silent members shared a small piece of their interest and their collection with the wider membership. Just one cover, one snippet about their collection, would be enjoyed by us all. As a result of not having the material and my diary commitments, this Journal will be later than usual. As I write this I am also organising the two day joint meeting with the RPSL which is fast approaching and tomorrow is Swinpex, where I will see some of you. This hobby of ours is failing to attract new and younger members which makes it even more incumbent on us to record the research that we have done. I always find it sad when I see at auction collections which have been broken up and all the research being lost, all that knowledge, time spent researching and information just disappears. That is why I keep asking you to record the information, then it will be held in the national libraries for future researchers to find and benefit from.

## PRESIDENT'S MUSINGS

Without trying to give the impression that I am undergoing some strange transition from Grumpy Old Surgeon to Grumpy Old Man to Grumpy Old Philatelist there are a couple of points that I would like to make in this Musings.

Firstly, people join philatelic societies for many reasons ranging from a desire for social interaction to wanting to increase their philatelic knowledge. Not all members wish to participate actively in society events, preferring simply to read journals or newsletters as they are published. Fair enough. However, without involvement of as many members as possible a society will be run by, and meetings attended by, a small nucleus of (the same) people. Without attendance at meetings there will be no meetings and ultimately no society.

Because of inadequate numbers expressing an interest we recently had to cancel the meeting organised by Richard Farman at Burton upon Trent. Hopefully, this represents a blip rather than the start of a trend. It is not possible to attend everything. Inevitably, there is always the risk of events clashing. However, I hope that you will all check the programme and fit in as many meetings as you can over forthcoming months. We are always open to suggestions on how meetings can be improved. Anyone wishing to organise meetings in areas not presently covered by the PHS should contact a member of Council.

Secondly, Claire Scott, as Editor of Postal History, needs more articles. These can be as brief as you wish! A brief account of an unusual cover can be both interesting and entertaining. For example, entries for the President's Prize at the Conference, comprise a five-minute presentation and a single page display. These are always well received, and the winner well rewarded (!), and would make excellent short reports for the journal. Another thing to consider might be a report from anyone presenting a display. This need not be an onerous job. Several people use aide memoires when giving their display or provide handouts at meetings. An article could be based on these and fleshed out with a few relevant illustrations. The Great Britain Philatelic Society try to publish accounts of all displays and the Society of Postal Historians encourage those who have given a display to submit a report to their journal. If anyone has further suggestions please let us know. I am looking forward to several events due to take place over the next few months. These include PHS meetings at Blandford Forum, York and the AGM at Ironbridge. Hope to see you there.

Bob Galland

# SOME ASPECTS OF AUSTRALIAN MAIL CONTRACTS 1844-1860

COLIN TABEART RDP

## Overview

This article summarises the attempts to provide a satisfactory monthly mail service to and from the Australian Colonies up to the first truly successful service run by the Peninsular and Oriental Steam Navigation Company (P&O), beginning in 1859. Much of the content is covered elsewhere in the various references given; the purpose of this article is to introduce to anyone contemplating starting a collection the early days of attempts to provide a satisfactory mail service.

It covers the first service, operated by sailing ships under the management of the Toulmin Brothers, from 1844 to 1849; reasons for the termination of that service; the return to private sailing ships; the first steam contract services and their termination due to the Crimean War; the contracts of the clipper packets; the disastrous steam service of the European & Australian Royal Mail, and finally the P&O service of 1859.

Various alternative proposals will be looked at together with the reasons for their failure or non-adoption, together with some of the political and inter-departmental matters that affected the outcome.

The overall time frame up to 1860 can be summarised as:

Until 1844 – no contract services, all mails carried by private ships.

1844-1848 – monthly "Toulmin" packet service by sailing ship from London to Sydney.

1849-June 1852 – no contract services, all mails carried by private ships.

June 1852-1855 – monthly steamship contract services of varying quality.

1855-1856 – steamers withdrawn due to the Crimean War. Two services a month from UK by fast sailing ships.

1857-early 1859 – monthly steamer service by the European and Australian Royal Mail Company, later under the management of the Royal Mail Steam Packet Company.

1859 onwards – new P&O contract.

## Responsible Departments

The Admiralty took over responsibility of operating the packet service from the Post Office in 1827 and began to replace many of the privately-owned Falmouth packets with Royal Navy vessels. Prior to 1827 it has to be said that the Admiralty had often assisted by providing small warships to carry the mails when Post Office packets were not available, so there was some justification for the change in control, but the strong suspicion remains that the Admiralty wanted the packet service to give employment to some of its officers now on half-pay due to the shrinkage in the number of commissioned warships needed to keep the peace as opposed to the massive fleets of the Napoleonic Wars. The position during the whole of the contracts discussed in this article was: "Since the year 1837, the parties by whom, on behalf of the Government, all such contracts were actually entered into, have been the Lords Commissioners of the Admiralty; but the power of authorising them to be formed, and of prescribing their terms and conditions, is acknowledged to belong to the Lords of the Treasury, who communicate with the Postmaster General, the Secretary of State for the Colonies, and the Lords of the Admiralty themselves, in reference to the postal, colonial, or nautical questions involved."<sup>1</sup>

In practice there was provision for the Postmaster General to award contracts for small amounts of money, initially up to £500 per contract; that provision was utilised by the Post Office to commission "fill in" single voyages for contractor failures of the first steam service; and to operate the clipper service during the hiatus of communications caused by the Crimean War.

Communication between departments certainly left a great deal to be desired; on at least one occasion the Admiralty awarded a contract for the Dover-Calais service without even consulting the Treasury, there being strong grounds for suspecting that a conflict of interest existed. Reference between getting the best value for money and the desire of the Admiralty to palm off some of

the older and less efficient steamers from RN service into the packet service.<sup>2</sup> The Treasury was by no means blameless: in 1857 that department extended the West India contract by two years without consulting either the Admiralty or the Post Office.<sup>3</sup> The Postmaster General, as the head of the department actually responsible for the mail service, was often the very last authority to be informed of contractual arrangements, and indeed of operational matters, as for example when the Admiralty put steam ships on the Malta packet service without even informing the Post Office.<sup>4</sup>

That this inter-departmental nightmare did not produce more disasters than it actually did was probably more by luck than judgement; whilst many important contracts worked well, those for the Australian service left much to be desired. The report at reference 1 makes it clear that the Admiralty was largely at fault, but this had already been recognised, and while the Committee was actually sitting responsibility for the making and supervision of mail contracts had been transferred from the Admiralty to the Post Office by Act of Parliament<sup>5</sup>. The lines of responsibility were thus significantly improved.

### The Colonial Background

Initially the whole of Australasia was deemed to be part of New South Wales, including New Zealand once the British started to take an interest in those islands; Sydney was the centre of everything. Gradually parts of the continent began to become separate entities: Van Diemen's Land became independent in 1825; Western Australia began to be settled in 1828; South Australia in 1836; New Zealand became independent in 1840; Victoria in 1851; and finally Queensland in 1860. Thus for much of the period covered by this article Sydney was the focus and the dominant interest until the population explosion in Victoria caused mainly by the gold rushes from 1851 onwards began to nibble away at the supremacy of New South Wales towards the latter end of this survey.

### Attempts to accelerate the mails by connecting to a steamer service

All mails prior to 1852 were carried by sailing ships for at least some, and usually all of the way. Their sailing dates were advertised in newspapers both in Australia and UK, and in the Daily Packet List produced by the UK post office for outbound sailings. Sailing dates were frequently postponed for various reasons: awaiting a full load of cargo; wind unfavourable for getting out of harbour; crew shortages, etc. Once a ship did manage to get away she would then take in the order of four to six months to complete the 12,000 mile voyage to her destination even though the route taken usually followed that dictated by the trade winds – via Cape of Good Hope to Australia, and via Cape Horn back to UK. **Figure 1** is a typical example of 1838 from Sydney to Liverpool on a voyage lasting 155 days. Note the ten day delay between handing the letter in to the Sydney post office and the ship actually sailing.



**Figure 1. Nov. 1838 from Sydney to Liverpool. The ship "Dryade" left Sydney on 2 Dec 1838 for London. Mails landed at Falmouth by pilot boat on her way up the English Channel to London. Prepaid 3d for the outgoing NSW ship letter charge; 1/4d collect from the recipient, being 4d incoming India Letter charge plus 1/- UK inland from Falmouth to London.**

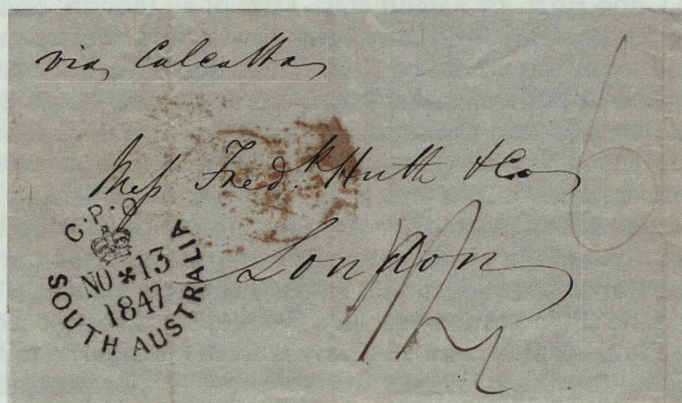
The East India Company commenced a steamer service between Bombay and the Mediterranean as early as 1830. The ships used initially were badly underpowered so could not make headway against strong monsoon winds. Depending on the season they would either make for the Persian Gulf, thence overland to Beyrout, or to Suez via Aden, thence overland to Alexandria. Once the mail had arrived at a Mediterranean port it was then a matter of luck as to how soon it could connect with the Royal Navy's steam packet service back to the UK<sup>6</sup>. Some of the sailings data for this service are recorded in reference 3. The service was supposed to be monthly, but rarely was. Nevertheless it offered the possibility of a quicker passage to England than the four to six months likely to be achieved via Cape Horn by sailing ship. First of all though, one had to put one's letter on a sailing ship heading for Bombay, and they were few and far between; for example only two ships left Sydney for Bombay in the whole of 1844. Then there were the unknowns. The passage time to Bombay was the first unknown. The second unknown was when the next steamer would leave Bombay – arrive a day late and the letter would have to wait at least a month for the next sailing. The final uncertainty was how long the mail would take to reach a Mediterranean port, and when the next homebound steamer might pick it up. Get the timing wrong twice and six weeks or more could be lost. It was also much more expensive for the recipient: ship letters cost 8d single on arrival in UK after 1840; letters via the Mediterranean were charged the much higher packet rates, and those via France at extortionate additional rates. Probably because of all the uncertainties mentioned above, mail via the EICo Bombay service back to UK is very scarce, and I have yet to see one from UK to Australia. **Figure 2** shows an 1842 cover from Melbourne to Ross-on-Wye endorsed "via India", struck en passant by the oval INDIA of Bombay. After a protracted voyage to Bombay it struck very lucky, making excellent connections both at Bombay and at Alexandria, but still took 156 days to reach London, at very significant expense to the recipient.



**Figure 2. Oct. 1842- Mar. 1843 Melbourne to UK "via India", with the Bombay oval "INDIA" marking. Carried by sailing ship "Candahar" arriving Bombay 1 Feb. EICo ss "Atalanta" from Bombay 3 Feb to Suez 21 Feb. P&O "Great Liverpool" from Alexandria 25 Feb. to Malta 3 Mar, and HMS "Acheron" from Malta 3 Mar. to Marseilles 8 Mar. Prepaid 6d for the double outgoing**

**NSW rate; 6/2d collect for two British rates of 1/10d plus three French rates of 10d for a letter over ½ ounce, under ¾ ounce.**

Once the P&O steam service had been extended to Ceylon and Calcutta in 1843 the possibility existed of sending a letter from Australia by sailing ship to Ceylon or Calcutta. This was a more attractive option than the via Bombay service, since the P&O service was both more predictable and usually quicker; furthermore if sent via Ceylon the India transit 4d rate did not apply. This option was not used extensively, but still more frequently than the via Bombay route. **Figure 3** shows an 1847 cover from Adelaide to London "via Calcutta". Although sent during the Toulmin packet service period that service sailed direct from Sydney, so mail from South Australia had to be forwarded to Sydney to use the service, thus alternative routeings were more attractive. The South Australian Register for 12 November: "Mails will be despatched for Great Britain by the Duchess of Northumberland to Calcutta on 13 November at 12 o'clock." She actually sailed on 16 November, the three day delay being not unusual.



**Figure 3. November 1847 cover Adelaide to London, 134 days via Calcutta. Carried by "Duchess of Northumberland" to Calcutta, P&O "Precursor" from Calcutta 8 February to Suez 6 March, and P&O "Ripon" from Alexandria 13 March to Southampton 30 March. Endorsed "received 31 March" on back. Prepaid the 6d outgoing S Australia ship fee; 1/4d collect for 1/- packet rate by P&O plus 4d India charge due to the East India Co. The 4d was not charged on letters routed via Ceylon.**

Another possible link-up was trans-Pacific. In 1846 the Pacific Steam Navigation Company extended its South American route from Valparaiso to Panama. Just across the Isthmus the Royal Mail Steam Packet Company carried the mails between Colon and Southampton; all the colonists had to do was get their letters across the Pacific to South America. Such sailings were infrequent, and still had to be done by sailing ship, the vast distances involved being still too large for the inefficient steamers of the time. Covers are quite difficult to find, but are worth looking for. **Figure 4** shows an 1855 letter that went via Callao, arriving in London in a reasonable 92 days.

#### **The Toulmin Packet Service 1844-49**

The extension of the P&O line of steam ships to India in 1843 led the Australian colonists to hope for a line of steam packets themselves; instead they got a monthly sailing packet from London to Sydney, operated by the brothers Henry and Calvert Toulmin. The brothers originally wrote to the Admiralty proposing to carry letters to and from Australia monthly but, receiving no reply, they wrote on 30 June 1843 to Colonel Maberly, Secretary to the Post Office, as follows:

Sir,  
In March last we proposed to the Admiralty to carry monthly Post Office letter bags, to and from Australia, at a rate which we have reason to believe was much lower than any other party, & consequently that our offer is favourably entertained by your Department. Having been however without reply to our tender, we apprehend that some difficulty may have arisen in regard to the Parliamentary Estimates: if such should be the case, we beg leave to state that we are content to enter into the contract at once, & to await payment for the service whenever the forms of Government may admit of it<sup>7</sup>.



**Figure 4. July 1855 letter from Sydney to London “per Peru via Panama”. “Peru” was a German barque that left Sydney on 3 July. She arrived at Callao on 25 August, whence the mail left next day by the Pacific Steam ss “Valdivia”, arriving at Panama on 5 September. The Royal Mail ss “Clyde” left Colon on 8 September, transferring the mails to “Magdalena” at St Thomas, which reached Southampton on 2 October.**

The Admiralty had, in fact, written to the Treasury on 24 March 1843 to the effect that two tenders had been received for the Australian mail, that of the Toulmin brothers for £100 a voyage, and another from Messrs Godwin and Lee at £600 a voyage. It does not take much imagination to realise which of these the Treasury would prefer. The Admiralty originally proposed that the contract should start from 1 October 1843; the reason for the delay to February 1844 has not been discovered.

Presumably the letter from the Toulmins did the trick as the brothers and the Admiralty signed Articles of Agreement drafted on 15 June 1843<sup>8</sup>, which survive in the Post Office archives, on 10 October 1843. The Toulmins contracted to provide a sailing ship of not less than 250 tons, once every calendar month, to carry the mails from the United Kingdom to Sydney, sailing on the first of every month from Gravesend, or from Liverpool on the 1st or 2nd of every month, direct to Sydney. Return mails from Sydney to England were not activated until January 1846, discussed further below.

The Toulmins were to be paid £100 for each outward mail, and £150 for homeward mails when activated, the extra payment being to compensate in part for any lack of paying cargo due to the fixed sailing dates. There were penalties for delays in departing, but no overall voyage time was specified. Initially for a year, the contract was extended at the end of that period.

News of the contract was published in *The Times* on 18 November 1843, and again on 13 January 1844. The Post Office announced the service to the public by GPO Notice No. 1 of 1844. This stated that the mails would be made up in London on the last evening of each month, and all letters and newspapers addressed to New South Wales would be sent by the packets unless specifically marked “by private Ship”. Postage was a shilling for a letter up to ½ oz, 2/- for ½ to 1 oz, and 2/- per oz or part thereof above 1 oz. Newspapers went free, huge quantities of these being carried, since they cost 1d each by private ship. A typical mail consisted of about 4,000 letters and 12,000 newspapers.

Letters returning to the UK were to be landed as soon as possible, in a similar manner to ship letters. Part of the contract read: “... if there be any conveyance of Her Majesty’s Mails and Dispatches from Sydney to the United Kingdom under this contract the said Henry Toulmin and Calvert Toulmin hereby agree that the delivery of such Mails and Dispatches shall be made by the Commander of the

Vessels to the Postmaster of the first port in the United Kingdom at which the Vessels respectively may touch or by the Pilot Boat or by any other safe and convenient means it being agreed that the same shall be delivered at the first regular Post Office in the United Kingdom which can be communicated with ...." Failure to comply with this part of the contract attracted a £25 fine, to be deducted from the voyage fees. However, New South Wales was pretty unimpressed by the service, and did not bother to activate the return voyages until 1846, the first return packet landing her mails by the pilot boat at Penzance in compliance with that part of the contract mentioned immediately above.

Initially only mails for New South Wales were included, those for the remaining colonies continuing to be sent by private ship. In March 1844 the Post Office issued Notice No. 6 of 1844 to say that, an overland post now having been established between Sydney and Port Phillip, mails for Port Phillip would in future also be included in the packet mails, unless endorsed "by private ship". Those for South Australia and New Zealand followed suit from June 1845, although the Postmaster-General was initially reluctant to do so, not knowing if New South Wales would make a charge for transmission to those Colonies. However, in May 1845, information was received from the Acting Deputy Postmaster of New Zealand that New South Wales did not charge for forwarding letters sent in the packet mails, confirming previous information from South Australia<sup>9</sup>, so the change was made.

In June 1847, the Post Office announced that, there now being ample opportunity of forwarding mails to South Australia by private ship, all letters not addressed to go by the Sydney packets would be sent by private ship<sup>10</sup>. Similarly, letters for Port Phillip were to be sent by private ship from July 1847. The whole contract terminated in March 1849, after which almost all letters went all the way by private ship until the introduction of through steam packets in 1852.

During the contract proposals were made for various changes, including a call at Van Diemen's Land, a call at Port Phillip, routing the homeward mails via Hong Kong and a change of the UK base port from Gravesend to Falmouth. None of these proposals were adopted.

### **The Service**

Outbound the Toulmin Brothers performed extremely well. A packet left Gravesend on the 1st, occasionally the 2nd, of every month from February 1844 to March 1849, with the sole exception of the March 1846 sailing which did not leave until the 5th of that month. For the 1840s that was an exemplary performance. Homebound the service did not begin until January 1846 as noted above; a sailing was achieved every month, but the dates of leaving Sydney were more erratic. It is likely that Sydney did not have the benefit of as many steam tugs as London to enable the sailing packets to get away on time in the face of adverse winds, but there may well have been other contributory reasons.

The ships used were ordinary merchant ships, with ordinary passage times, averaging 127 days out and 130 days home. There is little of postal history interest in the voyages other than the five voyages that Sydney routed via Torres Strait and Ceylon or Calcutta, leaving Sydney from 3 May to 3 September 1846, with the intention of linking up with the P&O steamer service back to the UK. These mails averaged 126 days back to UK, but at very significantly greater expense to the recipients, since the rule was that letters not endorsed "via Southampton" were sent via Marseilles, thus incurring the then exorbitant French transit charges, typically costing 2/7d versus the 1/- if sent via Cape Horn. The ensuing chorus of disapproval probably did not reach Sydney by 6 October 1846, when the mails reverted to the usual route – the reason for this change is not known. Data on all the voyages is given in Reference 4, slightly updated in reference 5. **Figure 5** shows a cover carried on the third homebound voyage.

### **The Search for a viable Steam Service**

The Toulmin service was recognised as a poor substitute for a proper steam service by all parties. Once the P&O service had been extended to Singapore in 1845 thoughts focussed even more on steam, one obvious option being a branch line from Singapore to Sydney via Torres Strait, but other routes were also being considered, the potential weak link of the transit overland through Egypt being a prime concern, especially after the Mehmet Ali rebellion of 1839-40.



**Figure 5. March 1846 from Gundagai, NSW, to Scotland on the third homebound Toulmin packet "Eweretta", 127 days Sydney to Deal. Prepaid 1/3d for the NSW inland 1/- fee for over 230 miles to Sydney, plus the 3d outgoing ship letter rate. Due 1/- for the packet rate which included UK inland.**

Some preliminary work was done, hampered by the long delay in receiving replies from the colonies to proposals by the UK Government; but equally by the chaotic bureaucracy in the UK – now not only were the Admiralty, Treasury, and Post Office involved, but the Colonial Office also had to have its say. Much of the debate can be found in Reference 6, but is summarised below.

On 9 June 1847, Lord Grey, Secretary of State for the Colonies, wrote to Sir William Dennison, Lt-Governor of Van Diemen's Land, summarizing the various proposals that had been made concerning steam communication and asked if the Legislative Council of Van Diemen's Land would debate the two main options and state if they were prepared to contribute to the enterprise, New South Wales already having agreed to contribute £6,000 a year. The two main options are shown below:  
 The Indian and Australian Royal Mail Steam Packet Company. Incorporated by Royal Charter on 20 May 1847, this Company proposed to run between England and Sydney via the Mediterranean,

Ceylon, Singapore, Port Essington, and the Torres Strait. The all-important question of coaling stations was addressed, coal being available at Sydney from the nearby field at Newcastle at 7 shillings to 7/6d per ton, and by freighter to Port Essington to set up a coaling depot there at 27 to 30 shillings a ton. Lombok or Batavia were to be supplied from the new British colony of Labuan, or from Calcutta. Lord Grey stated in his letter that New South Wales favoured this option. The Company initially intended to raise £1 million in £20 shares, for a line of packets that was clearly intended to enter into competition with the P&O. This ambition was modified subsequently to carry the mails only between Singapore and Sydney. It was agreed towards the end of 1848 that the Company would use 3 vessels of 200 horsepower to perform the service<sup>11</sup>.

Screw Steamers via the Cape of Good Hope. This proposal was for a monthly line of auxiliary screw steamers via the Cape of Good Hope, to Adelaide, Port Phillip, and Sydney. A branch packet was to convey the mails from Cape Town to Mauritius, and from Sydney to Van Diemen's Land and New Zealand. Although the Admiralty considered this to be the less viable option, they wanted it to be considered on the grounds that it gave total control of the whole route to the British, plus the bonus of steam communication with the Cape and Mauritius, whereas communications via Egypt were always vulnerable to interruption by unfriendly foreign powers.

#### **Developments through 1848**

**23 February 1848.** Mr Davidson wrote to the Colonial Office offering to convey the mails between Sydney and Singapore monthly, using 3 screw propelled ships of 200 tons, for £12,000 a year. On 11 March he modified the proposals, increasing the size of the ships to 250 tons and 50 horsepower, for £15,000 a year<sup>12</sup>.

**4 May 1848.** The Indian & Australian Royal Mail Steam Packet Company offered, through the Colonial Office, to convey the mails between Singapore and the Australian Colonies for an extra postage of 2/- a letter for 3 years, and 1/- a letter for the next 11 years. On 22 June they modified this offer to 1/- a letter for the whole period of the contract.

**17 July 1848.** Mr Arthur Anderson, Managing Director of the P&O, stated in his evidence to The Select Committee on Steam Communications with India &c (reference 6) that, on 17 July 1848, the Company wrote to Earl Grey<sup>13</sup> with an unsolicited offer of a 2-monthly steam service between Singapore and Sydney on an experimental basis for a year. They proposed that the line should be run by two steamers on charter to the Admiralty, estimating the running costs exclusive of the charter to be £29,800. Three new coal depots would be needed on the route, to be provided by the Admiralty. The P&O would manage the operation, making no charge for so doing for the experimental period. Government officers could accompany the voyages, reporting the expenses incurred, and passengers and freight carried to reduce expense, so that the Government could be furnished with accurate data on which to make future judgements as to the service<sup>14</sup>. The Company received no answer to what, on the surface, appears to be an eminently sensible and generous proposal.

An undated Memorandum in POST 29/51, probably circa August 1848, and written by a Post Office official, gave four possible options as being then on the table. These were a line of screw steamers via the Cape, and three offers to convey the mails from Singapore to Sydney, the latter being the proposals of the Indian and Australian Royal Mail Steam Packet Company, the P&O, and a Mr. Davidson. The writer went on to say that it was unlikely that both routes could be adopted since the postage was unlikely to pay even for one of them, and suggested that the Admiralty put the contract up for public competition. This was done, resulting eventually in the lowest tender being accepted, i.e. that of the Indian and Australian Royal Mail Steam Packet Company. As usual, lowest tenders are rarely the best, and this Company never got off the starting blocks, as recounted below.

**4 August 1848.** The Times for this date carried a report as follows: "It is with the greatest pleasure we announce the speedy prospect of the voyage to Australia being shortened by one half. On 27 August last we gave an outline of a project for extending to Sydney the line of steam communication which already exists from England to Singapore, and it now appears that an arrangement has been effected between the Government and the "India & Australia Mail Steam Packet Company" for its accomplishment. Mails, passengers and packets will be conveyed to Singapore, as at present, by the Peninsular & Oriental Company, and the vessels of the Australia Company will carry them on to Sydney. From England to Singapore the distance is 42 days, and from Singapore to Sydney the

distance is 22 days, and thus the entire communication will occupy scarcely more than two months. The advantage of this measure to India, China, and the commerce of the Eastern Archipelago, can hardly be too highly estimated, while in its bearings at the present time on the mutual prosperity of England and Australia is likely to prove more important, and more in harmony with public opinion, than any other step that could have been devised." So it would appear that the matter had been settled by August 1848. However, the contract was not finalised until after the Company's submission of 2 November 1848, in answer to an invitation to public tender, as reported below.

### **Request for public tenders**

Although reports above seem to suggest that the matter was cut and dried by August 1848, the Admiralty clearly called for tenders to be submitted by November 1848. The following offers were received:

**2 November 1848.** The P&O wrote to the Admiralty drawing attention to their offer of 17 July, which still stood, or offered to operate a monthly service by fully powered paddle steamers for £60,000 a year<sup>15</sup>. They declined to tender by auxiliary screw vessels, considering that such ships could not perform the 4,460-mile voyage with sufficient regularity to ensure connecting with the monthly mail homeward from China at Singapore.

**2 November 1848.** The Indian and Australian Royal Mail Steam Packet Company submitted two tenders. The first was to convey the mails monthly between Singapore and Sydney with 3 paddle steamers of 600 tons and 200 horsepower for £26,000 a year, for seven years. The second, for 14 years, was to use the same ships, but to be paid 1/- per single letter<sup>16</sup>.

The tender actually accepted was that of the Indian and Australian Royal Mail Steam Packet Company for a fixed price of £26,000 a year. However, a misunderstanding about how the money was to be paid led to the Company withdrawing from the contract before it ever started, as discussed below.

**17 November 1848.** The Treasury asked the Postmaster General if he was content to terminate the sailing packets on establishment of the new steam contract from Singapore. Maberly minuted that he could see no point in running both routes, initialled by the Postmaster-General on 24 November. Presumably the Treasury were so informed<sup>17</sup>.

**2 December 1848.** The Postmaster General wrote to the Treasury that he understood them to have agreed a contract with The Indian and Australian Royal Mail Steam Packet Company for a service between Singapore and Sydney for an annual subsidy of £26,000 a year, provided that the Admiralty confirmed that the Company could perform the service adequately. Again the Postmaster-General was being kept in the dark as to the intended arrangements for carrying the mails.

**4 January 1849.** The Admiralty informed the Postmaster General that the contract with the Toulmins was to be terminated with effect from 29 March 1849. It is clear that they expected The Indian and Australian Royal Mail Steam Packet Company to take over from this time, conveying the mails between Singapore and Sydney. However, it was not to be.

### **The demise of the Indian and Australian Royal Mail Steam Packet Company, 1849**

14 February 1849. Maberly minuted the Postmaster General as follows: "The Admiralty intimated to this department on the 4th of January last that the contract with Messrs Toulmin, for the conveyance of a mail monthly, to and from Sydney will expire on the 29th of March. The mail of the 1st March will, therefore, be the last to be forwarded under the Contract, and as that period is fast approaching it is desirable that Your Lordship should be informed what are the arrangements to be accepted for transmitting the correspondence to and from New South Wales when the present service has terminated; in all probability it will be necessary to issue a Notice to the Public. By a letter from Sir Charles Trevelyan, dated the 17th November last, the Treasury pointed out that they had given their sanction to a contract being entered into with the Indian and Australian Steam Packet Company for the conveyance of mails between Singapore and Sydney provided the Lords of the Admiralty were satisfied as to the ability of the Company to perform the service. No further communication however has been received on the subject and I submit, therefore, enquiry may be made of the Admiralty whether the contract has been concluded, and, if so, when it will come into operation." This was marked "Appd, C, Feb 16/49" by Lord Clanricarde, the Postmaster General.

**20 April 1849.** The Admiralty wrote to the Postmaster General, presumably in response to Maberly's prompting, to inform him that the Indian and Australian Royal Mail Steam Packet Company had withdrawn from their tender to carry the mails between Singapore and Sydney<sup>20</sup>. Mr John Yates, Secretary of the Company, was later interviewed by The Select Committee on Steam Communications with India &c. in 1851 (ref 6). He stated to that Committee that the Government had accepted the Company's tender for £26,000 a year, an agreement that the Company assumed meant the entire sum would be paid by the British Government. It subsequently transpired that the British would pay £20,000, the balance to be recovered "from the colonies as best we could. These were the expressions used at the time. Whereupon I was referred, by the Lords of the Admiralty, to Lord Grey<sup>21</sup>, to ascertain how far his Lordship could guarantee the £6,000 a year placed at his disposal by the colonies for three years, for the further term of four years. His Lordship said that he could guarantee to the extent of three years but certainly not for the remaining four, without first consulting the authorities in Australia. Therefore virtually, as the contract stood, we should have had, instead of £26,000 for seven years, £26,000 a year for three of the seven years; and £20,000 a year for the remaining four years. The consequence was, upon my making that representation to the Court of Directors, they at once said, "This is an insurmountable difficulty, which we see no possibility of getting over; it will hang us up for twelve months to get any communication with Australia;" and the result was, that they determined to abandon the whole scheme and gave up the contract."<sup>22</sup> It was probably a very welcome and acceptable let-out for the Directors – the Company had made no effort to prepare for the contract, had no ships, and had not even taken up the permitted share capital to buy such ships, when the news related above was broken to them.

Acceptance of the lowest tender by an embryo company with absolutely no experience of running an operation of this complexity had proved to be the usual fiasco. Two further proposals during 1849, one wildly optimistic, the other a sensible proposal by the P&O, came to naught. The result was that the mails reverted to carriage by private ship, and the Colonies had to wait another three years before an embryo steam service was provided. With Australia so far away from any potential aggressor it is likely that the British Government saw no great urgency to establish steam communications, when such services to other areas cost huge sums in subsidies, nowhere near covered by the postage collected. Indeed, it was not until the discovery of gold in significant quantities in 1851 that there was any great impetus for steam communication, at least on the UK Government's side.

**Figure 6. November 1850 Melbourne to Edinburgh**

**"p Thomas Lowrie to London." 121 day passage. Prepaid 6d at Melbourne for a double NSW ship letter rate (Victoria not yet separated from NSW). 1/4d collect for double the incoming UK ship letter rate. "Thomas Lowrie" had arrived at Melbourne on 8 June 1850, then spent the next 5½ months loading wool, illustrating the problem of getting a return paying cargo. The SHIP LETTER MELBOURNE stamp is quite scarce.**



### **Return to Private Ships**

**Figure 6** shows a double rate cover from Melbourne to Edinburgh carried by the well-known merchant ship "Thomas Lowrie", in a fairly respectable 4 months.

The colonists still looked to try and speed things up by taking advantage of the few vessels heading for India or Singapore to pick up the P&O steam service back to UK. The lack of certainty of passage times by these sailing ships meant connecting quickly with the monthly P&O service could never be guaranteed, so up to a month could be lost waiting at Calcutta or Ceylon for the next homebound packet. **Figure 7** shows an entire from Adelaide to Portsmouth "Pr overland mail", i.e. via Egypt. The 228-ton barque "Tenasserim" cleared out from Adelaide for Calcutta on 11 March, the date of the Adelaide stamp. The P&O ss "Oriental" took the mail on to Suez, arriving on 5 July, and the "Ripon" left Alexandria 8 July, arriving at Southampton on 24 July to complete a 135-day transit. The letter was prepaid 6d, being the single South Australia outbound rate, and charged 1/4d on arrival, being 1/- packet rate plus 4d India transit rate payable to the East India Co. Had it been sent via Cape Horn the recipient would only have been charged 8d for the UK ship letter rate. The sender, JM Skipper, was a pioneer South Australian settler, arriving at Holdfast Bay on 8 November 1836 in the barque "Africaine".



**Figure 7. 1850 entire from Adelaide to Portsmouth sent via Calcutta. 135 days transit time.**

<sup>1</sup>Reference 1 p xxiii

<sup>2</sup>Reference 1 p xxiii

<sup>3</sup> ibid

<sup>4</sup> Reference 2 pp 1-2

<sup>5</sup>23 Victoria c 6

<sup>6</sup>See Ref 2

<sup>7</sup>Pkt 1775Z/1849 – revised POST reference unknown

<sup>8</sup>POST 29/51

POST 34/49 p 334

<sup>10</sup>GPO Instructions No. 10 dated June 1847

<sup>11</sup>POST 29/51, Treasury Minute to the Postmaster-General dated 17 November 1848.

<sup>12</sup>Ref 6 First report, p 479

<sup>13</sup>Secretary of State for the Colonies

<sup>14</sup>Ref 6 First report, pp 420-3

<sup>15</sup>Steam Communications with India &c; printed by order of the House of Lords, volumes 34 and 35. Ordered to be printed 27 June 1851. First report, pp 423-6

<sup>16</sup>Steam Communications with India &c; printed by order of the House of Lords, volumes 34 and 35. Ordered to be printed 27 June 1851. First report, p 479

<sup>17</sup> POST 34/65 p 48-9

<sup>18</sup> POST 29/51

<sup>19</sup>Secretary of the Post Office

<sup>20</sup> POST 34/66

<sup>21</sup> Secretary of State for the Colonies

<sup>22</sup>Ref 6 First report, p 358-9

**To be continued**

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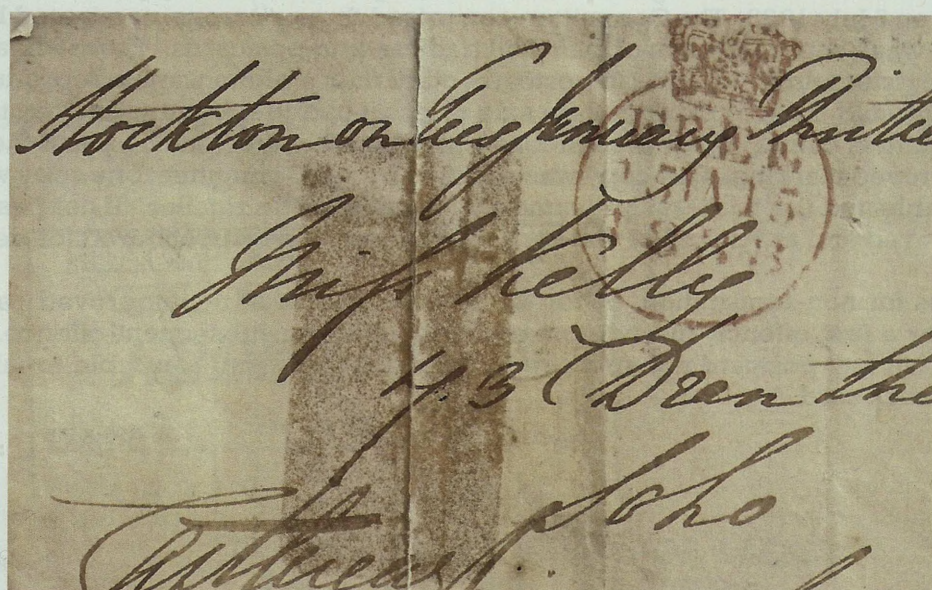
## **FRANCES KELLY: ACTRESS AND SINGER**

**BOB GALLAND**

Sending a letter free, by way of the Franking Privilege, required among other things the sender to sign the front of the letter. There was great enthusiasm, particularly by women, for collecting autographs in the 19th century. This impacted in two ways on those interested in the Franking System from the postal history aspect. Firstly, genuine letters were cut down to produce signed fronts suitable for mounting in an album. This either spoiled or preserved them depending on your point of view. Secondly, it led to the O-Code forgeries whereby fake handstamps were used to 'improve' autographed sheets (1). However, the addressee might also be interesting as these two covers addressed to 'Miss Kelly' illustrate.

Frances (Fanny) Maria Kelly (**Figure 1**) was born in Brighton 15 October 1790. She was destined for the stage; her father had been Master of Ceremonies at Dublin Castle and her uncle was the tenor Michael Kelly. Under the guidance of her uncle she made her first appearance at Drury Lane Theatre aged 7. She appeared in many theatres, including the Haymarket, Lyceum and Theatre Royal, Norwich, but was associated with Drury Lane for more than 30 years.





During her long and successful career, she developed friendships with many influential figures of the time including Charles Dickens, the Duke of Devonshire and the Earl of Essex. **Figure 2** shows a cover sent to her at the Theatre Royal, Brighton. It is signed Essex (George Capell-Coningsby 1757-1839) and has an evening duty Crown-Circle Free datestamp for 30 January 1817.

At her expense a theatre was built onto the back of her house at 73 Dean Street, Soho. Originally named Miss Kelly's Theatre and Dramatic School, it opened in May 1840 and later became the Royalty Theatre. **Figure 3** is a cover sent to the Dean Street address signed Castlereagh. Frederick William Robert Stewart, 4th Marquess of Londonderry (1805-1872) was known as Viscount Castlereagh 1822-1854. He served as an MP for County Down 1826-1852, was a Lord of the Admiralty under Wellington and Vice Chamberlain of the Household under Peel. The cover has a morning duty Crown-Circle Free datestamp for 13 January 1833.

Neither of these covers has contents but some of her correspondence is in both the British Library and the Huntington Library. Included in the latter is a letter from Charles Lamb (English poet and essayist, 1775-1834) asking to marry her and her letter declining.

Despite her wealth, she went into debt because of legal disputes regarding the theatre. Just before her death she was given money associated with a Literary Fund Award conferred on her by Queen Victoria. She died in 1882 and is buried in Brompton cemetery in the Royal Borough of Kensington and Chelsea. This is one of the Magnificent Seven cemeteries, which consists of seven large private cemeteries in London.

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## CENSORSHIP OF SEASIDE SAUCY POSTCARDS GRAHAM MARK

A card seen on the stand of a dealer at York some years ago intrigued me sufficiently to part with a small sum as I thought it would bring some light humour into an otherwise serious topic. Subsequently I have acquired a few more. However, one must be careful in illustrating this type of postcard for a journal that travels to other parts of the world because some of the picture sides might cause offence in some countries.

In the Tynwald, the Parliament of the Isle of Man, an Act was passed on 8 June 1933, entitled An Act to establish a Postcard Censoring Committee and to give it necessary powers which received the Royal assent on 5 July 1933. The Committee comprised three persons, nominated by the Governor, one of whom was a representative of the retail trade selling postcards. Those engaged in this retail sale had to register under the Act. No postcard, other than a photographic reproduction of a scenic view, could be sold, kept or exhibited for sale unless it had first been submitted to, and approved by, the Committee. Three copies of each card had to be submitted and if passed they were stamped with the Approved marking. One copy was retained by the Committee, one copy was passed to the Chief Constable and the third was presumably returned to the retailer. If not passed the marking was Disapproved and any stocks of that card would have to be surrendered for destruction.

The penalties for non-registration, or for the display or sale of non-approved cards, were not to exceed £1 for a first offence and not to exceed £10 for any subsequent offence. The Court had power to forfeit any postcard not approved and to authorise any constable to take possession of and destroy such card.



KEEPER: "NO! YOU CAN'T SEE THE SEA-LIONS NOW. ITS THEIR MATING SEASON."  
 VISITOR: "WON'T THEY COME OUT FOR A BIT OF FISH?"  
 KEEPER: "WOULD YOU?"

1051



POST **E.M.** CARD

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in  
England

BLACKPOOL POST CARD  
CENSORSHIP BOARD

**APPROVED**

DATE 7 NOV 1951

CHAIRMAN G. Allen

"IS THIS THE QUEUE FOR LEEKS?"

1051

2113

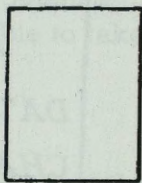




Similar markings from Blackpool are known and no doubt there are cards from other resorts to be found. In English and Welsh boroughs the Watch Committees (responsible for Police and licensing matters) probably dealt with or oversaw an equivalent body to ensure public morality in the post. I have examined the records of Weston-Super-Mare but I found nothing relevant. If any reader can find local authority rules and procedures regarding such postcards I will be very happy to hear of it.

Published by BAMFORTH & CO., LTD., Holmfirth, Yorkshire.  
 "SEASIDE COMIC" Series. No. 513 Printed in England.

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ISLE OF MAN  
 POSTCARD CENSORSHIP ACT, 1933  
 APPROVED for Sale  
 by Postcard Censoring Committee.  
 24 APR 1933  
 A. H. G. Moore  
 Chairman or Member

# GEORGE ELWES LETTER TO HIS BROTHER JOHN ELWES SENT IN 1786

## MICHAEL PITT-PAYNE

I recently acquired a rather battered letter posted on 15th September 1786 by George Elwes from Marcham Park in Berkshire to his brother John Elwes at Stoke College near Clare, Suffolk, which had passed through London on 16th September 1786 as confirmed by the Bishop Mark. The rate for a single letter for a distance up to 80 miles was 4d, but this letter which included an enclosure has been uprated to 7d which was the rate for a double letter.

The content reads as follows:

September 15th 1786

Dear Jack

I should be very sorry had you kept your money to accommodate me and sustained a loss, but as I understand by Mr Roberts you are waiting for a Purchase which may soon require your money. I desired you in my letter to get the six hundred pounds mortgage on woods houses of Sir which he was very willing to pay. I have here Inclosed his note that you may be possess of the power of doing it which with what I have will be sufficient to pay for Oakley. I wish you could make sense of the division of the last two years Cattle by Flores book which should be settled when the account with me is settled.

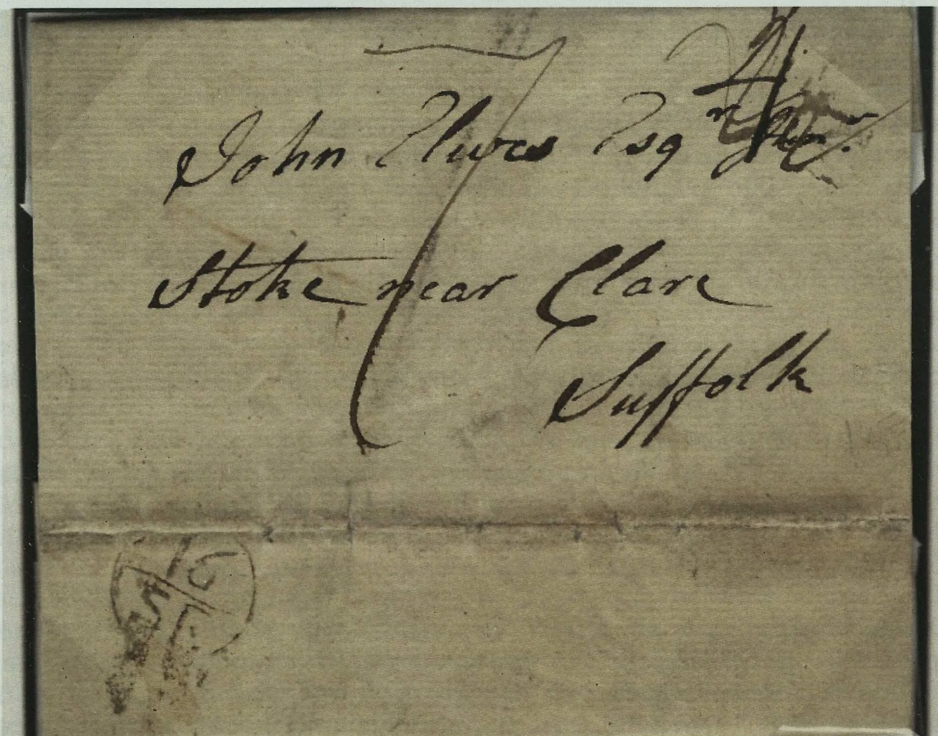
As to Mrs Long's affair I wish not to involve myself in anything which may at all confine me to this country nor do I believe that Mrs Long at this time wants the money as the interest of the Mortgage is paid off. I hope to see you very soon in this country for if put off any longer it will be attended with much more trouble and as harvest is done I shall soon want to go from home for some time. Let the old Gentleman know the Money Forrester had was £300 and know of him where the Book of Quit rents are as there are many to receive

And remain Dear Jack.

Yours most affectionately

George Elwes

Now I decided to find out about the Elwes family and this led to some fascinating discoveries. An initial Google search for John Elwes produced the following information:



"John Elwes [Neé Meggot or Meggott] (a.k.a. "Elwes the Miser"), MP (7 April 1714 – 26 November 1789) was a Member of Parliament (MP) in Great Britain for Berkshire (1772–1784) and a noted eccentric and miser, suggested to be an inspiration for the character of Ebenezer Scrooge in Charles Dickens' *A Christmas Carol*. Dickens made reference to Elwes some years later in his last novel, *Our Mutual Friend*. Elwes was also believed to inspire William Harrison Ainsworth to create the character of John Scarfe in his novel *The Miser's Daughter*."



John Elwes, never married, but by Elizabeth Moren, his housekeeper at Marcham, he had two sons: George (1747-1821) a farmer and John (1752-1815) a lieutenant in the horse guards. He left an estate valued at £800,000 to be divided equally between them. The remainder of his estate passed to his nephew.

I was able to obtain further information about the family from the *History of Parliament* and *Family History* web sites.

This is a summary of the information I have been able to obtain about John Elwes neé Meggot or Meggott.

John Elwes (birth name "Meggot") was born on 7th April 1714. His father, Robert Meggot; was a respected Southwark brewer and his grandfather was Sir George Meggot, MP for that same borough. His mother, Amy (née Elwes), was the granddaughter of Sir Gervase Elwes, 1st Baronet and MP for Suffolk.

His maternal grandmother, Lady Isabella Hervey (of the Hervey family), happened to be a celebrated miser. He received a good education in the classics at Westminster School. After graduating he travelled to Geneva where he embraced his skill for horsemanship and love of the hunt. He was known as one of the best riders in Europe. It was at this time that he was introduced to Voltaire, to

whom he was reported to bear a remarkable resemblance. However, he was far more impressed with the quality of the horses at his riding school than by the genius of the French philosopher.

He inherited his first fortune from his father who died in 1718 when he was just four years old. Although his mother was left £100,000 in the will she reputedly starved herself to death because she was too mean to spend it. With her death, he inherited the family estate including Marcham Park at Marcham in Berkshire (purchased by his father in 1717).



The greatest influence on his life was his miserly uncle, Sir Harvey Elwes, 2nd Baronet, of Stoke College and MP for Sudbury, whom he obsequiously imitated to gain favour. Sir Harvey prided himself on spending little more than £110 per annum on himself. In 1751, in order to inherit his uncle's estate, John changed his name from Meggot to Elwes. Sir Harvey died on 18th September 1763, bequeathing his entire fortune to his nephew. The net worth of the estate was more than £250,000, a figure that continued to grow despite John's inept handling of his finances.

On assuming his uncle's fortune, however, he also assumed his uncle's miserly ways. He went to bed when darkness fell so as to save on candles. He began wearing only ragged clothes, including a beggar's cast-off wig he found in a hedge and wore for two weeks. His clothes were so dilapidated that many mistook him for a common street beggar, and would put a penny into his hand as they passed. To avoid paying for a coach he would walk in the rain, and then sit in wet clothes to save the cost of a fire to dry them. His house was full of expensive furniture but also mouldering food.

In 1772 with the help of Lord Craven he became a Member of Parliament for Berkshire (his election expenses amounted to a mere eighteen pence). He entered the House of Commons in a by-election as a compromise candidate to replace Thomas Craven, which began the first of three terms. He held his seat unopposed until he stood down at the 1784 election. After 12 years, he retired rather than face the prospect of laying out any money to retain his seat. Despite his exceptional frugality, he lost huge sums of money to his colleagues in unrepaid loans, uncollected debts and dubious investments. He believed that one did not ask a gentleman for money, regardless of the

circumstances. On one notable occasion John Elwes, unsolicited, lent Lord Abingdon £7,000 to enable him to place a bet at Newmarket. Even his barrister, who drew up his £800,000 will, was forced to undertake his writings in the firelight by his bedside in order to save the cost of a candle. Besides being a member of Parliament, his accomplishments include financing the construction of a significant amount of Georgian London, including Portman Place, Portman Square, and parts of Oxford Circus, Piccadilly, Baker Street and Marylebone.

## A QUESTION FOR OUR MEMBERS

My previous attempts to elicit a response from our readership have not been hugely successful so this time I am asking more than one question in the sure knowledge that you will all respond with alacrity to the Editor.

The cover illustrated here bears the typed inscription 'Air Mail' and the manuscript addition above 'R.A.F. Ferry Command'. The stamps are cancelled in blue with a two line handstamp reading 'M. A. ? / By Bag' and below the address is the cachet 'Received 23 May 1944 British Air Commission, Washington D.C.' On the reverse is a pair of censor labels with the imprint 'P.C. 90'. Even the envelope itself is not without interest as the inside is printed "'Tuf Air Mail" Envelope (Emerson Make) with a guaranteed bursting strain averaging 40lbs per square inch'.

So I am relying upon you, dear reader, to tell us all where the cover was posted and censored and what is the illegible letter in the cancellation and what does the acronym stand for?



## LIBRARY NOTES

The Society is very grateful to the authors and publishers who have generously donated the titles below which are the subject of this quarter's book reviews and which will be available at Conference for members to read and borrow.

The following new titles have been added to the Library as a result of the donation from the family of our late member, Neville Watterson FRPSL:

- 'Indian Military Air Letter Cards 1942-47', O.R.J. Lee, Blackpool 1985.
- 'Railway Air Services', J. Stroud, Shepperton 1987.
- 'The Australian Air Mail Catalogue', N. Eustis, Adelaide 1990.
- 'The Baghdad Air Mail', R. Hill, Stroud 2005.
- 'A History of Postcards', M. Willoughby, London 1992.
- 'Annals of British and Commonwealth Air Transport 1919-1960', J. Stroud, London 1962.
- 'The Air Mails of the British Isles', H. Redgrave, 1940.

Your librarian continues to be amazed by the flow of articles which crosses his desk and the following may be of interest to our members:

'U.S. Transatlantic steamship lines that failed', James Baird, The Chronicle of the U.S. Classic Postal Issues, May 2017.

## BOOK REVIEWS

'History of the Posts in Italy' by Giorgio Migliavacca, published by C.I.F.O., 2017. Available from the author at [virginstamps@com](mailto:virginstamps@com) or at [issun@candwbvi.net](http://issun@candwbvi.net) for \$65.00 plus postage.

This is a coffee table book which cannot help but inspire even the bystander to take an interest in postal history and on its importance to one of Europe's most significant economies over many centuries. The subtitle really says it all: 'Compendium of the History of the Posts in Italy from Antiquity to the Third Millennium'. There is a useful time line to start with which places the postal history in the context of the times and of the economy. Throughout the book is well illustrated, not only with letters but also with the people and places who were significant players as the story unfolds. Italy's central role in European history extends the audience for this book far beyond those with a special interest in the country itself.

'The Free French in London 1940-1945' by Peter Baker, published by The Stuart Rossiter Trust, 2017. ISBN 978-1-908710-03-1. Available from John Jackson at [john.w.jackson@care4free.net](mailto:john.w.jackson@care4free.net)

Part of the growing awareness of the importance of 20<sup>th</sup> century postal history stems from how little we know about the transmission of mail in comparatively recent times and of the need to record what evidence there is, often from the few examples which have survived. Virtually nothing of significance has been written about the Free French forces in London and it is striking how many of the postmarks, cachets and censor marks illustrated in this book are the only recorded examples but the use of post office box numbers for security reasons probably means that there are further examples lurking out there. But you do need to buy the book to unlock such secrets!

'Rhodesia and Nyasaland Postal Rates' by J.B. Horne FRPSL, Exeter 2017. ISBN 0 949000-05-1. Available from the author at [benroh@tiscali.co.uk](mailto:benroh@tiscali.co.uk) for £10 plus £3 UK postage.

As the title implies, this is a reference book which is essential for anyone collecting the geographical area. It encompasses British Central Africa, the Rhodesias, Bechuanaland, Nyasaland and Zimbabwe and, as the author, says there are still gaps to be filled, particularly in more modern times.

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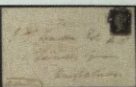
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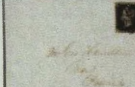
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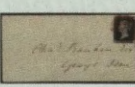
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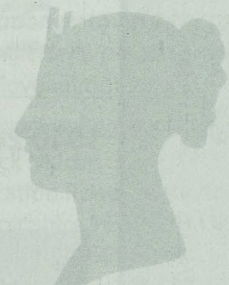
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