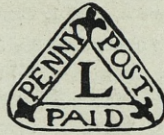


PHSL

# POSTAL HISTORY SOCIETY

No. 49



September 1949

# BULLETIN

Edited by F. Granville-Smith

## FIFTH ANNUAL CONFERENCE 1949 SHREWSBURY

SEPTEMBER 23rd to 26th

### CONFERENCE HEADQUARTERS :

The Lion Hotel,  
(Trust Houses Ltd.)  
SHREWSBURY.  
Telephone: 223611.

### PROGRAMME :

- 23rd—Friday. 11.10 Train from Paddington. Seats will be reserved.  
2.51 Arrive Shrewsbury. Private motor coach to hotel.  
4.0 Reception by His Worship the Mayor of Shrewsbury (Alderman E. Perks, J.P.) at the Castle. Tea. Historic documents will be on view.  
\*8.15 Meeting of the Society. Competition for the President's Prize. Entries limited to one item or page.
- 24th—Saturday. \*10.0 Meeting of the Society, followed by Great Britain displays and Study Circle.  
2.0 Motor coach tour to Uriconium, Buildwas, Bridgnorth (tea), Much Wenlock and Cressage (mileage 47). Return to HdQrs. by 6.15 p.m.  
\*2.15 Foreign countries displays for those not going on the coach tour.  
7.0 for 7.30. Conference Dinner in the hotel. Evening Dress. Dinner Jackets.
- 25th—Sunday. 10.0 Meeting of the Council.  
11.0 Divine Service at St. Chad's (The Rev. F. T. Horan) by the Quarry. Visit to the nearby Botanic Gardens after.  
2.0 Motor coach tour to Church Stretton, Stokesay, Ludlow (tea), Leintwardine, Bishop's Castle, and Minsterley (mileage 76). Return to HdQrs. by 6.30 p.m.  
\*2.15 British Empire displays and study for those not going on the coach tour.  
7.0 Dinner in the hotel. Free evening.
- 26th—Monday. \*10.0 Displays of France and Roumania.  
1.45 Train for London, Paddington, arriving 5.40.  
*\*Visitors will be welcome at these meetings.*

Members attending the Conference are requested to bring pages of their own material for display and discussion. Do not rely on the enterprise of others.

# THE POSTAL HISTORY SOCIETY

INAUGURATED 1936

50, Pall Mall, London, S.W.1, England (Abbey 4034)

*President:* B. F. Hounsell Dammers, M.A., 21, Portugal Place, Cambridge.  
*Secretary:* Major Adrian E. Hopkins, M.C., Ormonde House, Sion Hill, Bath, Somerset.  
*Treasurer:* R. K. Wortley, 3, Burlescombe Leas, Thorpe Bay, Essex.  
*Asst. Secretary:* Miss D. Jackson, 50, Pall Mall, London, S.W.1.

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## EDITORIAL

THOSE members who have not signed Bankers' Order Forms are reminded that their subscription for the 1949-50 season is due and payable on the 1st of October next and they are requested to make their payments promptly. Only about a third of the full membership have completed Bankers' Order Forms and those who have not are once more requested to do so, thus saving the Treasurer and the Secretaries the trouble of reminders. The Council has decided that, in view of the great difficulty experienced last year in bringing in unpaid subscriptions, if a member's payment is outstanding on the 31st of December, next, he will automatically be deprived of the "Bulletin" and "The Philatelist" until all dues are paid and his membership will terminate at the 30th September, 1950.

This number of the "Bulletin" contains the programme of the Fifth Conference to be held in Shrewsbury from the 23rd to the 26th of September. The programme has already been circulated to all members by post and we do hope that all who can spare a weekend will attend. The organisers have been to great pains preparing, what is hoped will be a most enjoyable programme and alternative arrangements have been made for those not wanting to go on motorcoach tours, in response to many requests. We shall see how these new plans work.

Miss Marjorie Sankey of Newton Poppleford, Devon has been working on a life of Thomas Waghorn, without knowing of the Society's publication and has handed over her manuscript for publication in this issue. We thank her for the generous action.

Many members have already signified their desire to attend the Centenary Exhibition in Canada in 1951 and preliminary particulars have been circulated. This tour gives promise of becoming one of the Society's most enterprising adventures and on this side of the Atlantic we are looking forward to a combined Conference with our North American members.

It is regretted that in the anti-penultimate line of Mr. T. E. Field's letter on page 51 of our June issue the word "not" was inserted by the printers, although it was not in the original draft. Mr. Field's cover of August 1843 does seem to be the only one recorded which bears both cachets with "Prince of Wales feathers". We tender our apologies to Mr. Field for this unfortunate mistake and take the earliest opportunity of correcting the record.

We understand from Mr. Gordon Harris that he has for disposal some copies of De Frank's monumental work "Les Marques Postales de la Grande-Armee", a detailed and fully illustrated study of the Napoleonic Campaigns of 1805-1808. This should prove to be of particular interest to every student of the Postal History of France. The book gives the varied and numerous cachets used by the Imperial Army, also the French Army organisation of that time and particularly its postal arrangements which are dealt with at some length. Numerous maps illustrate the course of the battles and the disposition of the opposing forces and the whole is coloured by the contents of a large number of letters surviving from these campaigns, liberally quoted. Mr. Harris will be pleased to give further details to anyone interested who will write to him at 445, Strand, London, W.C.2. The price of the book is Three guineas.  
7, Barnstaple Mansions, Rosebery Avenue, E.C.1.

**MEMBERS ELECTED TO THE SOCIETY SINCE THE LAST ISSUE OF THE "BULLETIN".**

|                  |                         |                         |                          |
|------------------|-------------------------|-------------------------|--------------------------|
| J. H. Harris,    | Bromley, Kent.          | Dr. J. Harvey Pirie,    | Johannesburg, S.A.       |
| J. A. Birch,     | Gt. Crosby, Liverpool.  | A. H. Hard,             | Colchester, Essex.       |
| Ben B. Newman,   | Chicago 4, Ill., U.S.A. | Col. J. U. Hope, D.S.O. | Hampstead, London.       |
| J. A. Fox,       | New York, U.S.A.        | J. D. Riddell,          | Jedburgh, Scotland.      |
| A. W. Robertson, | Eastcote, Middlesex.    | G. W. Cooper,           | Vancouver, B.C.          |
| J. Barlow,       | Loughborough, Leics.    | Prof. H. E. Lobell,     | Cambridge, Mass., U.S.A. |
| J. A. Firebrace, | Eastbourne, Sussex.     | Clare T. Jones,         | Seattle, Wash., U.S.A.   |

Correction for the June, 1949 list of new members.

F. H. Thompson, Exmouth, Devon.

Ronald Ward, Gleadless, Sheffield.

**REPORTS OF MEETINGS.**

**"GREAT BRITAIN" by those members who have not previously shown before the Society.**

At Oddenino's Hotel, Piccadilly on the 10th of May, thirty-four members and friends assembled for a new departure from the usual display.

The Editor, who was in the Chair, in his opening commentary, welcomed Dr. and Mrs. J. Harvey Pirie, recently arrived from Johannesburg, and expressed the congratulations of the Society to Dr. Harvey Pirie on his recent election to the Roll of Distinguished Philatelists. He then extended a warm welcome to Mr. Jal Cooper, visiting from Bombay, to member C. Chubb on his first visit to a London meeting, and R. A. Snook, who had been prevented from attending meetings since 1940.

The following members, who had never shown before at the Society, gave a varied and interesting display of Great Britain, as follows:—

DR. J. HARVEY PIRIE—expressed his pleasure at being able to attend the meeting and commented on the International good fellowship which he had always met when travelling abroad and meeting philatelists. He then showed an interesting display of covers bearing Army Post Office markings of the Allied Forces during the recent war, and made reference to the Gentleman's Agreement, which was in operation at that time, whereby mail from the Allied Forces was accepted irrespective of the stamps which franked the mail. Examples of interesting mixed frankings and censor markings from East and North Africa and the Central Mediterranean areas were shown.

C. CHUBB—gave a short address regarding Dockwras, and raised problems in respect of the various shapes of the corners of the triangular markings, the change of the sequence in the wording, and the varying sizes of the initial letters. Colonel Crouch and Leslie Ray gave probable explanations of these peculiarities, and several members contributed their theories.

F. GRANVILLE-SMITH—displayed comprehensive sheets of Town, Date, Paid, and Penny Post marks, illustrating the use of coloured inks. Also, the rare Leamington Cross on 1d. black, and the late use of the Maltese Cross on 1d. red at Lombard Street.

H. ALBISTON—presented items from a “find” in Winchester, relevant to The Stamp Office at Winchester. He explained that much of the correspondence was official Post Office communications, and he showed blocks of four, a strip of four, and a strip of five, 1d. blacks on letters. Also, a strip of four 1840 2d. blues on a letter.

MRS. E. MORTON—gave an interesting talk and display on the B.I.F. Slogan Cancellations from 1922, and included the scarce 1931 Textile Slogan.

B. T. STEVENSON—presented interesting sheets of the Imprimaturs for Revenues, which were later admitted for the designs of adhesives for postal use.

MAJOR A. E. HOPKINS—“Salvaged from the *Ibex*”—January 1900, which was part of the mail recovered from the wreck off the coast of Guernsey, January 4th. Also a selection of Treaty Port Numeral Cancellations of 1876 and sought information as to the probable use of these numbers some years earlier in England. It was considered that these numeral cancellations were probably in use at the G.P.O. London for printed matter.

W. FRESHWATER—an intriguing study of envelopes from one correspondence beautifully illustrated with hand drawn and painted decorations, many of a humorous nature.

COLONEL G. CROUCH—showed a cover marked “O.S.” in a circle, representing “Old Stamp”.

THE PRESIDENT—presented, on behalf of a non-member, Mr. J. C. Simmonds of Cambridge, a most interesting paper on the “Transorma” machine installed at Brighton in 1935, the only one in operation in this country. This paper has been reproduced elsewhere in this issue because of the interest shown in the subject.

S. RAINE—gave a comprehensive display on a few sheets of Fifty Years of the Birmingham Penny Post, which was inaugurated August 26th, 1793, embracing local towns and villages with appropriate numerals allocated to the individual Post Offices, also reference to “missent” and “missorted”.

E. H. FORD—gave a mixed bag, showing interesting, Mileage, Paid, Penny Post, Sunday, Foreign Office, Too Late, Time, Crown, and various other cancellation markings.

LESLIE RAY—produced eight problem letters sent from London to Italy 1735-39 from the same correspondence, all written in Italian, with a peculiar marking, apparently of arrival. This marking was thought to be probably that of a private merchant banker who thus marked his mail on arrival. It was suggested that the actual correspondence had probably been transported through the medium of diplomatic or privilege post.

R. A. SNOOK—showed a variety of cancellations on adhesives of an obscure and distinctive nature from 1840 to 1944.

At the close of the meeting, Dr. Harvey Pirie expressed his personal appreciation and commented that he felt that a meeting of this type where a large variety of material was presented, catering for all fancies, was probably more enjoyable and educational than one large specialised display of a specialised stamp or country.

Jal Cooper followed with the constructive criticism that it was a pity that such a large number of experienced collectors and philatelists should be such incredibly poor speakers. He made the suggestion that they should rehearse at home and try out their speeches on their wives, who, he felt, would stand for anything. He also commented on the arrangement of the frames in the room, which incidentally has been a problem uppermost in the minds of the Committee and Members for some time. All felt that under the existing circumstances the best possible use was made of the room and frames available, but suggestions were made whereby the existing conditions might be somewhat improved, particularly in respect of the lighting and the arrangement of the display frames.

In closing the meeting, the Chairman expressed his thanks to the members who had so kindly contributed, and also to the guests.

E.H.

## HONG KONG AND THE TREATY PORTS—BRITISH POST OFFICES IN THE FAR EAST

At Oddenino's Hotel, on the 1st June, 1949, there was a gathering of 42 members and friends for a combined display of material connected with British Post Offices in the Treaty

Ports and the Far East under the expert guidance of the Hon. Secretary in the chair. This indicates what interest the Far East holds in both philatelic and Postal History circles in this country. The visitors were duly impressed by the wealth of material brought together for the occasion. It would have been quite impossible even to display all that was brought along, let alone record that portion shown. This report must therefore be but a record of the more notable items seen and your Editor admits that he has by no means noted even a fraction of the outstanding exhibits.

After an introduction by Major Hopkins, he called on Col. Latham to open the proceedings with a talk on Tientsin. This we feel should be printed in full for it is a masterly exposition on this particular Treaty port and has been written by one who has lived and worked in the area.

#### TIENTSIN.

Over a period of years, Chinese Governments have granted certain facilities to foreigners at the so-called "Treaty Ports". Of these ports the second in importance in trade and size of concession is Tientsin which is the port of entry of North China, as Canton is of the south and Shanghai of the great Yangtse valley. While Tientsin is the entrepot of the north, much of its commerce is done through its port of Tong-ku as the river Hai Ho is only navigable to small ships. The facilities granted to the foreigners varied from port to port, but at Tientsin separate and definite concessions were granted to the Americans, Austrians, Belgians, British, French, Germans, Italians, Japanese, and Russians which were entirely subject to foreign rule and laws and were for all practical purposes colonies of their respective fatherlands.

Concessions were first granted at Tientsin in 1860 and tradition says that a British P.O. was opened then but no confirmation is available. It is known that a British P.O. was opened in 1882 but nothing is known about its short life; certainly no special killer was issued at either of these dates. I can, however, show you a letter of 1865 to Hong Kong *via* Shanghai, cancelled B62 presumably at its destination.

I next show a selection of covers from 1896 to 1898 showing various combinations and routes; the first while the Chinese P.O. was still a branch of the Customs Department. The Hong Kong stamps were affixed at Tientsin and went on to a British P.O. for cancellation; apparently this led to theft so a special chop was introduced to tie these stamps to the letter. Unfortunately, I cannot show you any cover so used but I have a pair of Hong Kong stamps showing the Tientsin I.P.O. mark.

In 1900 troops, among them British, were sent to China to save foreign nationals from the Boxers. The British troops were from India and a special C.E.F. overprint was applied to Indian stamps for their use. Three Field Base P.O.'s and 19 Field P.O.'s were established and I show a selection of cancellations. Troops were retained in Tientsin and Peking and their special postal facilities were not withdrawn till the Indian troops were finally relieved by white troops in 1923.

In the course of operations the running of the railway was taken over by the military and a postal van was attached to certain trains for letters along the line. In order to prevent a spate of letters at the big stations, a special stamp was issued for use as a late fee and in order to avoid any jealousy among the many nations affected, it was formed by overprinting locally China No. 173 with B.R.A./5/Five Cents in three lines in green or in black. This stamp was not sold mint but was affixed by the railway officials on payment of the proper fee: it was only in use from April 20th to May 20th, 1901. I show used in both colours and also green unused.

In 1906, after strong representations from the residents, a British P.O. was opened; this gave them the advantage of Colonial rates of postage home as well as increased facilities with other foreign countries as, although she had reciprocal agreements with her principal correspondents, China was not at that time a member of the U.P.U. I show Edward VII and George V stamps of Hong Kong used in Tientsin and also the latter stamps overprinted CHINA. This P.O. was closed on November 30th, 1922.

In 1927, in consequence of further upheavals in China, more troops were sent out and among them was a postal detachment which operated in Tientsin till troops were withdrawn in 1940. British stamps were used and the cancellator was Field Post Office 1, but dates in March and certainly part of April 1927 are from Shanghai.

Letters were sent home *via* Suez, *via* Canada, or *via* Siberia as was most convenient; the latter was much the quickest but rather erratic. In 1932, it shut down completely and only opened again partly late in 1934. The Chinese refused to recognise the Japanese occupation so the mail bags were taken by hand to Shanhaikwan and there handed over for further transmission. From this period I show a letter posted by me at Shanhaikwan with Manchurian stamps on one of my visits there and one postmarked Field Post Office 4 from the military post office established at Shanhaikwan during the summer camping season of 1935. Previous to this occasion all mail from any of the military detachments had been sent to Tientsin for cancelling.

Austrian military letters exist from the Boxer period and stamps were proposed for Belgian China but I have none to show.

The French P.O. was opened in 1894 and closed December 31st, 1922; I show two post cards and a selection of stamps used in Peking and Tientsin: including some of the provisionals.

The German P.O. dates from 1888 and was closed in 1916 when China entered the first World War. I show German stamps used in Peking and Tientsin; a post card with a military cancellation and various used German China, including a Tientsin provisional.

The Italian P.O. lasted from 1903 to 1922: I show various Peking and Tientsin overprints mint and used.

The Japanese P.O. dates from 1892, and like the other civilian P.O.'s closed in 1922: I have reason to think, however, that the military P.O. continued to function, as a Military Frank stamp was issued in 1925 for use in China and Corea, although I have not yet found a confirming copy. I show a Japanese stamp used Tientsin and various Japanese China used in Peking, Tientsin, and Tongku.

The Russian P.O. opened in 1896 and was closed in 1920; I show stamps of Russian China used in Peking and Tientsin: the red cancellation was used on Russian official holidays.

I have not been able to trace a U.S. civilian P.O. though it seems likely that U.S. Shanghai stamps were used at Peking and Tientsin, but I have two U.S. stamps from the Military P.O. at Tientsin.

\* \* \*

Harry Albiston came next with a collection of covers and following his usual diffident style, he almost apologised for showing some very remarkable items! Major Hopkins was able to point out to him that in a cover of the Boxer rising bearing a Hong Kong adhesive cancelled "F.P.O. No. 5" (Shanghai) he possessed one of the three known covers of this campaign franked by Hong Kong stamps. This particular example was dated August 1900 and was sold to the owner for a few shillings amongst others, by a boy in Winchester. This and the other two covers (which are in the collection of Mr. C. D. Houston) were originally from one correspondence which passed through the hands of Jal Cooper of Bombay, who was himself present in the audience and recognised the cover shown! There is no explanation why or how the cover came into the hands of the lad who sold it to Harry Albiston.

F. A. Pester, a visitor, showed many examples of the rare killers on piece and on loose adhesives. Notable items were Amoy (A1 and D27), Anping, Canton (C1), Foochow (F1), Hankow (D29), Swatow (S2), Wei Hai Wei, and the very scarce Kobe (D30) on 24c. (one of the few known examples—and another copy was in a later display. Two copies of this remarkably scarce obliteration in the same room at the same time) Mr. Pester also showed a fine example of the oval "Liu Kung Tau Post Office" in violet. His Anping cover is the only one known.

H. E. Clark, another visitor, followed with a display of unusual items such as Nagasaki (N2) on 16c. yellow (pre-"atomic" era!) and the French "5104" on 7c/10c. (S.G.49). This latter called for special comment from the chair.

P. A. Wilde of Cardiff had some very choice material, including the other "D30" previously mentioned, this time on an 8c. Some of his outstanding covers were:—Ningpo, Canton in "rusty red" 1904, Customs PAK HOI, and the British MACAO date stamp. The mysterious "H62" and "2H62" on Hong Kong stamps remain unexplained but possibly had their origin in Cullum Street in the hands of Benjamin and Sarpy.

Mr. A. Smith also had a lot of most unusual marks in very fine condition. Here we

should mention the French "anchor" mark and the New South Wales "bootheel 148" on Q.V. Hong Kong adhesives. "B62" on a Japanese adhesive, "I.P.O." in box struck on K.E. VII Hong Kong ("very wrong" said Major Hopkins), and the cancellator "Russian Volunteer Fleet" of circa 1900. This is the first recorded. ("No Russian ever volunteered!" said Robson Lowe, derisively.)

W. L. Freshwater brought the meeting to a close with a selection of covers showing varying postage rates.

It was impossible to set up more than a small portion of what had been brought and, as it was, the clock moved much too fast. One visitor has remarked that if all the material available at this meeting had been displayed, there is little doubt that it would have formed the finest "Hong Kōng" ever put into one room at the same time. This would seem to be not too great exaggeration. We missed the presence of our old friend "China" Clarke who would have enjoyed this evening immensely.

Everyone present was given by the Chairman, two fine maps prepared by J. K. Sidebottom, the Society's cartographer, which greatly aided our appreciation of the material displayed.

#### MEMBERS AND VISITORS WHO ATTENDED THIS MEETING :

|                         |                       |                      |
|-------------------------|-----------------------|----------------------|
| B. F. HOUNSELL DAMMERS. | Col. G. H. LATHAM.    | R. L. WEATHERLEY.    |
| Col. GUY R. CROUCH.     | G. W. DALTON.         | E. C. A. PARKER.     |
| LESLIE R. RAY.          | F. GRANVILLE-SMITH.   | H. E. CLARK.         |
| Major ADRIAN HOPKINS.   | HARRY ALBISTON.       | W. F. SHEPPARD.      |
| Dr. A. H. WORTMAN.      | P. A. WILDE.          | Mrs. F. WESTLEY.     |
| R. W. WILLCOCKS.        | Miss ROSE TITFORD.    | K. F. CHAPMAN.       |
| J. H. HARRIS.           | Dr. F. P. N. PARSONS. | R. HOOPER BECK.      |
| W. L. FRESHWATER.       | HARRY GREEN.          | Miss THERESA REITER. |
| C. R. CLEAR.            | Mrs. D. M. GREEN.     | ALBERT SMITH.        |
| V. A. ROWE.             | ROBSON LOWE.          | Miss ANNABELLE LOWE. |
| Mrs. CYNTHIA E. BOND.   | H. C. WESTLEY.        | MAX EUHLINGER.       |
| Mrs. ELSA MORTON.       | MARCUS SAMUEL.        | Miss GWEN BROOKS.    |
| R. K. WORTLEY.          | F. A. PESTER.         | Miss D. JACKSON.     |
| Dr. K. PENNYCUICK.      | P. M. HOPE.           | JAL COOPER.          |

### TURKEY: JOINT DISPLAY BY H. C. V. ADAMS AND BERTRAM McGOWAN.

JUNE 30th, 1949.

IT was fitting that two philatelists pre-eminent in the world of philately for their studies and researches into the postal history of Great Britain, should combine to give a display of Turkey, more especially as in each case the subject was a comparatively new one to them; both Mr. Adams and Mr. McGowan admitting they had only taken up Turkey during the past two or three years. It was all the more amazing, therefore, to see the wealth of material and study formed in so short a time.

The subject was introduced by Mr. Adams with a fine selection of the first issue, and subsequent Duloz types. The first issue was difficult to collect by reason of the stamps being lithographed first of all on thin paper, almost pelure in many cases. The exhibitor gave an informative résumé of the method of production of the stamps and of the coloured bands—the inscription on the latter translated, reading "Ministry of Finance of the Sublime Government"; the reason for the use of these bands was given. Of the stamps, Mr. Adams mentioned there were twelve types on the lithographic stone for each value; all were shown, unused and used, in blocks and with a wide range of shades; the proofs, varieties of band, and the well-known errors of colour. Reference was made to the fact that, in common with the stamps of Naples (another of Mr. Adams's interests) each stamp of the first issue had a "secret" mark. Attention was also called to the scarce "Mirror" prints—stamps printed on the wrong side, and frequently found faked. Many unusual covers were exhibited.

The Duloz type followed with an exceptionally strong group of postmarks, including

the Seal types, and covers. Mr. Adams's display ended with the Turkish Admiralty Steamship Company's adhesives on covers, and the "Porto Piastre" labels of the joint postal service of the Turkish Government and the Turkish Admiralty Steamship Company of Constantinople. The "T. B. Morton & Co." Steamship labels of 1872 were also included. A very fine combination cover bore Austrian Levant stamps (1867-9) used with a 20 par. Czernawoda-Kustendje local.

Mr. McGowan, who had travelled from Dumfries for the meeting, expressed his pleasure at seeing so many old friends. His contribution consisted of Turkish stamps 'used abroad'—although they were not 'used abroad' in the strictest sense of the term—as Turkey had no post offices abroad, but his display covered Turkish stamps used in places that were no longer Turkey.

In his able commentary, which one noticed was made entirely without the aid of any notes, Mr. McGowan covered practically the whole of Eastern Europe in which Turkish stamps were so used, enumerating towns in Roumania, Bulgaria, Eastern Roumelia (where they were used much later than in Bulgaria), Jugo-Slavia, Serbia, Bosnia, including two scarce covers from Sarajevo (the scene of the 'event' which led to the First World War), and items which may have been used in Montenegro but more possibly should be allocated to Serbia. In Albania there were a large number of town postmarks, as opposed to Greece where it was not easy to find many Turkish cancellations. Then there was Macedonia, including Salonika, where the postmarks were comparatively common.

Coming nearer to Great Britain, the exhibitor mentioned Cyprus. At one time it seemed doubtful if any Turkish stamps were used in Cyprus, but Billig's Catalogue instanced a Turkish marking which translated, means Larnaca, so it might well be that Turkish stamps were used in Cyprus.

Arabia, Hedja, Jeddah, Mecca, Palestine, Syria, Damascus, Beyrouth and Tripoli were all included, besides many more.

Mr. McGowan emphasised the importance and interest of several of the postmarks, and the difficulty he had experienced in collecting them, but from his enthusiasm it was clearly evident that he had derived much enjoyment in hunting them down.

His display, which comprised but a third of the whole collection, illustrated a great many of the cancellations to which he had called attention and included many rare pieces and covers, with examples of unusual bisects.

In moving the vote of thanks, Major Adrian Hopkins expressed the pleasure all felt in having been allowed the privilege of seeing these displays and the Society's indebtedness to Mr. Adams and to Mr. McGowan.

## VISIT TO CHELTENHAM

at the invitation of Mr. & Mrs. R. C. Alcock, on the 9th July, 1949.

**A** REPRESENTATIVE gathering of members and friends assembled at Hillside, the residence of Mr. & Mrs. R. C. Alcock on Saturday afternoon, the 9th of July, 1949. These meetings at members' homes in various parts of the country have become a feature of the Society's summer activities. Not only do they offer an admirable opportunity for meeting members and their relatives in pleasant surroundings but they give a very welcome chance to see what has been gathered together by the member in his own locality.

From as far North as Dundee and as far East as Thorpe Bay, gradually members began to assemble soon after two o'clock and after a welcome from our hosts we were regaled with refreshing drinks whilst we renewed acquaintances broken since Ipswich in September last.

Mr. Alcock soon informed those interested that there was a certain place below stairs where the fruits of his research into the postal history of his own town could be inspected and appreciated. Let it be said for the information of those not in the knowledge of things, that our host is in a unique position so far as Cheltenham is concerned for he conducts a long established philatelic business there. It is nevertheless certain that only one very much interested in his work as a hobby as well as an occupation could bring together such an interesting and instructive collection, and in this he is ably supported by his colleague and partner, F. C. Holland. The latter also had some very interesting and elusive items to show to those interested. We all went through that room encouraged and enlightened

in our desire to improve our own efforts; for the wealth of material was displayed in such a manner that one was not overwhelmed by the brilliance.

Tea was taken in a large marquee in the lovely grounds with surrounding high hills as a background. Sixty-three sat down but this number included some of our hosts' personal friends (we hope they did not think us too strange) and visitors from local and nearby philatelic societies.

A composite photograph was taken after tea with Mr. Leslie Ray well in the forefront (in more ways than one) and Miss Ethel Harper very prominent also.

A record of this gathering would be incomplete without a list of our members (and their appendages) with the places from which they came. The mileage of these journeys would tot up to no small figure. Even so, some who might have been present owing to their much closer residence to Cheltenham, disappointed us by their absence.

The President expressed on behalf of the members, thanks to Mr. & Mrs. Alcock and to their sweet little daughter, Wendy, for the very pleasant time we had experienced. The weather was all that might be expected of an English summer day in the heart of England.

|   |              |                             |             |
|---|--------------|-----------------------------|-------------|
| B. F. Hounsell Dammers.                   | Cambridge.   | A. Andrews.                 | Cardiff.    |
| Mr. & Mrs. Robson Lowe,<br>and daughters. | Bournemouth. | C. W. Meredith.             | Dundee.     |
| R. K. Wortley.                            | Thorpe Bay.  | C. H. Frettingham.          | Nottingham. |
| Major Adrian Hopkins.                     | Bath.        | Miss Ethel Harper.          | London.     |
| Mr. & Mrs. Albiston,<br>and son.          | Winchester.  | W. R. Sefton-Fiddian.       | Birmingham. |
| Mr. & Mrs. H. Green.                      | Hampstead.   | Mr. & Mrs. B. Lillywhite.   | Woking.     |
| Col. Guy Crouch.                          | Aylesbury.   | F. C. Holland,              | Worcester.  |
|   |              | L. R. Ray, and son.         | Beckenham.  |
|   |              | Mr. & Mrs. Granville-Smith. | London.     |

## SEFTON-FIDDIAN CUP COMPETITION OF 1949

### *Report by the Judges*

**E**IGHT entries were received, each consisting of a display limited to 20 sheets, accompanied by a description of or introduction to the subject, not exceeding 2,000 words in length.

Speaking generally, the four judges were disappointed in the overall standard of the entries, which was not as high as might have been hoped. Some of the exhibits indicated that much research work had been done, but either the material shown or the method of its presentation fell short of the standard required, while in other cases the writing-up was excellent, but the subject of slight importance from a postal history point of view.

Finally, it was agreed to place the entries in the following order of merit, for the first three places, viz:—

|        |   |
|--------|---|
| FIRST  | No. 8 (Russian Post Offices in the Far East). |
| SECOND | No. 7 (Prussian Numeral Cancellations).       |
| THIRD  | No. 2 (Great Britain Christmas Postmarks).    |

(Signed) GUY R. CROUCH,  
R. K. WORTLEY,  
H. ALBISTON,  
F. GRANVILLE-SMITH.

There was a good attendance of members and we were very pleased to see such visitors as E. F. Hugon and S. Stobbs on the occasion of the Cup competition held at Oddenino's on 20th July.

Mr. Sefton-Fiddian presented the cup to this year's winner, Dr. A. H. Wortman, and congratulated him on his success. He also congratulated the runners-up, B. C. Taylor and W. L. Falconer. Dr. Wortman presented his paper and the exhibit was inspected. The paper is here printed for the information of those not able to attend and Dr. Wortman has supplied the accompanying photograph. He explains that the paper is necessarily curtailed to bring it within the required 2,000 word limit. Mr. B. C. Taylor also presented his paper and the sheets were displayed and examined. Mr. W. L. Falconer was not able to attend from Aberdeen but Col. Guy Crouch read his paper on his behalf and pointed out the various examples in Mr. Falconer's sheets.

The President welcomed the visitors and extended the Society's congratulations to all the entrants and expressed the hope that next year many more might be encouraged to enter the competition. We were particularly pleased to see W. C. Hinde from Manchester and J. K. Sidebottom from Horsforth who are not able to attend all our meetings but who are always with us in spirit.

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### RUSSIAN POSTAL SERVICES IN THE FAR EAST.

The conquest of Siberia by the Russians was begun when Yermak, hetman of the Don Cossacks, crossed the Urals and conquered a Tartar kingdom whose capital was known as Sibir, or Isker, in 1581. The vast territory of Siberia, two and a half times the size of European Russia was conquered and colonised, mainly by convicts, in the next three centuries.

Irkutsk, near Lake Baikal, was founded in 1651, but Chita about three hundred miles further East, was not founded until 1826, when a number of noble families who had rebelled against Tsar Nicholas I in the December Revolution of 1825, were exiled to Siberia. Nikolaevsk was established as a military post in 1850 and Vladivostok ("Lord of the East") as a naval station in 1860. Thus most of the towns in Eastern Siberia are less than a hundred years old.

Communications throughout this vast area were difficult in the first half of the nineteenth century. Henry K. Norton in his book *The Far Eastern Republic of Siberia*, says:

"Rivers had served as the first and most primitive means of communication for the Russians as they made their way across Asia. Then had come post roads. During the eighteenth century it required half a year for news to travel from Kamchatka to Moscow. One of these post roads was constructed along the Amur and the Ussuri to supplement the boat communication. Steamers began to ply after the middle of the last century, and in 1870 a private company began to transport mail and passengers."

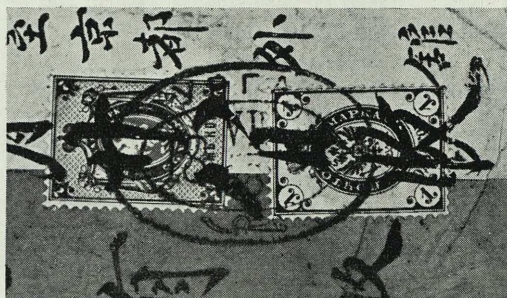
It was by way of the post roads and the rivers that the Tsarevitch Nicholas travelled when he made a tour through Siberia to Vladivostok in 1891, as described in that monumental work, *Guide to the Siberian Railway*, published in 1900.

My first sheet shows a map of Eastern Siberia and some Siberian postmarks on Russian stamps. No. 15, one of the scarcest of the numeral postmarks in concentric rings of dots, was allotted to Irkutsk and is shown on a 10k. stamp perf.  $12\frac{1}{2}$  of 1858; and a Chita postmark of 1882 is the only postmark of Eastern Siberia that I have been able to find of this period, and I suppose that it is because only the nobles of that city knew how to write. Later Eastern Siberian postmarks are mostly found on the higher value stamps, possibly because heavy samples of furs and mineral ores were sent by post.

A cover from the island of Sakhalin is also shown. The island is the most northerly of the large Japanese islands inhabited by a few natives known as "hairy Ainus". Russia began to colonise it by sending convicts there in 1870. The latitude of its chief port Korsakovsk, (re-named Odomari by the Japanese), situated in a bay on the most southerly part of the island, is  $46^\circ$ , which is about the same as Bordeaux, but it is ice-bound for six months of the year. In 1900 steamers owned by Sheveliov & Co. were subsidised by the Russian Government to call at this port for mail once a month from May to October, but the cover shown was carried by a Japanese steamer in June 1903. Although coal, oil and gold are mined on the island its chief source of wealth is fish, which apparently pile themselves up on the coast in stormy weather without waiting to be caught.

The next sheet does however show two covers with Russian steamer postmarks applied on board on the Vladivostok to Tsuruga, Japan route. I can show also a Paquebot cover from the same route with stamps cancelled on arrival at Tsuruga.

Outside Siberia the Russians ran a postal service from about 1870 on the caravan route from Pekin to Kiakhta the frontier town south of Lake Baikal, the old trade route across the Gobi desert, along which tea and silk came from China to Russia. Covers are shown from Pekin, Kalgan and Urga franked by Russian stamps and cancelled with an oval postmark



bearing the name of the town above and a post-horn below. The cover from Pekin to St. Petersburg shows how remarkably rapid was the transport of mails at this time when one takes into consideration all the natural obstacles which had to be overcome. It covered 5,500 miles in 55 days, only the last thousand miles from Perm on the European side of the Urals to St. Petersburg being by rail, making an average of about 85 miles a day by mules, horses, camels, yaks and reindeer over deserts and mountain passes and through forests as well as being conveyed along rivers and across lakes by various small boats.

After the war of 1895 when China was defeated by Japan, Russia obtained concessions from China by bringing pressure to bear upon Japan to moderate her terms. As a result Russia had opened by 1899 post offices in Shanghai, Chefoo and Hankow from which were sold Russian stamps overprinted KUTAU which is the Russian word for China, like our word Cathay. These stamps were also on sale at the post offices already in existence in Pekin, Tientsin and Kalgan. Examples of the postmarks of these offices are shown on Russian stamps with and without the overprint.

A combination cover showing the use of these stamps together with a Chinese stamp for letters going abroad is also shown.

The pane of 25 seven rouble stamps cancelled at the Shanghai P.O. is shown because it illustrates an unusual use for stamps; it was one of a number of panes stuck on sheets and cancelled and attached to a letter in Russian about the transfer of a sum of money whose size corresponded to the face value of the stamps, about 1,000 roubles. I do not know if this was a common practice but I do know that these high value stamps are not common cancelled. It may be that they are filed away at the arrival post office, but if this is so very few have got out.

The Romanov Jubilee series of 1913 and the War Charity series of 1915/6 were never overprinted, and were probably never sold in China but taken in by travellers. Examples are shown on and off cover. On sheet No. 13 I have included a cover used from Kuldzha in the province of Sin Kiang

The remaining seven sheets show stamps and covers used in Manchuria. Among the concessions obtained from China was the right to build a railroad across Manchuria, this being the shortest route to Vladivostok. It was opened in 1903 and was named the Chinese Eastern Railway.

By this time Russia was firmly implanted in Manchuria and sent troops to safeguard her interests. Sheet 14 shows two covers with different Yinkow Russian registration labels and with the postmark "No. 13th Field Post Office." There were also post offices at Port Arthur, Manchuli and Harbin. Russian stamps without overprint are shown used at these places.

Numbers 259 to 266 of the Russian T.P.O.'s were allotted to routes approaching, and on, the Chinese Eastern Railway. Sheet 18 shows a prisoner of war card of the 1914-18 War used from a T.P.O. of the Chinese Eastern Railway and a cover used on a section of the Trans-Siberian Railway, that is on the long route to Vladivostok around the North of Manchuria. It bears a number of stamps of the Far Eastern Republic and looks rather "philatelic" but it has very clear postmarks and both the stamps and the postmark are elusive items to find.

A correspondent has given me a list of the stations on the Chinese Eastern Railway where,

according to the "Atlas of the Chinese Empire" (1915), there were Russian Post Offices. There are 19 stations including Harbin and its sub-office Harbin-Pristan, and they are given as:

|                |             |                             |
|----------------|-------------|-----------------------------|
| Ande           | Chalantun   | Hailin                      |
| Ashekhe        | Chalainor   | Hailar                      |
| Bukhedu        | Ekho        | Khandeokhetse               |
| Harbin         | Kwanchentse | Pogranitchnaya (= Suifenho) |
| Harbin-Pristan | Changchun   | Taolaichao (? San Chakhe)   |
| Imianpo        | Mulin       | Tsitsihar.                  |
|                | Manchuli    |                             |

I am able to show postmarks of 14 of these 19 stations, nearly all on Russian stamps without overprint. From 1919 Russian stamps with "CENTS" overprints corresponding to the value of the stamps begin to appear with Manchurian, and of course Chinese postmarks, but stamps without the overprint were also used as is shown.

A. H. WORTMAN.

### THE 31st PHILATELIST CONGRESS OF GREAT BRITAIN, held at SOUTHPORT, May, 24/27, 1949.

**A**S one of the delegates of your Society, I herewith give my report of the recent Philatelic Congress held at Southport.

It is not my intention to give a report of the business matters which were dealt with by Congress. These will be reported on, I am sure, by the other delegates, so I will just mention some of the social activities.

The reception on the Tuesday evening brought forth a large number of delegates, members and friends, and the Mayor and Mayoress could not have started their civic year in a more congenial company. The numbers of members of the Postal History Society was most satisfactory. Those who saw the floral display will remember it for a long time. The entertainment was certainly original, but I am informed that there is no truth in the rumour that Philatelic Auctioneers were taking courses in hypnotism.

"Hoppy" expressed the appreciation of all to the Mayor and Mayoress for their hospitality.

The first business session was opened by the Mayor and followed the usual course of all business meetings, and this was followed by the taking of the official photograph which brought forth considerable comment. The lack of preparation on the part of the photographer was pathetically obvious.

The afternoon tours were well attended and our President certainly appeared to be enjoying himself. These tours were to Liverpool Cathedral and the Mersey tunnel. A cotton fabric factory at Preston, The Amalgamated Press office in Manchester, and Chester. The evening study circles were in very capable hands and were well attended.

The second business session resulted in two excellent papers being given by two members of the Manchester Society and they were much enjoyed.

The afternoon tours were repeated on the second day and the evening study circles were even better attended. The Postal History circle and the G.B. circle were particularly grateful to those members who brought some amazing pages from their collection. Granville-Smith turned up on the second day looking more like a Fleet Street editor than ever.

The last day was a full one, and during the morning a very excellent paper on Philately and the Auctioneer from T. E. Edwards was discussed and enjoyed.

In the afternoon the ceremony of the Signing of the Roll of Distinguished Philatelists was dignified in its simplicity and it was a great joy to see J. K. Sidebottom receive the honour along with Dr. Byam, the Brazilian Ambassador, Dr. Pirie, and Major Corbisier de Méaultsart representing Belgium.

In the evening the Banquet and Dance brought the whole Conference to most successful conclusion and proved exceedingly pleasant.

The thanks of all are due to the inviting Society and the Organising Committee for the success of the Conference.

As this was my first Conference, perhaps I may be allowed to state one or two things that struck me.

- (1) The enthusiasm and sociability of all members of the P.H.S. was very evident, but the general atmosphere did not seem to warm up until the last day. Is it impossible to start the Congress with a dance and the reception, instead of entertainment? I think this would create a more friendly atmosphere right at the commencement of Congress.
- (2) Could not the names of delegates and the Society they represent be called out at the first business session, and the delegate stand when his name is called, so that one does not have to spend the whole Congress trying to find out which is Blank of the Dash Society?
- (3) After the author of a paper has opened, could not one or two delegates or members be primed ready to create discussion on that paper? This would cut out the awkward pause waiting to see if anyone is going to speak, and would create better discussion and interest.

May I close by expressing my pleasure at being one of the representatives of the Postal History Society, and thank the Society most sincerely for inviting me.

I certainly hope I may in the future be asked again!

J. A. DENNETT.

It should be mentioned that usually the Congress opens with a social gathering and a dance. This has the result Mr. Dennett desires. Major Hopkins does call upon special delegates and visitors to stand at the first business session but it would take too long to call upon every delegate. The special badges are for the purpose of identification; also some delegates avoid the business sessions (regrettably!)

Our members, Dr. Wm. Byam and H. R. Harmer were elected to serve on the Board of Election to the Roll of Distinguished Philatelists.

There was much discussion on the question of the high prices charged for accommodation in Southport and although some very trenchant points were raised nothing of note was accomplished. A suggestion by the Executive to find an hotel as a permanent headquarters did not receive much support; the general view being that it was for the good of the hobby that every year new fields should be cultivated.

A proposition by the combined Brighton & Hove and Wimbledon societies that an annual invitation to the Postmaster-General or his representative to attend Congress, from the Executive Committee was carried with the addition of the Secretary of State for the Colonies and the Crown Agents for the Colonies.

W. P. Sheargold, a member of Congress, raised some interest with his proposition—"That this Congress consider the possibilities of adopting the Science of Sound Recording to synchronize with Philately"—not only because a private member seldom makes a proposition but by reason of its quaint wording. When he presented his proposal to the gathering it transpired that all he intended was that the Executive should consider philatelic talks recorded for playing on the gramophone as a method of sending to outlying societies the voices of experts they otherwise would never hear. Amended to read "Sound Recording as an aid to Philately" this proposal received general assent.

A hardy annual in the shape of the adoption of a standard Basis for describing the colours of Postage Stamps, by the Brighton & Hove Society was, as usual, lost.

The final proposition by the West Cornwall Society to establish a fund for societies having long distances to cover to attend Congress, was not put to the meeting as no representative of the Society was present.

All the papers this year seemed to have a very strong financial flavour which is perhaps unfortunate?

F. G-S.

## WAGHORN, FACT AND LEGEND

By MARJORIE SANKEY.

IN the years between his death in 1850 and the present time, sketches of Waghorn's life have been included in histories relating to his period. The writers of these histories cannot be blamed, perhaps—since their accounts of him were only part of a larger scheme—for quoting obituaries and appreciations instead of going to the records. Thus there is a Waghorn legend, as I have found now that I am attempting to write a full-length life of one who left very few personal papers and was, for the best part of his life, obscure.

At his death a storm of indignation was raised in the breasts of Charles Dickens and other champions of the underdog at his treatment by the authorities when his postal service across the Isthmus of Suez was superseded by the Peninsula and Oriental Steamship Company, and the way in which he had been persistently snubbed and ignored, since his first attempt to establish steam communication between England and Calcutta, by the Court of Directors of the Hon. East India Company. This body had put every obstacle in his way, but had benefitted by his success when his service was established. In return for these benefits the Court had awarded him a very small pension and had not seen to it that the debts he contracted in his schemes for the good of his country were settled.

Bias has a place in all writing that has a propaganda purpose. The Waghorn notices had a tendency to make their subject a little larger than life and those with whom he was at loggerheads a little meaner. Hearsay incidents were quoted as facts, situations were simplified for compression, the picturesque was given a prominent place.

To the serious student of history, legend dispelling is always worth while. Facts, though sometimes less dramatic on the surface, are more interesting than legends.

Waghorn is a difficult subject to tackle, in spite of his period being fairly recent. His great friend, the antiquarian Charles Roach Smith, said: "The extraordinary career of Waghorn has never been set fully and fairly before the public. His adventures from boyhood, leading to the establishment of the Overland Route to India, the intrigues and jealousies which constantly beset him . . . read more like a romance than a tale of real life." But, unfortunately, "His conversation never touched on his own eventful life." Not only did he fail to preserve any papers or memoirs, but Fate seems to have decreed, spitefully, against the preservation of any records that will clinch doubtful points in his life story.

It has been established, almost without doubt, that he was born on July 20th, 1800. His father, a butcher, had a business in what was then 162, High Street, Chatham. (I regret that I have mislaid my note of what the number has now been changed to.) Among other evidence I have collected on this point is a note in the *Rochester and Chatham Journal* for June 9th, 1883.

"I have learnt from an old inhabitant who was intimate with Waghorn's father that his family carried on a business as a butcher for several years at the house No. 162, High Street, Chatham. As it is not known that Mr. Waghorn occupied any other house in Chatham, and as my informant remembers Thomas as a very young child there, it becomes a probability, amounting almost to a moral certainty, that Waghorn was born at 162, High Street, Chatham."

Certainly the muster books of *H.M.S. Tigris* give his birthplace as "Chatham, Kent."

If anyone could have found the registration of his birth it would have been the late Mr. Henry Smetham, the Rochester antiquarian, a Waghorn enthusiast. But he failed. To make sure no record existed, he searched parish registers in the countryside round, on the chance that Waghorn's mother, who came of yeoman stock, had gone to the country for her confinement. One explanation is that the absence of record is due to the shortage of paper that seems to accompany all wars. During the Napoleonic struggle many registers were destroyed at Chatham to provide odd sheets of wrapping paper. This did not happen in the country, so that adds to the supposition that Chatham was Waghorn's birthplace.

Many accounts of him give the month of his birth variously as January or February, but he himself says that he passed his examination for Lieutenant in June, 1817, "Within a few days of my 17th birthday."

The fact that his father was a butcher does not preclude Waghorn's being the heir to a fortune, as some think he must have been to be able to finance his schemes. Personally,

I do not think he was. He needed £12,000 for his original scheme. He had, at the time of its inception, £1,000. He made the most strenuous efforts, in Calcutta, Mauritius, The Cape, and the City of London, to raise the other £11,000, but failed. He would have put up the money himself if he had had it. Also, on his father's death, his mother is known to have carried on the business.

The evidence that a butcher could in those days, especially in a naval base, become a man of fortune, is to be read in the victualling accounts in ships' logs. Beef, beef, beef, and of the best quality, continually went down the throats of our seamen, and of those of the prisoners of war in the hulks anchored in the Medway. Thomas Waghorn, senior, may have been one of the contractors who saw that the need was met. Young Thomas, aged twelve, appears in the muster book of H.M. Prison ship *Bahama* for the first time on November 10th, 1812. It may be that his father knew the commander in a business way, and took him on as a 'Volunteer of the Third Class' as a start to a naval career.

Waghorn's monument states that he 'served in the *Bahama* under Captain Henderson in the West Indies'. This is not so. The *Bahama*, a sparless hulk, was incapable of making a voyage. After Waghorn had served in her for a year he joined the frigate *Tigris* (Captain Henderson) and had a cruise to the Antilles.

The *Tigris* returned to England just in time for Waghorn to sit for his Lieutenant's examination at the Royal Naval College at Portsmouth. He came through it as the youngest midshipman to pass at that time. His brilliant pass did not ensure him a continued naval career. Now that the war was over the Navy was cutting down, and Waghorn made the best of a bad job, using his sea experience to get him a berth as third mate on a free trader bound for Calcutta.

Arrived there he came in contact (indeed, he must have done so before he reached Calcutta) with the Bengal Pilot Service. This branch of the Bengal Marine had at that time fallen into bad repute, and the Company was very anxious to build it up afresh with just such young men as Waghorn. He decided to join it, but the reorganised Service could accept no-one who had not been appointed after a personal interview with the Court of Directors at East India House. Waghorn, therefore, on his return to London, made his application and was given his appointment. He arrived in Calcutta on June 20th, 1820, was given the usual beginner's rank of 'leadsman' and served in the brigs *Eliza* and *Cecilia*. He was later promoted to second mate, and volunteered to serve in the First Arracan War, which broke out in February, 1824.

Legend states that it was the steamship *Diana's* playing such a useful part up and down the Irrawaddy that first inspired Waghorn to adopt the cause of steam communication between England and Calcutta. As a matter of fact, though he must have been familiar, before the war, with the sight of the *Diana* plying up and down the Hooghley, he would not have come across her at all during hostilities, since he was not with the Rangoon expedition. He was with General Morrison and Commodore Hayes in the contingent that assembled at Coxe's Bazaar in September, 1824, fought its way down the East coast of Burma and stormed the city of Arracan. This expedition took with it a steam dredger, *Pluto*, which was gutted of its dredging equipment and fitted with guns.

I cannot find any reference in dispatches to the exploit always quoted in lives of Waghorn; that of dragging a gun up a rock 200 feet perpendicular. One can only say the action was 'in character', and leave it at that. He found himself, through the deaths of his seniors, in command of the small patrol flotilla at Akyab at the end of the war, in 1826. There he proved himself so useful that those in command there petitioned for him to have a permanent appointment. The Indian Government, however, refused their permission.

During the period of the war the interest of the world was centred round the maiden voyage of the *Enterprise* (Captain Johnstone), the first steam vessel to make the voyage between England and India. She failed to do so in any better time than a sailing ship. Legend has it that it was Waghorn who piloted her up the Hooghley on December 8th, 1825. The legend may have arisen because of its aptness, and because of the subsequent friendship between Waghorn and her captain. The legend has no foundation; not only was Waghorn at Akyab at the time, but he was still only a second mate, and would not have been permitted to act as pilot. The real meeting took place at Akyab, whither the *Enterprise* sailed after being

bought by the Indian Government. Johnstone gave the younger man all his information about his voyage in the most generous and open-hearted way. While still at Akyab, Waghorn worked out his first scheme for the steamship line he hoped to inaugurate between England and Calcutta. When due for leave he arrived in Calcutta with just the time in which to solicit and obtain from Mr. Chief Secretary Bushington an introduction to the Court of Directors.

This first attempt to get a hearing met with a moderate success. The Court promised the loan of two engines for his ship, if he could get it built, but suggested that he should get his money from private business firms. The Act of 1819, which laid it down that East Indiamen must take all mail free of charge, seems to have cooled the first enthusiasm of the City for Waghorn's plans, since, by his scheme, money could only be made by the carrying of mails. He could not raise the funds required, and returned to Calcutta in the *David Scott*. The date of his arrival was May 27th, 1828. He had with him a young relative, John Higgins by name, who had come to join the Pilot Service. This John Higgins rose to be a captain, and made a name for himself as an amateur astronomer after his retirement. He called his fourth son 'Thomas Waghorn' after his famous cousin. Unfortunately, the spite of Fate saw to it that all John Higgins' private papers were destroyed. Otherwise one might have learnt much about Waghorn that will never now be known.

Back in India, Waghorn tried to get the Calcutta Steam Committee to let him have—under guarantees, and for the furtherance of his plans—the residue of the prize money that had been offered in 1823, and which Johnstone had competed for in the *Enterprise*. Johnstone was not considered to have won it, but was given half. The time limit was up in February, 1829, and the Committee promised Waghorn that if it had not been won by that date it would be given to him. He was too impatient to wait the six months, and returned to England.

This brings me to the limit of my detailed researches at the time of writing. I have still to investigate his career in Egypt, his encounters with the Court of Directors, his connection with Smith & Elder and with George Wheatley, his sensational dash from Egypt to England through Trieste, the breakdown of his health and his death. The Snodland parish register has the date of his marriage, December 8th, 1834, to Miss Harriet Martin. It was a double wedding: his sister, Sarah, was married at the same time to William Ransom of Rotherhithe. This sister and another, also married, went later to Australia.

He bought The Lodge, at Snodland, a delightful little white 'gentleman's residence' with stables and stable yard complete. Standing in a corner of the garden is a charming fantasy of a two-storied summer house surmounted by a pointed roof and large weathercock. To create a legend, Waghorn may often have sat here, dreaming his dreams or uneasily counting their cost. Fate again has had her way, the title deeds of The Lodge are missing, and we shall never know exactly when he bought it.

It has been said that Waghorn was enormously tall; that he once 'stole the show' at a local fair by topping the professional giant by two inches. However, George Smith of Smith & Elder, writing in 1900 of his schoolboy recollection of Waghorn, says:—"Waghorn was a sailor-like man, short and broad, excitable in a high degree, and of tremendous energy."

I think this recollection must be correct, for surely Roach Smith, who wrote of his friend in some detail, would have commented on the fact if Waghorn had been unusually tall. And Thackeray's description of Waghorn 'Bouncing in and out of the courtyard (of the Hotel d'Orient) full of business' is an allusion to a short, rather than a tall man.

How tempting it is to invent legends about such a character!

The legend of a baby being held up to admire and to get a smile from Fanny Burney as she sat in her coach waiting for her horses to be changed at the Mitre on her way to France at the Peace of Amiens.

The legend of a five-year-old crossing the road to see the national hero; empty sleeve, eye-patch and all, going in and out of the Mitre in August, 1805.

The legend of a meeting, in 1817, between the young third mate going to India and a little boy of four, called William Makepeace Thackeray, who was going home to England, at St. Helena, both of them looking through a hedge at the prisoner Napoleon.

The legend of a quarrel between the young pilot officer and Marryatt in Calcutta in 1824. Marryatt, of the Royal Navy, had a poor opinion of the Indian Marine.

The legend of a furious man—and many are the true stories of his explosive temper—

bursting out of the door of Smith & Elder in Cornhill on a day early in July, 1848; nearly knocking over a timid little authoress going to her first interview with her publisher.

If this really happened, one may be sure that Charlotte Brontë, who later wrote that "In the West End you may be amused, but in the City you are deeply excited," would not have been in the least surprised to see her Rochester come to life.

*Newton Poppleford, Devon.*

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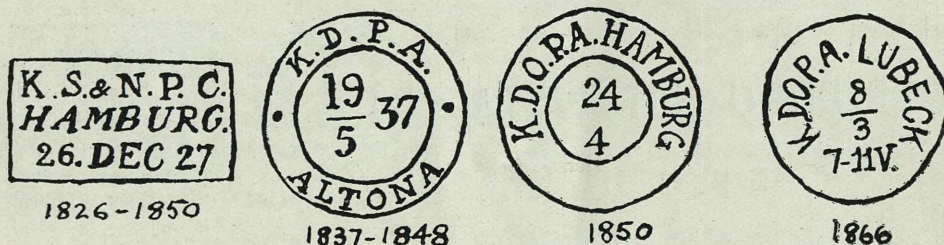
## THE POSTAL HISTORY OF NORWAY.—II.

By ARTHUR W. G. HALL.

**I**N my previous article,\* I dealt with the general postal history of Norway and gave a brief outline of the marks used on inland correspondence from their inception in 1845. I now propose to give some description of the markings used on the posts from Norway to other countries and so far as I am able, to indicate the routes followed by the mails.

First, however, one must remember that previous to the 14th January, 1814, Norway and Denmark were a joint kingdom and the posts were under Danish administration centring in Copenhagen. From 1815 to 1905, Norway and Sweden were a joint kingdom and their postal arrangements were largely treated as one unit although the headquarters of the Norwegian posts were in Christiania. Consequent on the fact that no handstruck marks of Norway are known before the first date stamp was used in Christiania in 1845, it follows that the earliest handstruck marks of origin on letters from Norway were Swedish, and post offices of other countries when applying a mark of origin used the word SUEDE although in fact the letter came from Norway.

From an early date a commercial arrangement existed between Norway and Sweden and Hamburg, that great clearing house for correspondence of Northern Europe, in the form of a consular postal service. From 1826 handstruck stamps were used in the Swedish and Norwegian Post Office in Hamburg, with the initials in the top line "K.S. & N.P.C." standing for "Königlich Swedisches und Norwegisches Post-Contor" (Royal Swedish & Norwegian Post Office) with HAMBURG and the date below. Denmark, through which some Norwegian mail also passed, also had a Post Office in ALTONA, the Western suburb of Hamburg, and letters passing through this office from 1837 to 1848 bear a circular date stamp "K.D.P.A." ("Königlich Danish Post Amt" or Royal Danish Post Office) with the date in the centre and ALTONA below. From about 1850 letters passing through the Danish Post have a circular stamp with the initials "K.D.O.P.A." HAMBURG at the top and the date in the centre, the "O" standing for "ober" or chief. From about 1866, this Danish Office was apparently at Lubeck, for similar stamps are in use from that date with the inscription "K.D.O.P.A. LUBECK".



TRANSIT STAMPS OF THE SWEDISH & NORWEGIAN & DANISH POSTAL AGENCIES.

I propose to deal with the mails from Norway to Great Britain in the first instance, as markings on these differ considerably from those on the mails to the continental countries. It is extremely difficult to find any correspondence from Norway before 1800 and in any case it is very improbable that these would bear any handstruck marks beyond the London or other British town arrival mark, and probably no manuscript mark except the charge which

\* Bulletin No. 48 (June, 1949).

was applied in this country. Two letters of 1803 and 1805 respectively from Norway to Scotland bear only the London Foreign Office date stamp and as they were addressed to Scotland the London G.P.O. date stamp of the period. The 1803 letter was charged 4/- on arrival, 2/8, the charge originally imposed, being cancelled in Mss. The letter of 1805 was charged 2/7, having originally been marked 1/6. These letters apparently came by the packet route then in operation, probably by way of Copenhagen, Hamburg and from there by packet to London.

I now propose to summarize my conclusion reached from the examination of some three hundred odd letters from Norway between 1818 and 1850. They are from various towns in that country, Christiania, Bergen, Drammen, Moss, Fossein, Sandefjord, Frederikstad, Sannesund, Hafslund, Drontheim (Trondhjem), Molde, Christiansund, though the bulk are naturally from the capital, and are mainly addressed to London though some few are to other towns. They bear many and varied endorsements by the senders as to the routes to be taken, though from the postal markings these instructions were by no means always adhered to. Specimens of these endorsements are "Via Hamburg & Holland, free Helsingborg", "paid Gothenburg", "via Rotterdam", "via Copenhagen", "franco Amsterdam via Hamburg", "Franco-Hamburg", "Via Helsingborg", "Free Cuxhaven", and in 1849-50, "Via Ostende". There are also a certain number of Ship letters and they also bear varying instructions "Via Copenhagen & Danjeskibet", "by steamer via Hull & Gothenburg", "Via Hull per steamer courier", "By steamer", and more particularly "p. Steamboat Hylton Jolliffe". So far as I am able to trace, out of the total of 310 letters, 285 followed the ordinary postal packet routes then in operation, 22 were ship letters and 3 carried by hand.

As to the ordinary postal routes, apparently in the early days, Gothenburg was the clearing house for the English mails, as 3 of the earlier letters 1819-1821 bear the straight line "GOTHEBURG" whilst others are endorsed by this port in Mss. From the fact that the letters of this period bear no other markings beyond the London F.B.O. date stamp, it would appear that the packet went direct from Gothenburg to London. Several letters in the 1820s have no postal mark of any kind with the exception of the London F.B.O. date stamp.

In 1830 Stromstad, just over the border in Sweden, appears to have been appointed to take the Norwegian mail for Great Britain, as in this year on the 13th April, the straight line STROMSTAD mark appears, to be followed by a very neat circular date stamp on the 26th October of the same year. This continued in use till March, 1837, when it was followed by a large framed rectangular date stamp which lasted from April, 1837, to 1848. During the period 1830 to 1848 nearly 200 of the letters under review bear the Stromstad mark. The bulk of these letters, if not all, going through Stromstad, went from there to Hamburg, and between 1827 and early 1846, over 180 received the rectangular K.S. & N.P.C. date stamp at Hamburg previously referred to.



SWEDISH TRANSIT STAMPS USED ON NORWEGIAN LETTERS.

Another mark placed on many of the letters at Hamburg was the rectangular Hamburg Town stamp with the date below the name and fleurons above and below (this stamp was not framed). This appears between 1827 and 1850, but none are seen between 1841 and 1848 when a large "T" with the date below in red in an oval frame was used in its place ("T"=Taxe). Another mark briefly appears in 1848 and 1850 being the Hamburg "St.P.A." with date in a small oval. This apparently indicates that the letters bearing it passed through the State Post Office of Hamburg as the mark does not appear on letters which went through either the Norwegian and Swedish or the Danish Post Office in the town.

HAMBURG  
13 DEC 1836

T  
7 DEC

St.P.A.  
1 Oct 50

HAMBURG  
1  
2  
1850  
G&C

HAMBURG STAMPS ON LETTERS FROM NORWAY.

There are 40-odd letters which did not go through Sweden but through Denmark, and on 23 of these appears the circular K.D.P.A. Altona previously referred to between 1837 and 1848, and on the others in 1850 appears the K.D.O.P.A. Hamburg, and 1866 the K.D.O.P.A. Lubeck. On the Hamburg letters is also either the Hamburg circular date stamp with Hamburg at the top, the date in the centre and "Th & T." (Thurn & Taxis) at the bottom, or occasionally a more simple circular date stamp of the town, with the name at the top, the day and month only in the centre, and a letter and figure at the base. Eight letters (four of them Ship letters) also bear the Copenhagen date stamp in a small rectangle in 1838, 1839 and 1840, and in circular form in 1839, 1840 and 1841.

KIÖBENH.  
31 Mai 38.

COPENHAGEN 1838

ALTONA  
5 Jun 38

ALTONA 1838

KIÖBENHAVN  
14  
JUN  
1839

COPENHAGEN  
1839

KIÖBENHAVN  
15  
7  
1841

COPENHAGEN  
1841

DANISH TRANSIT STAMPS.

Norwegian date stamps as stated in the previous article first appear in January, 1845, the earliest being Christiania in red, the colour changing to blue in 1847. The other Norwegian towns followed slowly. With the appearance of the Norway markings, the Stromstad date stamp gradually disappears. Occasionally both are found on one letter, the last Stromstad mark being on one bearing the Drammen mark also, of the 21st October, 1848.

After Stromstad ceased to be the Swedish clearing house for Norwegian letters there apparently was a period when Helsingor (Elsinore) Denmark took its place in 1849-1850 as letters from Christiania bearing the Christiania date stamp between December, 1849, and November, 1850, also bear the Helsingor circular date stamp.

An odd letter from Bergen to London also having the Stromstad date stamp has the date stamp of STRALSUND (Germany). As this place is considerably east of Hamburg, and was I believe used for some of the continental mails, apparently this letter to London was sorted there in error, as it took nearly three weeks in transit as against the more normal 7 to 10 days.

In 1850 there commenced a new route, overland through France and *via* Ostende to England. Six letters coming by this route received the French "PD" in black, and two of them the French circular railway transit stamp "ALLEMAGNE PAR CHEMIN DE FER" with the day and month in the centre. These letters usually came through the Royal Danish Post Office at Hamburg, the circular stamp of that office, the circular town stamp of Hamburg, and the German "NACH ABGANG DER POST" (or "overseas mail") being applied.

NACH ABGANG DER POST

Curiously, only paid letters appear to have been sent *via* France, and they all received the British circular paid stamp of the period on arrival. All unpaid letters apparently went by the sea route from Hamburg to London.

Regarding arrival marks, from 1819 to 1840 the London dotted circle date stamp of the Foreign Branch office was used, in 1836 and 1837 the London Foreign Office circular date stamp in full circle, and from 1838 to February, 1840, the larger type London Foreign Branch stamp with double arc. Ship letters always bear the ordinary London date stamp of the period (not the Foreign Branch office stamp) and this date stamp is also used regularly on all letters from 1840 onwards, except in those comparatively few cases in 1849 and 1850 where the London Paid stamp was applied mostly on letters *via* France.



HAMBURG SHIP LETTER.



ALTONA SHIP LETTER.

The Ship letters form an interesting group—of the 22 previously mentioned, 17 came in *via* Hull, 4 *via* London, and a solitary one *via* Harwich. The four which came *via* London have the Hamburg Ship letter “HAMBURG SCHIFFS BRIEF POZT” in circular dated form and also the London Circular dated Ship letter stamp. The solitary Harwich in 1829 also received the Hamburg Ship letter stamp, and SHIP LETTER HARWICH framed in two lines, on the reverse. The first two *via* Hull bear the dated Mileage mark of Hull (two types) used as a Ship letter stamp in 1820 and 1823. In 1832 there are four with the framed SHIP LETTER/HULL in two lines in black, and also the Hamburg Ship letter stamp. In 1839, 1840 and 1841 we have the unframed HULL/SHIP LETTER, four specimens being in red, one in blue and one in black, in addition these covers received the Altona Ship letter stamp “ALTONA SCHIFFS BRIEF” in an oval. There is one letter of 1842 endorsed in Mss “per steambot *via* Christiansund” which got the Hull circular date stamp in bright blue used as a Ship letter mark. In 1844 appears the HULL SHIP LETTER dated mark in three lines in green and also the Altona Ship letter stamp; whilst in 1848-1850 there are 3 letters with the Hull three line dated Ship letter stamp in blue, no other Ship letter mark being on these later letters. There are several other covers endorsed “by Steamer” but there is nothing to shew that they were forwarded otherwise than by the usual packet route, though I suspect that several which were sent through the K.D.P.A. at Altona were forwarded as Ship letters.

Of the three letters carried by hand, one in 1822 is endorsed “by Capt. F. Tax” of the *Andreas*, one in 1827 by “Capt. S. Harris” of the *Flora* and one in 1838 was put in the London Twopenny Post by person unknown and bears the stamp “T.P. Greenwich” and a black “3” to pay and also the Twopenny Post Time stamp.

Several of the covers bear forwarding agents manuscript endorsements, the following being a list:—

- 1819 & 1820. Two letters forwarded by J. A. & C. J. Kjeuberg & Co., Gothenburg.
- 1820. One letter forwarded by Y.M.O.S. Hall Todd & Hassett, Hull (this is a Ship letter).
- 1821. One letter forwarded by Levin Jacobson, Gothenburg.
- 1825 & 1826. Two letters forwarded by Ludw. F. Volckers, Hamburg.
- 1840. Two letters forwarded by P. M. Matthiesson & Co., Altona.
- 1844. One letter endorsed by I. C. Jurgenson, Ship brokers, Bergen.
- 1846. One letter endorsed by M. Mantenpensed, Altona.

The postal charges endorsed on the letters (all in Mss. and applied in Great Britain) appear to be fairly consistent, the charge by the ordinary routes from 1819 to 1848 appearing as 1/8 for a single letter, 3/4 for a double letter, and occasionally 5/- for apparently an extra heavy missive. This does not apply to the Ship letters, which were charged varying sums from 8d. to 4/6, the usual charge being in the region of 2/-. After 1848, ordinary letters were charged 8d., and occasionally plus 2d, the latter apparently being a delivery charge.

Many of the letters are also endorsed in Mss. with what apparently are serial numbers such as 226/16 or 135/14, but one can only surmise as to the purpose of these marks, possibly to facilitate counting in the post office.

That I think summarises the markings on this small accumulation of early 19th century correspondence from Norway, and shews the main mail route at first *via* Gothenburg, and then *via* Stromstad and Hamburg with a less used route *via* Copenhagen and Altona, followed towards the end of the period with a diversion to Helsingør and Hamburg, and a commencement of the overland route through France *via* Ostend. This is, of course, apart from the correspondence carried as Ship letters.

So far I have not referred to any letters from Norway to Great Britain after the introduction of the adhesive stamp in Norway in 1855, but I cannot leave these notes without referring briefly to those letters which passed through the British Post Office in Hamburg. From the data given in an article by Capt. Charles Jewell in *The Philatelist* in 1942, it appears that this Agency was in existence in the early years of the 19th century, but I have not so far discovered any letter emanating from Norway which went through that Agency in the first



PAID STAMP OF BRITISH POSTAL AGENCY HAMBURG.

half of the century. I have, however, a small series of correspondence from Norway between 1856 and 1866, consisting of 18 letters to Great Britain. Four of these are "unpaid" and of these 3 came by way of Hamburg, and the fourth in 1866 through the Royal Danish Post Office at Lubeck. Of the "paid letters" three are Ship letters having the Hull Ship letter mark and bearing adhesives to the total value of 14 öre and having no Norwegian marks other than the cancelling stamp and the date stamp of the sending office, and the remaining 11 all have the circular date stamp of the Danish Post Office in Hamburg on the reverse and the Circular Paid stamp of the British Postal Agency in Hamburg on the front of the cover. Three of these were paid in cash, and the remainder bear adhesive stamps, four to the total value of 35 öre, one to the total value of 37 öre, and three to the total value of 38 öre. They all have the date stamp of the Norwegian town of origin (except two from Christiania which bear that of Sandosund) and four of them also have the "transit" date stamp Svinesund, a fifth having both Svinesund and Helsingør.

In conclusion may I say that I hope that these notes, based mainly on my own collection in default of my being able find any quantity of similar material elsewhere, may stimulate some interest in the postal history of one of our very gallant allies and friends. Owing to the fact that no postal markings of Norway are known till so late a date as 1845, the study of the mails from that country yield somewhat different results from that of most other European countries, and one learns by the experience quite a little of the postal history of Norway's neighbours. As a matter of fact many of the early letters of Norway have been passed on to me as being Swedish, Danish or German, and before the date of Christiania's first date stamp, it is only by having the entire letter so that the place of origin may be proved, that it is possible to identify it as Norwegian.

## THE "TRANSORMA" SORTING MACHINE MARKS OF BRIGHTON & HOVE

(being a paper presented before the Society on the 10th May, 1949)

By J. C. SIMMONDS, of Cambridge.

In 1935, the Post Office installed an automatic sorting machine in the Brighton Head Office. (The Post Office treats the twin towns of Brighton & Hove, as one.)

The machine is named the "Transorma" and was supplied by Marchand-Andriessen, Ltd., of The Hague, and manufactured by Werkspoor, Ltd., of Amsterdam.

The original intention was to instal them at all principal offices through the country but the noise of its operation had such an effect on the staff that the Union of Postal Workers, after a thorough discussion, decided that the strain was too great, even though extra pay was provided. No further machines have therefore been installed but the initial cost of this machine made it essential to keep it working. Similar machines are widely used throughout the world.

The machine eliminates "second handlings" and so saves time and man-power. Without it, packets are normally sorted on frames which allow for 48 selections, so that it is necessary in most cases to handle packets more than once. Using the "Transorma" one operator can sort at one handling 250 selections and more speedily.

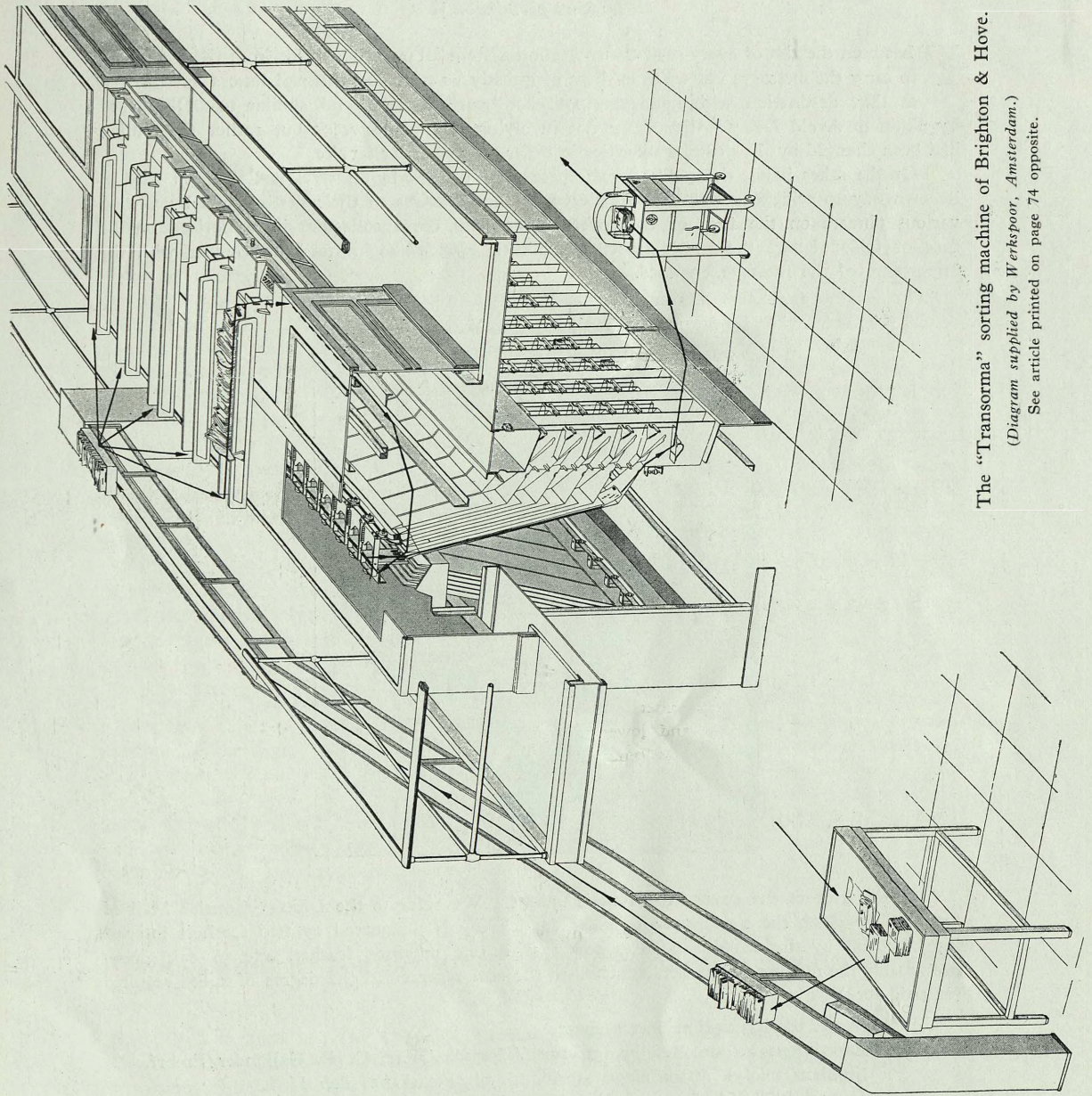
The machine only handles normal-sized packets and abnormal packets are eliminated.

During day duty, packets posted in the Brighton & Hove area, which includes some of the outlying villages, are faced by hand and fed into the automatic cancelling machine in the normal way. The cancelled packets travel on a conveyor band in tins with a hinged end and from there are fed into the "Transorma". They are presented one after another before the operator, who, when he has read the address, places them into an aperture in front of him, left-hand side down. To his right, is a card containing a code and as he reads the address and inserts the packet he depresses the appropriate key or keys. This moves the packet into a carriage which discharges it at the top of a chute connected with the correct sectional box. From there it is removed by handlers whose attention is called to a full box by a red light. Another electric lamp device attracts the engineer's attention if a packet jams in the chute or other part of the mechanism.

The depressing of the keys mentioned above causes a small mark to appear about the centre of the envelope on the address side. Each operator (there are five working together) is allotted a certain letter or number and this identifies the letters he has sorted. The letters are in sans-serif Upper case and lower case and the numbers are single or double. They are normally in red and an ordinary typewriter ribbon is used. Confusing marks are eliminated, so that whilst there is Z there is no N. Most letters and numbers may be found but it must be understood that they refer only to the particular operator and not to any one selection or to any district. The code for that is known only to the operator working from his card. If the packet is correctly oriented in the aperture, the top of the mark will be towards the envelope's right-hand edge; in practice they are not correctly oriented and the mark is found at various angles.

During the night duty, packets for delivery in the Brighton & Hove area are sorted and receive a similar mark. Thus two sides of each box or compartment bear the name of a distant town on one side and the name of the main road of each walk in Brighton & Hove on the other. Occasionally the same box serves for day and night, if that particular village is in the area and has sufficient post both ways to warrant special selection. For instance: 250 is STEYNING both ways.

[By kind permission of the authorities, I have inspected this amazing machine and can confirm its enormous possibilities for saving time and man-power, also the elimination of dust so unavoidable in hand sorting. No complaint was made to me about the undue noise and I rather suspect that the fact that it saves man-power and also pins down a mis-sort to the particular sorter is the cause for its rejection by the U.P.W. and the noise factor has been used by them merely as an excuse.—Ed.]



The "Transorma" sorting machine of Brighton & Hove.

(Diagram supplied by *Werkspoor, Amsterdam.*)

See article printed on page 74 opposite.

## FASTER MAIL SERVICE

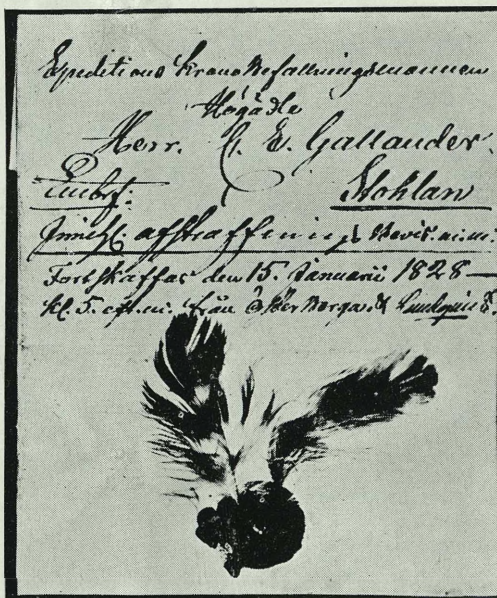
### "Feathered Letters"

By BEN REEVES, of Chicago.

[Reprinted from the *Journal of the Society of Philatelic Americans* (APRIL, 1949),  
by kind permission.]

IT has been the aim of every mail transportation system all over the world, from the beginning, to carry the messages entrusted to them as quickly as possible. Airmail letters have arrived at their destination with hand stamp cachet bearing the legend similar to "Dispatched by Train to Avoid Delay"—this delay not involving any plane wreck but rather the routing had been changed by the postal authorities in order to give faster service.

On the other hand, the public using these mail transportation services has often tried in its own way to achieve speed in the delivery of the messages to their destinations by writing various phrases on the face of the cover. Stampless cover collectors have noticed on the face of folded letters the word "Speed" or "Death Notice" to impress the courier with the importance of the message enclosed.



In this respect the cover illustrated is unique. We refer to the Official Courier Mail of Sweden, on which the significance of speed in delivery is designated by two feathers inserted into the seal by the sender. Similar covers with one or three feathers are in existence—presumably the number of feathers attached to the seal represented the degree of speed required (or paid for?)

Following is the inscription on the cover:

"Expeditions Krono Befallningsmannen/Hogadle/Herr. C. E. Gallander/Embrf.  
Stohlan/Imiefyl. afftraffnings Stevid. ui. ui./Fortskaffes den 15  
Januari 1828/Kl. 5 ext. m. Fran Oster Werga. x Lundquist."

This freely translated reads:

"Commander of the Government Expedition/His Honor/Mr. C. E. Gallander/Official  
Letter/Stohlan/Special Delivery/Dispatched the 15 of January 1828/ at 5 p.m.  
from Easter Werga Lundquist." (probably the postmaster).

[Reprinted from the *Journal of the Society of Philatelic Americans* (JULY, 1949),  
by kind permission.]

We are indebted to Mr. Carl E. Pelander, the well-known Scandinavian specialist of New York City, for additional and authentic information on these unique covers and their usage. Mr. Pelander was also kind enough to give us a more accurate translation, as follows:

"The address: Expeditions Kronobefallningsmannen  
Hogadla  
Herr. C. E. Gallander  
Stohlan

Translation as follows: The Department of the States Director  
Noble  
Mr. C. E. Gallander  
Stohlan.

The inscription "Embrf." is an abbreviation of "Embetsbref" which means "Official Letter". The remaining inscription is translated as follows: "Delay will be punishable by law, etc., etc. Dispatched the 15th of January, 1828, 5 p.m. from East North Street. Lundquist" (the name of the postmaster).

Mr. Pelander further stated that this type of special delivery cover was used in Sweden and Finland from 1785 until 1845. The feathers in the wax seal merely indicated that a special fee had been paid for which courier service was guaranteed. The cover illustrated happens to be an official cover which did not require any fee and came under the heading of "Free Franked Mail". On ordinary letters of this type the fee is usually indicated on the front of the cover and often the dispatch rider or the courier's name appears there as well.

According to Postal Laws, a portion of this had to be written on the face of the cover in all instances, which translated read: "Any person causing the delay of this letter from its expedient delivery, shall be punished with imprisonment of not less than ten days on bread and water and at hard labor." There were also additional punishments of a more severe nature meted out to the courier.

Finally, Mr. Pelander wrote that the number of the feathers in the seal had nothing to do with the speed of delivery of these "Express" letters.

The author is only too happy to correct and enlarge upon the information on this interesting item and again thanks Mr. Pelander for his very thoughtful co-operation.

\* \* \*

[Frank W. Staff has recently been in Stockholm twice. The first visit he was shown such a letter by a dealer who described the cover as very rare. From one to three feathers are known and indicate the degree of urgency. Having been shown this article, he returned to Stockholm on a second visit and called on the dealer. Mr. Staff has written to say he has been shown two examples. "One was a very fine example dating from 1835 with two feathers affixed to the wax of the closed letter by the quills. The other was an earlier example dating from 1798 and was a military letter. Unfortunately, one of the two feathers was missing which marred its appearance somewhat."—Ed.]

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#### PROGRAMME OF FORTHCOMING MEETINGS FOR THE REMAINDER OF THE YEAR, 1949.

- Sept. 23rd to 26th. The Annual Conference at Shrewsbury (see announcement on p. 53).  
\*October 20th (Thur.) *The Cayman Islands*. C. W. MEREDITH, of Dundee.  
\*November 9th (Wed.) To be announced.  
\*November 30th (Wed.) *The Leeward Islands*. K. J. A. O. MANNING, of Littlehampton.  
\*December 15th (Thur.) A Festive Evening with the President in the Chair.

\*All meetings will be held at Oddenino's Hotel, Piccadilly Circus, W.1, and will commence at 8 p.m. Members are requested to watch the monthly announcement in the *Philatelist* for any change of plan or for any later arrangements.

## THE POSTAL HISTORY OF LIECHTENSTEIN

*Contributed by THE LIECHTENSTEIN STUDY CIRCLE.*

Liechtenstein lies square astride the great mediæval highway from Milan to Lindau along which passed, until the early years of the 19th century, the bulk of the international traffic between Lombardy and the South German States. The route from Milan crosses the Spluegen Pass to Coire—the Cur Rhaetia of Roman times—and enters Liechtenstein over the Luziensteig at Balzers. Thence, it traverses the valley of the Rhine, through Vaduz, Schaan and Nendeln, to cross the Austrian frontier at Tisis on its way to Feldkirch, Fussach and the shores of Lake Constance.

From quite an early date, the inhabitants of the Principality enjoyed the postal facilities organised by the "Boten" or Couriers of Fussach, who were authorised to carry letters, parcels and money along this route. In 1770, however, the Austrian Authorities organised a postal system in the Crown Lands of Tirol and Vorarlberg and forbade the Fussach messengers to carry southbound mail between Feldkirch and Coire. In consequence, until 1805, southbound mail from Liechtenstein was usually sent by such means as offered to the Post Office at Feldkirch for forwarding through official channels. On the other hand, post for France and Switzerland was generally despatched from Buchs or Haag, in the Swiss Canton of St. Gallen.

After the Peace of Pressburg in 1805, under which Bavaria was elevated to the dignity of a Kingdom and received, among other gifts from Napoleon, the Crown Lands of Tirol and Vorarlberg, the Bavarian post operated in Liechtenstein which, in 1806, joined the South German Confederation and accepted the Emperor Napoleon as its Protector. With the fall of the Napoleonic Empire in 1814 the Austrian post returned.

The Austrians, indeed, now attempted to secure a monopoly of the service between Lindau and Milan and in 1816 a treaty to this effect was on the point of conclusion. But to this action the Swiss Canton of Grisons was vigorously opposed and retaliated by concluding a treaty of its own with the Fussach Couriers. Austria, in its turn, countered by introducing organised mail collections on its own side of the frontier. In addition, with the consent of the Prince, Johann I, on 20th August, 1817, a receiving office was established at Balzers, which opened for business on 1st September, 1817.

On 1st November, 1817, the Fussach Couriers were categorically forbidden further to operate a postal service in Austria and Liechtenstein. Their livelihood thus imperilled, the Couriers made representations to the Authorities in Vienna with such success that, in 1819, the ban on their activities was lifted. In consequence, the Post Office at Balzers became redundant and was closed on 31st August, 1819.

In 1820, a formal postal treaty was concluded between Austria and the Canton of Grisons, by virtue of which the firm of Spehler & Weiss, Forwarding Agents, were granted the privilege of conducting the mail service between Feldkirch and Coire. About this time, however, new ways of communication were developing—on the one hand over the Arlberg, on the other over the Schollberg—and traffic over the Spluegen Pass began rapidly to diminish. Before its expiry date Spehler & Weiss renounced their concession and a State postal system was at last definitely introduced. By 1825 the Spluegen highway was to all practical effect abandoned.

With the re-establishment of the State service, the Post Office at Balzers was re-opened on 1st January, 1827. The next Office was opened at the Capital, Vaduz, on 1st March, 1845. As no further Office was established until 1864, it follows that only pre-stamp covers from Balzers and Vaduz (Vadutz) exist.

It is interesting to note that on more than one occasion the assurance of the Imperial and Royal Austrian Government was sought and received by the Prince's Government that the Postal privileges accorded to Austria by Liechtenstein should in no circumstances be construed as infringing or curtailing the Principality's sovereign rights.

\* \* \*

With the advent of Austrian adhesive stamps in 1850, these were automatically placed on sale in Liechtenstein. Although the Principality issued her first definite stamps in 1912, Austrian stamps could still be used up to 1921 so it is possible to find Austrian stamps with Liechtenstein postmarks over a period of 71 years.

The names of the Post Offices operating during this period in addition to Balzers and Vaduz mentioned above are:—

Nendeln opened 1864, closed March, 1912.

Schaan opened 1872.

Triesen opened 1890.

Eschen opened 1st March, 1912.

Austrian stamps with Liechtenstein cancellations are scarce and much sought after not only by Liechtenstein collectors but also by Austrian specialists, for to them they are "Austria used abroad".

*(Copyright reserved.)*

## HEY! DIDDLE, DIDDLE!! The Englishman, the Post Office and a "Fiddle"—1853.

Being a few impressions recorded, for the profit and amusement of his German countrymen, by one Max Schlensinger during his wanderings through London.

*Edited and compiled by R. K. WORTLEY.*

"The existing arrangements of the English Post Office and the penny postage, which in 1840 was introduced by Rowland Hill, have proved so excellent in their results, that the majority of continental states have been induced to approximate their institutions to Mr. Hill's principal. Men of business and post office clerks are not yet satisfied; they desire a system of cheap international postage. But the majority of the continental governments hesitate before they commit themselves to an experiment which in the most favourable case only promises a future increase of revenue, while in every case it is certain to entail losses on the present. In England, however, the experiment has been made, and the system works well and pays. And the arrangements of the post office have been brought to a degree of perfection unknown even to the wildest dreams of the boldest political economist of the last century.

With the general penny postage for England, Scotland, Ireland and the Channel Islands—with a regular, rapid and frequent transmission of mails from and to the provinces, there is moreover, an admirable system adopted for the distribution of letters throughout the metropolis.

The construction of the houses contributes much to the efficiency of the system. The postman's functions are here much easier than those of his continental colleagues. He is not required to go up and down stairs, he gives his double knock; and as the majority of letters are inland letters and as such prepaid, no time is lost with paying and giving change. The frequency of letter-boxes at the house doors tends still more to simplifying the proceeding.

At the time of the great Exhibition, these letter-boxes gave occasion to many a comical mistake. Many of our continental friends entrusted their correspondence to the keeping of private boxes, under the erroneous presumption that every door-slit, with "Letters" over it, stood in some mysterious connexion with the General Post Office. But when once properly understood, the practical advantages of these private letter-boxes were so apparent, that they moved all our stranger friends to the most joyful admiration. The system however is nothing without the prepayment of letters, without the English style of buildings and the English domestic arrangements, according to which each family inhabits its own house. The South German system of crowding many families into one house and dividing even flats into separate lodgings, places insuperable difficulties in the way of any such arrangement, even if the Germans generally, could be induced to prepay their letters. And the Paris fashion of delivering all the letters at the porter's lodge is disagreeable even for those who are not engaged in treasonable correspondence and who have no reason or desire to elude the vigilance of the police.

After all, Rowland Hill's system of cheap postage is one of the best practical jokes that was ever perpetrated by an Englishman. This famous cheapness is nothing but a snare for the unwary, for the especial gratification of the Postmaster-General and Chancellor of the Exchequer. In no other country is there so much money expended on postage as in England. A letter is only one penny; and what is a penny? The infinitesimal fraction of that power which men call capital; that miraculous Nothing out of which the world was made and out of which some very odd fellows managed to make large fortunes.

An Englishman writes short letters to his cousins and nieces across the way and to all his near and dear relatives in Yorkshire and the Shetland Isles. It is an incontestable fact, that Englishmen spend more money in postage than the citizens of any country.

And how cleverly does the Post Office contrive to facilitate the means of correspondence. Besides the large branch offices, there are above five hundred receiving-houses in London, all of them established in small shops to induce you to enter; and that you may have no trouble in finding them, a small board with a hand and the words "Post Office" is affixed to the nearest lamp-post, so that you need only look at the lamp-posts to find the place for the reception of your letters. How simple and how practical!

But there is more behind! Many a man thinks it too great a tax upon his time and patience to put the penny stamp on the envelope; the Postmaster-General steps in and saves him the trouble. He manufactures envelopes with the Queen's head printed on them and he sells them a penny a piece, so that you have the envelope gratis. They are gummed too and do not want sealing. You have nothing to do but to write your letter, put it into the envelope and post it at the receiving-house over the way or around the corner.

These are some of the sly tricks on which the Post Office thrives, so that with its expenditure exceeding one million sterling, it manages to hand over a large sum of surplus receipts to the Chancellor of the Exchequer.

We now approach the street door and put the knocker in motion. Do not fancy that this is an easy process. It is by far easier to learn the language of Englishmen than to learn the language of the knocker and many strangers protest that a knocker is the most difficult of all musical instruments.

It requires a good ear and a skilful hand to make yourself understood and to escape remarks and ridicule. Every class of society announces itself at the gate of the fortress by means of the rhythm of the knocker. The postman gives two loud raps in quick succession and for the visitor, a gentle but peremptory tremolo is *de riguer*. The master of the house gives a tremolo crescendo and the servant who announces his master, turns the knocker into a battering ram and plies it with such goodwill that the house shakes to its foundations. Tradesmen, on the other hand, butchers, milkmen, bakers and greengrocers, are not allowed to touch the knockers—they ring a bell which communicates with the kitchen.

The General Post Office is a grand and majestic structure with colossal columns in the pure Greek style and with an air of classic antiquity, derived from the London atmosphere of fog and smoke. It is easy to raise antique structures in London, for the rain and the coals assist the architect. Those who are not awed by its architectural beauties should enter and take a stroll down those roomy high walls, where on either side there are numbers of office windows and little tablets. They are so many signposts and direct you to all the quarters of the World; to the East and West Indies, to Australia, China, the Canary Islands, the Cape, Canada, etc. Every part of the globe has its own letterbox and the stranger who, about six o'clock p.m., enters these halls or takes up his post of observation near the great City Branch office, in Lombard Street, would almost deem that all the nations of the world were rushing in through the gates and as if this were the last day for the reception and transmission of letters. Breathless came the bankers' clerks, rushing in just before the closing hours; they open their parcels and drop their letters into the various compartments. And lo! just as the clock strikes, a fair-haired and chaste Englishwoman, with thick blue veil, makes her way to one of the compartments and drops a letter. Thank goodness, she is in time! Heaven knows how sorry the poor lad would have been if that letter had not reached him in due course. For an English lover, they say, is often in a hanging mood, especially in November, when the fogs are densest.

Let us now see how the Post Office deals with books, pamphlets and newspapers. Political papers which publish "news" says the act for that purpose made and provided "political journals" according to the continental mode of expression—pass from province to province free of postage, with only a small sum for transmission to the Colonies, that is to say, to the Cape and the Antipodes. The penny stamp, which each copy of a political journal is required to have, franks it throughout the whole of Great Britain and Ireland—not once but several times. A letter-stamp is blackened over at the Post Office to prevent it being used again but the newspaper-stamp has nothing to fear from the postmaster's blacking apparatus. I read my copy of the *Times* in the morning and am at liberty to send it to a friend, say to Greenwich.

That friend sends the same copy to another friend, say at Glasgow, Edinburgh or Dublin and the same copy after various peregrinations through country post offices and out-of-the-way villages, finds its way back to London to the shop of a dealer in waste paper. No charge is made by the Post Office for these manifold transmissions and thus it happens that information from one end of the kingdom to another without any advantage to the public purse.

I will quote an example of a trick which is still popular with many English families. Suppose a husband and father has reason to expect an addition to his family circle. His friends and relations are desirous to be informed of the event as soon as it shall have come off but letters, however short, take time to write; and after all, it's a pity to pay so many pence for postage, and children too are very expensive creatures. The matter has been arranged beforehand. An old copy of the *Times* is sent, if the little stranger turns out a boy; if a girl, the father sends a copy of the *Herald*. The child is born and the papers are posted, letters of congratulation follow in due time. Her Majesty has gained another subject but the Exchequer has lost a few pence. This method has not much political morality to recommend it but it weighs very lightly on an Englishman's conscience, since the proceeding, after all is not downright illegal. "The Chancellor of the Exchequer and I," says John Bull, "are on the best of terms, he cheats me whenever he can, he makes me pay in every conceivable manner; he taxes my wine, my tea, the sunlight, my horse, my land and my carriage; he is always at it and he squeezes me as I would an orange. That's his right, and that's why he is Chancellor of the Exchequer. How else could he manage to pay the interest on the national debt and the Army and Navy estimates and all the sundries? *We*, the nation, are the state and that's why we ought to pay. But in return, the Right Honourable gentleman must give us leave to cheat him whenever, as it will happen with the sharpest of financiers, his financial laws want a clause or two and thus favour the operation! 'Horses above a certain size are taxed to such and such extent,' says he. 'Very well,' says I, but, I move heaven and earth to produce horses under that size and avoid paying the tax. Carriages with wheels above 21 inches in diameter are taxed. Very well. I get a small carriage made, one which suits the size of my pony. Newspaper advertisements pay a duty of eighteen pence. Well and good. I advertise the birth of my child by means of an old copy of the *Times*. That's fair dealing, which none can find fault with. The Chancellor of the Exchequer and I know what we are about. We are a couple of sly ones. John Bull after all pays for everything but he fights for his money to the best of his abilities, of course." Thus reasons the Englishman!

Though the newspaper-stamp franks the journal throughout England, still it has not been thought advisable to extend the privilege to the postal district within three miles from St. Martin's-le-Grand. All journals posted within that circle must have an additional penny stamp. My copy of the *Times* goes free to Dublin but if I address it to a friend in the next street, it pays the postage. But for this salutary regulation, all the newsvendors would post their papers and the Post Office would want the means of conveyance and delivery for the loads of printed matter which, in such a case, would find their way into the chief office.

## LETTERS TO THE EDITOR

46, Cambridge Park,  
Wanstead, E.11.

To the Editor, P.H.S. Bulletin.

DEAR MR. GRANVILLE-SMITH,

I have to-day received the new number of the "Bulletin" which I appreciate. The photograph will interest some and amuse others.

I have a very large number of correspondents many of whom I have never met and feel this will form a link with some of them.

Yours sincerely,

J. B. SEYMOUR.

June 9th, 1949.

38, Trevor Road,

West Bridgford, Notts.

11th June, 1949.

To the Editor, P.H.S. Bulletin.

DEAR SIR,

I was very interested in Mr. Trout's article on Ferrybridge in the June issue, as this happens to be one of the "local" towns of which I "accumulate" the marks.

FERRY  
BRIDGE  
1765-1781

FERRY FERRY  
BRIDGE BRIDGE  
1784 1789-1798

FERRYBRIDGE  
1807 174

FERRYBRIDGE  
1816-18 174

So far I have discovered three types of the two lined FERRY/BRIDGE referred to in the article ranging from 1765 to 1798 in date. I enclose rough tracings of these. I have also two different varieties of the second type Mileage of 1802 onwards, but have never seen the first type Mileage for this town.

Yours faithfully,

ARTHUR W. G. HALL.

Downe House,  
57, Station Road,  
Sidcup, Kent.  
20th June, 1949.

To the Editor, P.H.S. Bulletin.  
DEAR SIR,

### Ridout Machine

Mr. Hall's letter in your June issue is very interesting as for some years I have had what I thought was the latest recorded on which No. 2 was used (Jan. 10, 67) but now Mr. Hall reports its use on Jan. 25, Feb. 8 and, the latest, Feb. 14, '67.

The following notes based on my own collection may interest some readers.

No. 1. (1858) my earliest is Feb. 10th, and my latest is July 7th, 1858. All copies have 8 short lines at top and 7 at bottom.

No. 1 (1859). It appears that a new die was brought into use with 7 short lines both top and bottom. My earliest is Jan. 4th and my latest is Nov. 2nd, 1859.

For some reason, unknown at present, all No. 1. bear the code letters H.S. above the word London.



No. 2. (1859). These all have thicker lines with 5 short at top and bottom. My earliest date is Feb. 21st, 1859 and my latest as already stated is Jan. 10th, 1867. Now here is an interesting point—my earliest specimen is lettered RC. Whereas all the others I have seen are coded CR—reason unknown. This is very curious as I thought the date was the only moveable type. Can any reader find another copy with RC or let me have any further information. There is no connection with Scottish railways as some collectors have suggested.

Yours faithfully,

F. HUGH VALLANCEY.

3, Cambridge Drive,  
Lee Green, S.E.12.  
July 1st, 1949.

To the Editor.

DEAR SIR,

Mr. Vallancey has told me about his letter to you concerning Charles Rideout's machine numbered 2, which shows RC in the date circle instead of CR, and dated 21st February, 1859. I find that I have a cover with this mark, dated 10th January, 1859. It shows the normal CR.

From my researches at the G.P.O. I had expected to find this second machine used even earlier, and I should be interested to know if any Collectors can produce earlier dates.

Yours faithfully,

H. C. WESTLEY.

15, Morehampton Road,  
Donnybrook, Dublin.  
3rd July, 1949.

To the Editor, P.H.S. Bulletin.

DEAR SIR,

### "Cut-Outs as Adhesives"

When did the practice start of cutting the stamp from postal stationery and pasting it on to another envelope? The question is prompted by the discovery of a 1d. pink embossed stamp used as an adhesive in 1857 at Dublin. In this case the stamp had been cut very carefully and very close: only the small size of the envelope led me to suspect that it was indeed stuck on.

Yours faithfully,

F. E. DIXON.

10, Tavistock Road,  
West Bridgford, Notts.  
5th July, 1949.

To the Editor, P.H.S. Bulletin.

DEAR SIR,

It was of considerable interest to read the article "The Postal History of Norway" by Mr. A. W. G. Hall, in the June 1949 "Bulletin".

That little is known of the early posts, pre-philatelic history and postmarks of the period of this country, may in part be attributed to the past lack of information in the English language. Such is not the case however in the country of origin where these subjects have been extensively studied, and the findings recorded in print. The major works have in fact been translated and have appeared recently in America.

Inland letters are far from uncommon, especially so for a country as little commercialised as Norway and it is thought probable that postmarks may well exist as early as 1840. The subject of the early Norwegian posts is extremely interesting and intending specialists will find a mine of information in the handbook *Fortegnelse over Norske Poststempler 1846-1894*, published by the Oslo Philatelic Society, containing an exhaustive study of this subject and obtainable for about 3 shillings. Of the first list of towns given there are upwards of thirty to which pre-philatelic postmarks have been attributed to date.

Mr. Hall's comments on postmarks attribute the rectangular 'CHRISTIANIA' type to the town, whereas in fact it is the postmark of the SHIP of that name and may be successively found in red, blue and black, according to period of usage. Normally speaking the postmarks of the despatching offices were applied to the fronts of the cover and in further comment both Bergen and Drammen have been recorded with postmarks in Red.

Yours sincerely,

C. H. FRETtingham.

## MEMBERS' EXCHANGE SHEET

South African War, 1899-1902, Wanted Type 1 (double circle) datestamps, with Field Post Office numbers 9, 13, 23, 25, 28, 31, 33, 35, 37, 40, 41, 43, 48, 51, 52, 54, 55, 56 and 100; also Base Office (large size) numbers 7, 10 and 11: on or off adhesive stamps.—Col. Guy R. Crouch, The Friarage, Aylesbury, Bucks.

COLOMBIA & VENEZUELA, Postal History, Items, prephilatelic covers and "used abroads", both French and British from above countries wanted. 17th and 18th century items of special interest.—F. G. Larsen W. Apartado, Aéreo No. 523, Cúcuta, Colombia, S.A.

Postal History items of ABERDEEN and the Mail Routes North of Edinburgh. Also covers with marks indicating part postage due to G.B. or France (A. & H. 1681).—W. L. Falconer, 19, Burns Road, Aberdeen.

PENNY POST PROVISIONAL HANDSTRUCKS on complete covers (1840-53).—E. Lucas, Westerton Lodge, Bridge of Allan, Stirling.

AVIATION & AIRMAIL souvenirs, covers, labels, documents, etc., wanted for my personal collection.—Francis J. Field, 79, Lichfield Road, Sutton Coldfield.

COVERS bearing Original Sketches, Early letter-weighting devices, historical postal curios, tokens, stamp cases and boxes.—R. K. Wortley, 3, Burlescombe Leas, Thorpe Bay, Essex.

CHELTENHAM. Anything by way of Postal History, old prints, books, Mulready covers and cancellations required for my Reference collection.—R. C. Alcock, 11, Regent Street, Cheltenham.

HELIGOLAND. Wanted covers and Postal stationery originating or addressed to Heligoland under both Great Britain and German rule.—Ben Reeves, 4429, N. Keystone Avenue, Chicago 30, Illinois, U.S.A.

ALL POSTAL STATIONERY. Great Britain and Great Britain overprinted.—B. F. Hounsell Dammers, 21, Portugal Place, Cambridge.

Postal History Items and pre-adhesive covers connected with Ireland, particularly Belfast and Dublin; also Nottinghamshire.—Dr. E. S. G. K. Vance, 43, Blackwell Road, Huthwaite, nr. Mansfield.

Please send your advertisements to the Editor for the Christmas issue not later than the 10TH OF NOVEMBER, Members are informed that they are entitled to one free insertion each year and subsequent entries are charged 2s. 6d. (50c.) Will members kindly revise their advertisements, where necessary?