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POSTAL HISTORY SOCIETY

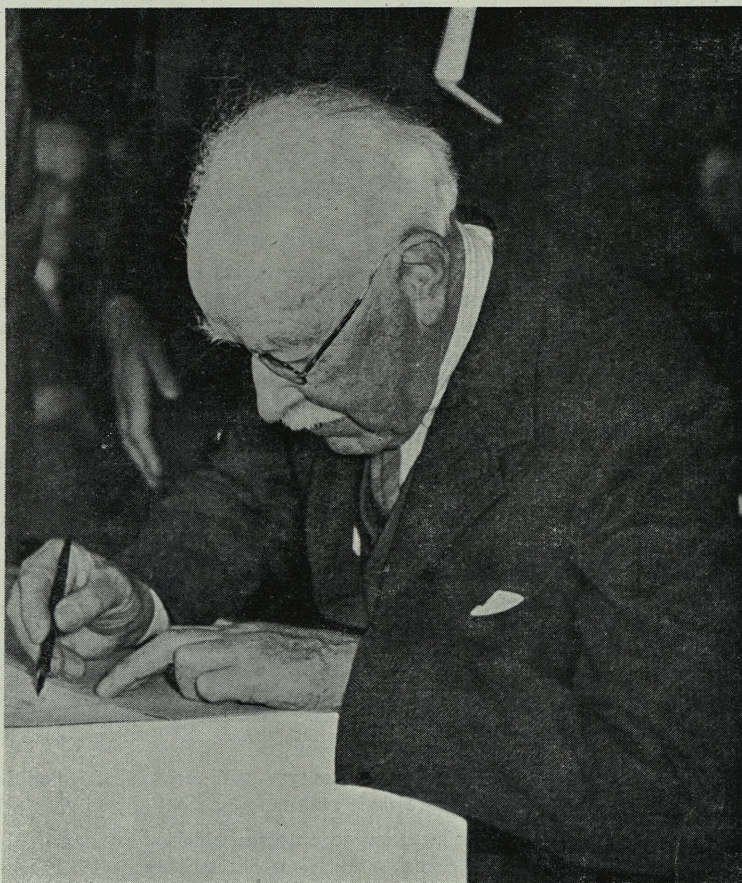
No. 50



December 1949

BULLETIN

Edited by F. Granville-Smith



SAMUEL GRAVESON, R.D.P., Founder-Editor of the "Bulletin"
(1936-47) and Past-President of the Society.

THE POSTAL HISTORY SOCIETY

INAUGURATED 1936

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EDITORIAL.

A Happy Christmas and Very Best Wishes for 1950 to all our members.

This is our Golden Jubilee number and we had hoped to get our founder Editor to contribute an article in reminiscent vein, but he has said that at present he cannot think of anything that would be of interest to readers. We are sure that his memories of the early days of the Bulletin and the trials and tribulations of printing during the war years must hold a wealth of untold stories, all of which would fill a volume, let alone an article. We have been looking through some of the early papers and have found them most interesting. They are Samuel Graveson's stories, however, and we do not feel fitted to bring them to life. How we wish that there were more copies available of those early efforts. We are frequently asked for back numbers but cannot supply. Many of the early articles are from the master hand; the Society and the Bulletin owe an eternal debt to Samuel Graveson and this is an opportunity to remember all he has done.

The Annual General Meeting will be held at Oddeninos Hotel on Thursday, the 15th of December and this will be followed by the annual dinner. After the dinner, the President will arrange a display of interesting letters and their contents for the amusement of the Company and if you have an amusing or interesting communication to show, please be sure to bring it with you. Some keep a most interesting letter in their collection for years because of its outside and never trouble to read the contents. This does not apply to Sydney Raine, who can be relied on to produce something of amusement for our edification(?)

May we remind those members who have not yet paid their subscription for 1949/50 that the Hon. Treasurer will be glad to have their remittance without any further delay?

Mr. F. C. Holland has drawn our attention to an error which was made in the report of the Society's visit to Mr. and Mrs. Alcock's home at Cheltenham, which appeared in the September issue. The use of the word "Partner" has given the impression that he is in business with Mr. Alcock. The intention was to refer to the long association between Messrs. Alcock and Holland, and a better word would have been "collaborator". Mr. Holland has stated that he has never had any business connection with Mr. Alcock and acts as Editor of the *Philatelic Adviser* in an Honorary capacity only. We are pleased to correct any misapprehension which may have arisen and offer our apologies to Mr. F. C. Holland.

Our new member, Eric Buckley of Frecheville, Sheffield, has soon found useful work to do as Hon. Secretary of the newly-formed Yorkshire Postal History Study Circle, which has been formed to draw together those, in the Yorkshire area with like interests. We are very pleased to hear of this and hope that other circles may be formed in other centres. We have a lot of members in the neighbourhood of Sheffield, Leeds, Bradford and Huddersfield, and we hope they will all contact Mr. Buckley. There are a lot of members in the Birmingham area, can some energetic soul commence another circle there; Lancashire also and Edinburgh? This is the way to spread the study of Postal History and new members can be gained therefrom to swell our ranks. On another page will be found a report from Mr. Buckley.

Our numbers are approaching the three hundred mark. Have you introduced a new member yet? If not, will you get to work to bring in just one more. We stand at the beginning of another year and now is the time to make that extra effort.

The 1950 Programme is in active course of preparation and will be circulated to all members as soon as printed. It will not be possible to publish it in this issue as we have to go to press early in view of the near approach of Christmas.

7, Barnstaple Mansions, Rosebery Avenue, E.C.1.

NEW MEMBERS ADMITTED TO THE SOCIETY SINCE LAST ISSUE.

I. F. Trinder,	Colchester, Essex.	A. Charlton,	Baguley, Manchester.
J. M. Y. Trotter,	Guernsey, C.I.	L. N. Cristea,	London, S.W.4.
Dr. C. M. Jephcott,	Ontario, Canada.	W. G. T. Nodder,	Bath, Somerset.
Milton Mannist,	Prospect Park, Pa., U.S.A.	J. W. E. Foster,	London, S.W.2.
C. R. Lehmann,	Minsterley, Salop.	C. D. Houston,	Cheadle Hulme, Cheshire.
B. R. Smith,	Whitchurch, Salop.	R. L. Tyrrell,	Margate, Kent.

MISS WINIFRED PENN-GASKELL.

We very much regret to announce the death, on the 6th November, 1949, of Miss Winifred Penn-Gaskell of Widdecombe-in-the-Moor, Devon. Miss Penn-Gaskell, who was one of the few women to sign the Roll of Distinguished Philatelists, joined the Society in 1944. She was noted for her remarkable collection of Pioneer Air Mail covers which won for her distinction in most countries of the world.

Some Reminiscences on the early days of the "Bulletin"

contributed by the Founder-Editor, SAMUEL GRAVESON, R.D.P.

There does not seem much to relate about the beginnings of the Bulletin. As far as I now remember, it was started to give some sort of permanence to the proceedings of the Society—especially the papers read at the meetings. At that time (1936) I was resident in London and in touch with a local typewriting bureau, whose office was close at hand. Copies were typed and run off on a duplicating machine and bound up by the lady typist each quarter. This method of production was continued until October 1941. I see by the Treasurer's statement presented to the first Annual General Meeting, October 1937, that the first three numbers of the Bulletin cost under £20—and we did not sweat the fair lady at the Bureau!

When we started to have the Bulletin handled by a recognised printer I had retired and was living at Hertford. I made arrangements with the firm where I served my apprenticeship (1885-90) to take it on at week-ends when they had got the weekly paper out of the way. We did not stress the time factor overmuch and they gave me very special terms as you will see by comparing their charges with present costs. As the "Call-up" depleted their available staff, in the end they gave me "notice", and then R.L. arranged with Messrs. Wood and Sons of Perth, to help us out.

Looking back, I can say the work of editing was not too strenuous and indeed on whole was rather fun. The production of the illustrations for the early numbers was undertaken by a firm in Chancery Lane at very little cost, but when the German bombers put the firm out of business we were for a time in difficulties—and overcame them.

I always had the loyal support of the members of the Society in the way of contributions. Without that support I could not have carried on.

REPORTS OF MEETINGS.

AN EMPIRE EVENING.

On the 7th of September at Oddenino's Hotel, a good number of members met to see what was advertised as being displays by those members who have not previously shown at a meeting of the Society. This, of course, proved impossible to arrange and thus it resolved into short displays which are so popular, for there is something to suit all tastes and if you do not want to collect Afghanistan (Postal History, if any!) then you can be sure of someone bringing along the recent finds from the New World.

Miss Rose Titford's contribution was definitely "adhesive" but was none the less welcome. Very thoughtfully, she had remembered the reporter and provided the following particulars of her display.

"A selection from the first 1d. Interinsular type of 10 June 1859 up to the March 1882 issue, with Plate Proofs in black on India paper and on card, of the first 1d., 4d. and 6d., including blocks of four.

"The 1d. no watermark, *thick* paper stamp, used, and unused blocks of the thin paper and a used single.

"The subsequent no watermark, clean-cut and rough perf. stamps, including the scarce 6d. grey-lilac (S.G.6). The 1d. trial perforation (S.G.7), only found unused. The no watermark, perf. 11½, 12 series, all used. S.G.12, 1d. *compound perf.* used. The no watermark perf. 13 stamps with the 6d. lilac (S.G.19a), used.

"1863/80, wmk.CC. perf. 12½, 1d., 4d. and 6d., unused and used; shades, including the 1d. aniline, 6d. aniline and 6d. lilac, and the 4d. with dated postmarks. The CC, perf. 14 stamps on thin and thick paper, with various shades. March 1882, CA, perf. 12, and CA, perf. 14, unused and used."

Sydney Raine showed a selection of covers which included the following notable items.

Mauritius Crown G.P.O., St. David, Jamaica.

PAID/DRAYTON in red, DRAYTON/crown/N.S. WALES,

PANAMA/20 JY 1869/TRANSIT on cover from Callao to Miscassett/Maine, with large handstruck "6" in black, mss "4" in blue and "PRIVATE CIRCULAR/Regd. for transmission abroad".

Porto Plata to Bremen via St. Thomas 29/MY/79 handstruck "ADMON. DE CORREUS/PTO. PLATA" with laurel leaves(?), in box, in mauve.

Dr. Singer also had some interesting covers from many parts of the Empire, among which we noticed:

PENNY OCEAN POST pictorial envelope, used.

First Aerial Post, Allahabad.

TRINIDAD Red X "1 fraction" pmkd. 18 Sept. 1914,

MALTA, 1st World War Prisoner of War Camp, bearing "KAMPPOST", adhesive.

Robson Lowe gave a display of some of the "Codrington" correspondence and for the postmarks thereon we would refer members to the recently published articles in *The Philatelist* (July and August, 1949). It was very good to see the very rare "HUBBERSTONE SHIP-LRE", the first discovered. This handstruck measures 74×16 mm. for those interested. Robson Lowe showed "the key of Boston, Mass." presented to him recently by the Mayor.

* * *

THE CAYMAN ISLANDS.

Mr. C. W. Meredith travelled from Dundee on the 20th of October, to show us his unique collection of the Cayman Islands. This is reputed to be the most comprehensive collection in existence and lives up to its reputation. As the lecturer thoughtfully provided a draft of his discourse we are able to reproduce it for the edification of those not able to be present and as a permanent record for those fortunate enough to be able to inspect the exhibits. There was a very good attendance of members and we were very pleased to see Mr. J. C. C. Nicholson about again after another period of illness.

Mr. Meredith was thanked for his display by the President, who reminisced on Shrewsbury and called on others to give their views. Dr. and Mrs. Harvey Pirie were present for the last time prior to their departure for Africa. Dr. Harvey Pirie told how they had enjoyed the Conference. We shall miss them, for all the time they have been over here on holiday they have been faithful attendants at all our meetings.

Harry Green produced the prototype of our new lights for the illumination of the display boards. These will be a great improvement and our thanks are due to our good Librarian for the work he has put into this matter; not only in obtaining the lights and holders, but his part in gathering in the wherewithal to purchase them (if you know what we mean!)

THE STORY OF THE CAYMAN ISLANDS.

By C. W. MEREDITH.

THE Adhesive Postage Stamps of the Cayman Islands cover less than three pages in the catalogue and are thus a very condensed and attractive group. There are no complications with perforations or watermarks—only the normal three types, C A, multiple C A and Script. But when the Postal History is added to the basic collection of stamps, the complete story becomes very complicated.

They might aptly be called the Twentieth Century Classics.

As with so many British Colonies, the first stamps used, come into the "used abroad" category, and these present a most fascinating study. To the ordinary collector little was known about the postal arrangements before 1900. The "used abroads" are hardly mentioned in the catalogue; even the *Handstruck Postage Stamps of the Empire* dismisses the matter in half a page. The only comprehensive account of the early Postal History is given in the Regent Encyclopædia.

While many problems remain unsolved, collectors are very much indebted to the late Mr. A. J. Watkin, F.R.P.S.L., for his study of these problems. I was privileged to have considerable correspondence with him on this subject and he went to great trouble to explain the various queries I raised.

It is not my intention to give you a detailed account of this Postal History, but rather a commentary on the pages of my collection; these have had to be condensed in order to cover the whole field and bring the collection up-to-date. An attempt is made to show the earliest and latest dates of each type of postmark. It has not been easy to fit in the "Postal History" with the "Collection of Postage Stamps" as they really form two separate sections. At times one overlaps the other and so, for the sake of continuity, a break has had to be made to allow one section to "catch up" with the other.

While there were no official arrangements for mail before 1889, the postal history would not be complete without photographs of two letters sent from Grand Cayman to General Nugent in Jamaica. The one is inscribed Grand Caymans 1805 and also backstamped at Kingston, Jamaica. They are obviously of an official nature and were probably carried by a vessel sailing from Cayman Islands to Jamaica, probably landing at Lucea. The originals are both in the Museum at Kingston, Jamaica.

It is only fair to record that, in July, 1848, the inhabitants requested that their Island might be included in the route of the Royal Mail. Again in 1854 they petitioned that the R.M.S.P. steamer, between Jamaica and Honduras, should stop at their Island.

Both were refused on the ground of delay and the dangerous character of the reefs that surround the Islands.

It will be realised that there was a very small letter-writing population, so no wonder that there is no record of postal arrangements before a branch P.O. (of Jamaica) was opened at Georgetown in 1889. Very few Jamaican stamps, used in 1889, have survived but it is believed that one or two may exist in American collections. One example is shown clearly dated 1889. This first oval postmark had the disadvantage of being large so that it is only seen complete when used on a pair or on the entire. Entires of this period are very scarce indeed and as "philatelically used" was undreamt of, the few surviving letters were used in the ordinary course of correspondence.

Before 1901 letters, beyond Jamaica and the Cayman Islands, are unknown. There was no demand for stamps over 2½d. but a small supply of 4d. stamps was sent to Georgetown

with the other lower values of $\frac{1}{2}$ d., 1d., 2d. & $2\frac{1}{2}$ d. When the initial supply of 4d. was used up, probably by 1890, the 4d. was not repeated so that used copies are very scarce. It is believed that not more than six copies may exist, of which only two are known in Great Britain—the other rests in a collection in Birkenhead!

This first type postmark is always in violet so that many used copies may have been discarded as fiscally used so lost to philatelists. The examples shown are mostly clear impressions and are arranged in sequence to show their use from 1890 to 1894, when the second type came into use from 1895-98. This circular type is outstanding for the fact that the year date, 1895, was never changed. Only a backstamp or receiving mark can definitely fix the year of use. The colour ranges from Black-violet to Pale Violet; these are arranged in this order which provides an approximate period of use.

The third type, in black, took over in 1899 and continued till 1906 on the Q.V. and early K.E. stamps. This completes the series for Grand Cayman so, for the sake of continuity, the other "Used Abroads", or "Jam-Cays" as they are affectionately known to enthusiasts, are included here.

The subsidiary island of Cayman Brac had its first mark in 1899; this was undated so that only the backstamp could fix the period of use—these are very scarce indeed.

After a year this was superseded by a circular dated postmark which has the merit of being carefully and clearly impressed. This second type had a long life till 1930. It is shown used on various issues right up to the last date recorded in August, 1930.

The third type came into use in 1930, but in the hurricane of 1932, the cancelling stamp was lost when the P.O. was destroyed. For about a month the Postmaster initialled envelopes (A.S.R.) which served as a frank, and this was confirmed in Jamaica. Before the new supply of stamps arrived the Cayman Brac mark was used in addition to the Postmaster's initials.

In December, 1936, another type of postmark came into use and the old one was now used by a new branch opened at West End on Cayman Brac and is still in use to-day.

Another branch P.O. was opened in 1937 at The Creek which is still current in 1949.

The third island of the group—Little Cayman—opened a P.O. on October 1, 1934, which is also still current in 1949.

Postage Stamp Issues. The date of issue of the first stamps— $\frac{1}{2}$ d. and 1d. Q.V.—will never be fixed definitely as information is conflicting. They were probably used locally during January, but the recognised date of issue is February 19, 1901. A pair of $\frac{1}{2}$ d. is known dated January 9, 1901. 1d. values are shown dated Jan. 22 and Feb. 19.

In November, 1907, the $\frac{1}{2}$ d. and 1d. on 5/- provisionals made their appearance. Despite the Official statement the $\frac{1}{2}$ d. is shown used on November 23, while the 1d. was issued three days later. These provisionals were issued in small quantities and have always been scarce; their value has increased fivefold in the last 15 years.

Double surcharges of both values, mint and used, are shown. The Type V postmark, introduced 18 months later, indicates how some of these provisionals were returned to Georgetown to be postmarked to order, when it was thought that used copies might be worth more than mint.

The $2\frac{1}{2}$ /4d. provisional of February, 1908, reflects the difficulty of despatching the mail. Full advantage was taken of the "private enterprise" offer of the yacht *Zenaida* to carry mail to Cuba, for subsequent transport to the American mainland. As $2\frac{1}{2}$ d. stamps were in short supply and necessary for the foreign postage rate, the 4d. stamp was overprinted $2\frac{1}{2}$ d. 480 copies only were authorised. February 12, 1908, is the only date on which these provisionals could be correctly used, i.e., the yacht *Zenaida* sailing that day. Some were used at a later date, by ordinary post, and even so late as with the type V postmark which was introduced in March, 1909.

The 1d. on 4d. provisional of May, 1908, was intended specifically for fiscal purposes and not for postal use; the efforts to get it used postally, and so attempt to prove its postal validity, were rather pathetic. Attempts were made to sandwich a copy between other stamps but this device did not succeed. The "interested parties" then acquired a discarded cancelling stamp, put the date back to June 23, 1908, and postmarked the provisional smothered in the newly issued $\frac{1}{4}$ d. stamp. But they forgot that the newly issued $\frac{1}{4}$ d. stamp was not available till June 30! The stamp is shown in this collection because it attracted considerable attention, but is not accepted as a postal issue.

By May, 1908, stocks of both the $\frac{3}{4}$ d. and 1d. values were again exhausted, but further provisionals were not authorised. Letters were paid for in cash and the initials (G.A.P.) of the Postmistress, Miss G. A. Parsons, served as a frank.

Postal History of Georgetown. This is continued with Type III when it was used on the "Jam-Cays" in 1900. The latest recorded date—August 23, 1906—is shown and on the next sheet a few of the very rare Type IIIB are mounted with two examples of Type IIIA for comparison. This mystery mark is distinguished by having the inner circle thin and is only known used in September and October, 1906. Types IIIA and IIIB may have been in use simultaneously.

Following IIIA, on the previous sheet, come clear examples of Types IV and V. Type VI did not have a long life and is scarce.

Type VII again spells ISLAND in full and has been used fairly regularly from 1930 to 1949.

The same datestamp is used in Type VIII but six horizontal wavy lines have been added in duplex form. It was introduced on February 3, 1938, and was used spasmodically during 1939 and 1940; it continues to be used from time to time, possibly as an extra obliterator. Examples showing the complete duplex mark are rather scarce.

The demand for Postage Due stamps was never great so that postage due has always been levied by means of ordinary postage stamps cancelled with a H.S. "T"—in black in the case of Georgetown, and in violet at Cayman Brac.

We now pass on to the branch P.O.'s on Grand Cayman. The H.S. "Rural Post Collection" was largely used for the benefit of the Boddentown area, but was later extended to East End. The normal colour is violet but it is very occasionally seen in black.

It is uncertain when the Boddentown Branch Office first became active—probably about 1908—but the M.S. cancellation in red ink may have been a temporary expedient pending arrival of the Rural Post Collection mark. Because of its nature the M.S. cancelling mark is very scarce and very few have survived, but it is accepted as the first Boddentown cancellation in 1909.

The first dated handstamp for Boddentown came along in April, 1909. It was in use for about 20 years and invariably presented a blotchy appearance. The moveable type were often inserted incorrectly.

The 3rd type in 1930 was much bolder and is still in use to-day.

East End provides us with the Second Rural Post cancellation. Special interest is in the fact that the word Collection is spelt with a very clear G in place of the large C—this was not corrected. It was often badly applied and the impressions were usually illegible. When the East End office re-opened in 1913, this "Rural" obliterator was occasionally used there but in black instead of in violet as previously.

The first dated East End obliterator was probably used before 1908. The few examples shown have the year missing so that the year-date could only be confirmed by a backstamp and so far an entire has never been seen. Examples are mostly on stamps with the single CA wmk so that the period of use will be about 1903-6.

The second dated stamp for East End came into use in September, 1913. The type was allowed to become badly clogged and seldom clear.

The 3rd type for East End is the same as for the 3rd Boddentown. In 1937 a slightly smaller stamp took over and this 4th type incorporated the new regulation, introduced in 1935, that the month must precede the day figure. This is still current.

We now start with West Bay which, as the name implies, is on the western extremity of Grand Cayman and north of Georgetown. This "West Bay Rural Post Collection" is the third of the "Rurals" and was used during 1911-13 before the branch office there was opened. The early impressions of the 1st West Bay dated cancellation (1913) were in violet but changed to black in 1914 and remained in use till 1930, by which time the stamp had become clogged and barely legible.

The 2nd West Bay cancellation was introduced in 1930 and is still in use to-day. This is usually very bold and clear.

Northside received its first obliterator on September, 1930. The first few years produced very smudgy results but it must have been periodically cleaned when clear impressions were the

rule and this continues in use up to 1949.

This brings the Postal History up-to-date. Many interesting incidents concerning the various offices, have, perforce, to receive only a bare mention. I hope that many will see the possibilities for further study and if some lucky collector finds some early dated entires, new evidence may be forthcoming to substantiate or correct the statements already made.

* * *

9th NOVEMBER, 1949.

This date had been left unfilled in the Programme throughout the year and as it was a convenient date on which to hold a discussion on the arrangements for the Exhibition of 1950, members were asked to meet for this purpose. The invitation included the rather doubtful offer of a display of the Postal History of an unpopular country. About thirty members turned up and a very full discussion took place on the Society's exhibit at the London International Stamp Exhibition to be held at Grosvenor Hotel, London, W.1, in May 1950.

Following the discussion, the Hon. Secretary, Major Adrian Hopkins, presented a most interesting survey of the Postal History of Afghanistan, of which he has some considerable knowledge. Contrary to expectation this proved to be of great interest to all and we hope to persuade Major Hopkins to let us have some notes for issue in a later "Bulletin".



YORKSHIRE POSTAL HISTORY CIRCLE.

At the 3rd Annual conference of the Yorkshire Philatelic Association held at Halifax, October 22nd, 1949, facilities were available for the first meeting of this circle. This meeting was a great success and many members were able to meet in the flesh, other members with whom they had only corresponded in the past.

Judging from the enthusiasm shown at this meeting, it would appear that the Study Circle supplies a long felt want. Many postal historians have groped in the darkness alone and such an organisation as this brings them together, guides them and assists them in their researches.

The study of Yorkshire Postal History has been and is being, divided up into sections such as, Penny Posts, T.P.O.'s, mail Coach Routes, Postmasters, Duplex marks, etc. A circulating packet is in process of being made up which will have certain novel features. One will be that items of particular interest to certain members, will be sent to them first, before being circulated. Only Yorkshire items will be entered in the packet.

When the Study Circle was first inaugurated, only members of societies affiliated to the Yorkshire Philatelic Association were admitted, now, however, interested students of Yorkshire Postal History outside these societies are eligible to join. There is no entrance fee or subscription, the only stipulation being a keen interest in Yorkshire Postal History.

Will all interested in the subject, please write to the Hon. Secretary: Eric Buckley, 114, Birley Moor Road, Frecheville, Sheffield.

* * *

POST MARKS AND FRANKS

(Reprinted from "The Times" of October 28th, 1949)

To the Editor of *The Times*.

SIR,

In your report of the discussion on October 21 in the House of Common on "Britain says thank you for food gifts" three members, including a Parliamentary Secretary, called the offending cancellation a "frank". Before this misuse of an English word gets any farther, let us be quite clear that such a mark may be called a cancellation or an obliteration, and the wording on it a slogan, but neither it nor any part of it is a frank.

Yours truly,

B. F. HOUNSELL DAMMERS,

President, Postal History Society.

21, Portugal Place, Cambridge.

THE 5th ANNUAL CONFERENCE at SHREWSBURY, September 23rd to 26th, 1949.

THE ancient coaching inn on the Holyhead road, the "Lion" at Shrewsbury, was the Headquarters of the Society for their fifth annual conference, but numbers have increased so much with the years that the capacity of the "Lion" was stretched to overflowing and many found accommodation at other ancient hostelrys, the "Raven", the "Crown", the "George", in the town. This town, with its age-old Castle, walls and medieval buildings, made a perfect setting for our gathering and, whilst the weather was not as amiable as at past conferences, it did not interfere seriously with the enjoyment of the outdoor events.

A gathering of some dozen members, unofficially opened the events on Thursday evening with an informal meeting in the Assembly room below the Adam Ballroom at the rear of the "Lion". A word should be said of the Ballroom for it was here that we held most of our meetings. It is said to be the most well-preserved of the Adam Brothers' art. The original mirrors and plaster work can still be admired. It was here that the Annual Assemblies were held that formed a notable event in 18th century society.

To form an idea of the setting for this conference, the reader should be informed that the Holyhead Coach drove up Wyle Cop, a stiff hill, described a half circle and went under the archway of the "Lion" without slackening speed! This was stated to be a never-failing source of wonderment and delight to the townsfolk. And this is the sort of memories awakened by every building and thoroughfare in the town. Most of the old places have carried on their present functions down the ages and not the least of these being the very place we were using as our headquarters.

Friday afternoon was to have been marked by a great gathering of the members about three o'clock and then a concerted descent upon the Castle for tea with the mayor and his daughter, the mayoress. British Railways, however, had other ideas and, as time went on, we at the hotel realised that we should have to "hold the fort" alone. Telephone enquiries to the Station seemed to indicate that at four o'clock our party might be somewhere between Birmingham and Shrewsbury and we anticipated having the pleasure of consuming about two and half teas each. Then our troubles began. The traffic in the walled city stood still and thus instead of arriving at the Castle at 4 p.m., we were there shortly before the half hour, having taken thirty minutes to traverse a distance of perhaps three hundred yards, and passing our train party on the way, going, of course, in the opposite direction. Thus we had quite a lot to tell the mayor when he greeted us. It seems that a dining-car on the train broke down and had to be removed before the train could proceed. (At this point, it is probably necessary to inform all concerned, that Mr. Leslie Ray, *q.d.c.* travelled down by motor car.)

A word or two should be said about the Castle. This was commenced in the years immediately following the Conquest, by the Earl of Montgomery, but his son fell out with Henry I who took it over and improved the fortifications of the castle and the town. The castle remained a Royal fortress until Charles II. The present structure dates from Edward I. Cromwell's men captured the town through the nearby St. Mary's Water Gate on February 22, 1645. This is the only gate remaining but one of the towers is seen in excellent state of preservation in the portion of the wall overlooking the Quarry, the fields bordering the river.

The River Severn practically circumnavigates the town and only the Castle and the Railway Station, adjoining, spans the isthmus.

The mayor (Alderman E. Perks, J.P.) welcomed the Society in the Council chamber and afterwards, whilst tea was being served, the London party arrived.

The Competition for the President's prize, held as usual on the first evening of the Conference, produced a large number of entries and this was particularly gratifying to the President. Mrs. Meredith won the majority vote with a display of Valentine cards, very beautifully presented with her characteristic Scottish accent. Harry Green came second with a letter he had recently acquired from a dealer who knew it was written by Henry VIII's secretary but who did not know that the name of the secretary was Brian Tuke!

Saturday morning found the members together once more for a business session, followed by a display of Great Britain material during which C. R. Clear gave a very comprehensive paper on the early post boxes and dispelled the legend that one of these boxes was to be found close at hand by the old Market Hall. We hope to reproduce Mr. Clear's article in a future Bulletin, by kind permission. Messrs. Dalton, Meredith, Sidebottom, Albiston, Crouch,



THE PRESIDENT WITH J. K. SIDEBOTTOM AT URICONIUM.



MRS. D. M. GREEN
DR. C. G. TEALL

DR. & MRS. HARVEY PIRIE

HON. SECRETARY



CHAS. R. CLEAR

MAJOR & MRS. ADRIAN HOPKINS

SYDNEY RAINE

THE FIFTH ANNUAL CONFERENCE OF THE SOCIETY, SHREWSBURY, 1949
(Photographs by kind permission of Harry Green)

Calder, Dixon, Hall, Staff, Willcocks, Raine and Chubb, contributed items to this display and one could only be surprised that from year to year, more and more interesting material is accumulated by our members. Col. Crouch has allowed us to reprint his contribution together with a reproduction of the cover. All items would have warranted reproduction had space permitted. Briefly, however, we give short extracts of particularly interesting material.

- Geo. Dalton, Early Newcastle 1d. Red plates.
 J. K. Sidebottom, Panama/Transit mark, "Overland Mail" in red, 2d. fee delivery on board, N.W. Rly. Canc. Lime St. Stn. label.
 H. Albiston, 1841 1d. red, rouletted on three sides 21/5/43; Dublin Duplex "Too Late" 30/7/64.
 C. W. Meredith, "Spectacles" cancellator 9/4/58: "Magenta" Cross.
 Col. Guy Crouch, Local date stamp ARUNDEL SE/24/1820 in oval. (See also article printed elsewhere.)
 F. E. Dixon, 6d. Pl. 1 used in Mauritius, 1862, "State Poems" 1697 containing "On the late invention of the Penny Post by Mr. Dockwra".
 A. W. G. Hall, Registered letters of early dates (money letters went out in Dec. 1839) first date 6 Jan., 1841, 1d. black used on regd. letter; Liverpool Regd. "Spoon" type; Mulready sent regd.—2 known.
 F. W. Staff, 16th and 17th century letters professionally restored.
 R. M. Willcocks, "P.L." Leeds in mss, Regd. Postcard 1890 (no value in the communication); "T.P.O." Mar. 3, 1844.
 S. Raine, Inspector's "crown" Bovington 1682/3; PD in oval, 1722 MANCHES/TER in black; POST/PAID in oval, 1766 in red. Disinfected Mail "Ancona"; Wooton-under-Edge AU+17.
 C. Chubb, ½ Falmouth wheel tax on Ship letter.
 S. C. Calder, Ship 1789 replied 1791—re disposal of catch!!!

Saturday afternoon was given up to a tour by Midland Red coaches visiting Uriconium, Buildwas, Bridgnorth, where tea was taken, Much Wenlock and Cressage. A small party gathered at the "Lion" for a foreign study circle. This was poorly attended, but some Shrewsbury philatelists came along and among these were a master and several boys from Shrewsbury School, all of whom were interested in what we had to show them about the postmarks of their town. The President had thoughtfully made a display of local "strikes", ancient and modern, particularly for the edification of such folk. This display was on view during the Conference in the anti-room of the Ballroom. Sydney Raine and your Editor contributed to this and the President handed his portion over to the Secretary of the local Society at the termination of the Conference.

The Conference dinner followed at 7 o'clock in the Ballroom and was honoured by the Mayor and Mayoress, the Postmaster of Shrewsbury, and the President of the local Philatelic Society, who, incidentally, is Asst. Postmaster of Whitchurch, Salop. George Boucher made one of his excellent after-dinner speeches, much to the delight of all. The high-light of the Conference Dinner is the Speech by either Geo. Boucher or Leslie Ray; they are both masters of the art of after-dinner speech and can be depended upon to "bring down the house". George Boucher's theme this year was the joys of being "over 70", payment of post-war credits, extra tea ration and a ration allowance of bananas, as he was informed, although he had not had the latter.

Conference Sunday commenced with visit to St. Chad's Church, where the members were welcomed by the Rev. F. T. Horan, as the "very ancient Postal History Society" much to the delight of our folk. ("What do they do?" asked one of the parishioners, of the Editor's wife.) Meanwhile, the Council was having an extra long session lasting almost three hours. Sunday afternoon's tour included Church Stretton, Stokesay Castle, Ludlow, where tea was arranged, Leintwardine, Bishop's Castle and Minsterley. This was thoroughly enjoyed by all but was stated to be somewhat long; as a result the party returned only just in time for dinner. During the afternoon, a circle had been arranged to study British Empire material: as on the previous afternoon some outside interest was shown, but the attendance of members was very small. Once more Dr. E. Singer stepped into the breach and showed some of his most interesting items and Mr. S. C. Calder was good enough to pass round and discourse upon his delightful collection of Newfoundland.

For some considerable time the Council have been trying to solve the very difficult matter of display and the method of lighting the material thereon, adequately and safely. The frames, previously hinged back to back at the top, had been taken apart by Harry Green and fitted with iron stays, but this still left the problem of adequate light unsolved. The result of much hard thinking was that an auction should be held at the Conference, material to be subscribed by members and bought by them. Everyone gave what they did not want and purchased what they needed still less! But it was all for the good of the cause and once more Harry Green stepped into the breach and for two hours on Sunday evening, after dinner, he conducted an auction, never stopping even to quench his thirst. As a result of this mutual effort, the sum of £40 was raised and the individual lights are now being prepared under Harry's expert eye. Even the ladies liked this little bit of fun which was quite a new idea for us.

This auction practically brought the Conference to a close, for many had to leave early on Monday morning, but those who stayed saw a wonderful display of France and Roumania by our new member, C. R. Lehmann, of Minsterley, Salop. Either country would have been sufficient for a display but Mr. Lehmann does not believe in half-measures when he gives a display. The main party was getting very thin and when lunch had passed on Monday, the London part left for the Station by bus. At dinner the party could muster but a dozen. This company visited the local Society, where Major Hopkins gave his "Wreck covers". This influx stretched the meeting place almost to capacity but we were greeted most royally and the Major gave them of his best.

Our visit to Shrewsbury will be long remembered but we must say that as long as Shrewsbury is spoken of, we shall remember the traffic! This is the bane of the Corporation's existence but, unfortunately, the townfolk have no objection to street jams for they mean good business, so it seems. Two policemen were in attendance at the "Lion" when we departed on tour on Sunday, so at least we did make some mark. We must pay tribute to our good member Dr. Urwick who laboured much to make our visit to his town a success, and we must also remember the work of our Assistant Secretary, Dorothy Jackson, who did all the spade work for our Secretary; these two have little rest and peace during the time of the Conference or for many weeks on either side. A successfully arranged gathering of eighty is not a light task and when it is remembered that the participants come from Dundee in the North, Ipswich in the East, Exeter in the South and Dublin in the West, and every large town and city in the land, we can only say a very grateful "Thank you", and then bid them prepare for even a greater gathering at YORK in 1950.

LIST OF SIGNATURES FROM THE ATTENDANCE REGISTER AT THE 5th ANNUAL CONFERENCE.

W. R. SEFTON FIDDIAN,	Birmingham.	W. A. SPALDING,	Nottingham.
SYDNEY RAINE,	Birmingham.	L. A. SPALDING,	Nottingham.
G. W. PAULSON,	Leicester.	P. J. WORTLEY,	Thorpe Bay.
H. B. R. CLARKE,	Radlett.	DORIS M. GREEN,	London.
JOAN CLARKE,	Shrewsbury.	HARRY GREEN,	London.
B. T. STEVENSON,	Tunbridge Wells.	H. D. HELLIWELL,	Halifax.
C. E. PEARSE,	Shrewsbury.	R. A. HELLIWELL,	Halifax.
F. E. DIXON,	Dublin.	M. H. ROWELL,	Leicester.
DR. ERIC SINGER,	London.	MAGARET ROWELL,	Leicester.
RAMSEY STEWART,	Edinburgh.	D. JACKSON,	London.
NORA ALBISTON,	Winchester.	VERA RIMINGTON,	Leicester.
DORIS STEWART,	Edinburgh.	THOS. G. RIMINGTON,	Leicester.
H. ALBISTON,	Winchester.	STANLEY BARRATT,	Kettering.
C. CHUBB,	Ben Rhydding.	GLORIA BARRATT,	Kettering.
G. H. BOUCHER,	Bristol.	EVE ALCOCK,	Cheltenham.
R. H. URWICK,	Shrewsbury.	R. C. ALCOCK,	Cheltenham.
B. HOPKINS,	Bath.	C. H. FRETtingham,	West Bridgford.
THIRZA B. URWICK,	Shrewsbury.	J. H. HARVEY PIRIE,	Johannesburg S.A.
O. M. HARRIS,	Plymouth.	R. M. WILLCOCKS,	London.
THOMAS E. FIELD,	Huddersfield.	BAR D. COOKE,	Llangollen, N.W.
J. K. SIDEBOTTOM,	Leeds.	C. R. CLEAR,	London.
T. H. MALPAS,	Shrewsbury.	S. COLE,	Shrewsbury.
C. H. LEHMANN,	Shrewsbury.	LOI PEMBERTON,	Leominster.
W. THOMASSON,	Shrewsbury.	Mrs. PEMBERTON,	Leominster.
C. NEALL,	Birmingham.	Mrs. & Miss ARMSTRONG,	Shrewsbury.
ETHEL HARPER,	London.	A. W. G. HALL,	W. Bridgford.
GEORGE W. DALTON,	Ipswich.	H. C. HALL,	W. Bridgford.
B. A. CHANDLER,	Ipswich.	MARGARET K. SMEATON,	Glasgow.
ROBT. W. WILLCOCKS,	London.	M. E. GRANVILLE-SMITH,	London.
F. GRANVILLE-SMITH,	London.	A. ROSALIE FIELD,	Huddersfield.
GUY R. CROUCH,	Aylesbury.	R. E. FIELD,	Huddersfield.
LESLIE R. RAY,	Beckenham.	BETTY PAULSON,	Leicester.
C. T. RAY,	Beckenham.	ADRIAN HOPKINS,	Bath.
M. H. MEREDITH,	Dundee.	D. S. PATTON,	Stratton St. Margaret.
S. F. CALDER,	Marple.	ANN PATTON,	Stratton St. Margaret.
B. F. HOUNSELL DAMMERS,	Cambridge.	ALFRED CHARLTON,	Manchester.
ALEX M. SMEATON,	Glasgow.	DORIS CHARLTON,	Manchester.
F. W. STAFF,	Bridport.	M. HARVEY PIRIE,	Johannesburg, S.A.
C. W. MEREDITH,	Dundee.	C. G. TEALL,	Sutton Coldfield.
R. K. WORTLEY,	Thorpe Bay.	B. R. SMITH,	Whitchurch.
M. A. WORTLEY,	Thorpe Bay.		

THE POSTAL HISTORY SOCIETY.

ANNUAL REPORT FOR THE YEAR ENDING 30th SEPTEMBER, 1949.

The year under review has again been a most successful one and ended with the Society's Conference at Shrewsbury. The attendance at this was in the region of seventy and the programme was generally acclaimed as meeting all requirements. An impromptu auction, at which Harry Green presided as autioneer, brought £40 to the funds, and will be repeated at future Conferences, that next year being at York.

Over and above the ordinary meetings at Oddenino's, visits were paid to Sunbury-on-Thames by invitation of Major & Mrs. W. H. Tapp, and to Cheltenham by invitation of Mr. & Mrs. R. C. Alcock. We are very much indebted to our hosts on these two occasions for the opportunity of visiting them in their homes and for their generous hospitality.

The second annual competition for the Sefton Fiddian Cup attracted eight entries and the winner was Dr. A. H. Wortman with his study of Russian Post Offices in the Far East.

Membership: In the last Annual Report the membership was recorded as 256. There have been 38 new members elected during the year and after allowing for deaths, resignations, and six unpaid subscriptions, the net membership at date stands at 278.

Two of our members, J. K. Sidebottom and Dr. Wm. Byam were honoured by being elected to the Roll of Distinguished Philatelists, which they duly signed at the 31st Philatelic Congress of Great Britain in May at Southport. Dr. J. H. Harvey Pirie, who was elected last year, was over from South Africa and also signed on this occasion. We now have eleven members who have been so honoured.

Publications: The *Bulletin* continues its splendid work and all congratulations are due to the Honorary Editor, F. Granville-Smith, for his capable administration. The *Philatelist* is sent monthly to all members and these two publications alone represent more than the annual subscription to the Society. *The Overland Mail*, by J. K. Sidebottom and C. R. Clear, was published at the commencement of the year under review at 25s. This important work has done much to further the reputation of the Society. H.M. the King was graciously pleased to accept a specially bound copy. *Postage Stamps in the Making*, by John Easton, although not a publication of the Society, is a Memorial to our first President, F. J. Melville, and as such is a great credit to the Philatelic Congress of Great Britain. *Hong Kong and the Treaty Ports* has taken longer than anticipated to produce but should be available shortly after this Report. Owing to printing difficulties, the *List of Members* was not republished during the year, but will be issued again in the near future.

The Library is housed in the Society's room at 50, Pall Mall, London, S.W.1, and is in the care of Mr. & Mrs. H. C. Green. A number of welcome additions have been received from The Philatelic Museum, Philadelphia, U.S.A., and various publications have been sent out to that Institution in exchange.

The Accounts are presented separately but the Society owes a great debt to R. K. Wortley as a painstaking Honorary Treasurer. In this connection an appeal is made for legacies, with a view to building up a fund to establish a permanent home for the Society.

Miss Dorothy Jackson continues to nurse the Society in her capacity as Assistant Secretary. We are very grateful to her for all she does and for which the Honorary Secretary, quite unjustifiably, gets most of the credit.

To our President, B. F. Hounsell Dammers, our thanks for his happy leadership.

ADRIAN HOPKINS,

Honorary Secretary.

November, 1949.

INCOME AND EXPENDITURE ACCOUNT

for the Year ended September 30th, 1949.

1947/8			EXPENDITURE			1947/8			INCOME				
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
218	17	0	Bulletins (4)	270	10	5	362	15	6	Subscriptions	448	15	0
25	0	0	<i>Philatelist</i>	25	0	0	1	11	6	Donations	-	-	-
14	18	8	Postage	29	9	6	3	0	3	Sale of Bulletins	2	15	6
68	8	6	Printing and Stationery	54	8	8							
10	10	0	Rent	14	14	0							
7	11	0	Sundry Subscriptions ...	6	18	6							
8	18	9	Sundry Expenses	3	1	2							
10	10	0	Expenses at meetings; Visits and functions ...	26	13	9							
2	13	4	Excess income over ex- penditure	20	14	6							
<hr/>				<hr/>			<hr/>				<hr/>		
367	7	3		£451	10	6	367	7	3		£451	10	6
<hr/>				<hr/>			<hr/>				<hr/>		

The above does not take in the amount of £42 2s. 0d. received at the Conference Auction.

OVERLAND MAIL and DAVID MILLER BROWN COLLECTION.

1947/8			EXPENDITURE			1947/8			INCOME				
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
15	13	2	Typing Manuscripts ...	15	13	2	300	0	0	David Miller Brown			
49	18	8	Blocks	49	18	8				Bequest	300	0	0
51	10	0	Publisher's Account:				5	12	6	Post Office Bank	7	0	0
			Publication £30 9 0				5	4	0	Sales (Publishers to 30th			
			Advertising 21 1 0							June, 1949)	410	6	2
				51	10	0	1	10	0	Sale of Catalogues ...	2	0	0
-	-	-	Publisher's commission on				-	-	-	Excess of expenditure over			
			Sales	15	4	4				income	29	7	9
-	-	-	Printer's Account:										
			(1,500 copies)	550	0	0							
47	10	0	Printing D.M.B. cata- logue (500 copies) ...	47	10	0							
-	-	-	Postage	1	4	0							
-	-	-	Binding 3 presentation copies	14	5	0							
-	-	-	Stereo title page	3	8	9							
147	14	8	Excess income over ex- penditure	-	-	-							
<hr/>				<hr/>			<hr/>				<hr/>		
312	6	6		£748	13	11	312	6	6		£748	13	11
<hr/>				<hr/>			<hr/>				<hr/>		

The above does not take into account the stock of catalogues and books valued at £110 0s. 0d.

BALANCE SHEET at September 30th, 1949.

1947/8			LIABILITIES			1947/8			ASSETS				
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
4	15	6	Annual Subscriptions paid in advance ...	33	16	0	30	0	0	Mercantile Papers ...	30	0	0
577	1	6	Excess Assets over Liabilities	599	10	6	111	17	10	Payment in advance on <i>Overland Mail</i>	-	-	-
							75	6	8	Cash at Bank	236	6	6
							259	12	6	Cash at P.O. (est.) ...	7	0	0
							100	0	0	P.H.S. Library	75	0	0
							-	-	-	P.H.S. Collection ...	175	0	0
							5	0	0	Display Frames	-	-	-
							-	-	-	Stock of <i>Overland Mail</i>	100	0	0
							-	-	-	Stock of <i>D.M.B. Cata-</i> <i>logues</i>	10	0	0
<hr/>				<hr/>			<hr/>				<hr/>		
581	17	0		£633	6	6	581	17	0		£633	6	6
<hr/>				<hr/>			<hr/>				<hr/>		

THE CENTENARY OF THE SWISS FEDERAL POSTAL SERVICE.

THE Federal Post Office is this year celebrating its centenary. No one will be tempted to make a mistake in history on the occasion of this jubilee. It is obvious that long before Switzerland, from being a federation of states became a federal state, it disposed of a postal system that compared favourably with the corresponding organisations in the other countries of central Europe. The geographical key-position of the Central Alps set its seal upon our country—it has been a natural “postal centre” since the time when Rome stretched out and seized Gaul and Germania across the Alps. Even if it was only the Roman *Cursus publicus*, with messengers or couriers crossing the alpine routes daily and even hourly, preceded by the imperial eagle, the regular and frequent service may surely be accounted a postal activity.

In the Middle Ages the connection becomes even clearer and more impressive. It is well-known that there was a very brisk and lively pack-horse transport traffic across the Alps, and there can be no doubt that not only the merchandise was conveyed, but also the correspondence connected with it. We even know the details of the transport regulations agreed on, the strict rules for sumpters and carriers, the charges, fees, custom duties, the punishments and fines inflicted for contraventions, negligence or delay. The dates and times of transports were definitely fixed in a kind of “time-table”, together with the sanctions provided for in cases of infringement. We are fully justified in stating that the organisers of that trans-alpine transport system were pioneers who paved the way gradually for a real postal service.

A real post office system, as we know it to-day, was not to come for a long time, however. It was commerce and industry that were originally the immediate cause and occasion of such a system, for, they had found rapid entry at the beginning of the modern era in a country suffering from a great lack of raw materials, a country which had too long been entirely dependent on the export of soldiers. Groups of merchants founded for themselves a vast messenger service which spread far beyond the national frontiers, and foreign establishments of a similar nature also served Swiss territories. Finally, towns and cantons set up their local post offices, some of which were let out on lease. Roads, lakes, and rivers were included in the postal routes. Soon travellers were also conveyed on main routes, as for instance by the Bernese post over the Simplon, which was the first pass in the high mountain range to be given an international postal service. Just before Napoleon I temporarily turned the historical structure of Switzerland upside down with his unified centralising Helvetic Constitution, the country was covered with a comparatively close network of postal routes.

If we consider it all to-day, as it is reflected in the mirror of history, we may indeed be amused. Some twenty different post offices, each with its own rates and charges, money system and coinage, weights and measures, gave rise to a bewildering confusion; sometimes they co-operated in some measure, sometimes they were in active opposition, and even with foreign countries they negotiated separately. The above-mentioned Helvetic constitution, forced upon Switzerland by Napoleon, sought to put a stop to the muddle, and for a very short time it was successful. Shortly afterwards, the cantons once again seized supreme postal power for themselves, and as the traffic increased, the inadequacy of the systems proved to be highly prejudicial to the country as a whole. One bright spot, however, may be mentioned: three of the cantonal postal systems, those of Zürich, Basle and Geneva, were the first on the continent to introduce the English invention of the postage stamp, thus proclaiming a spirit of progress that has not been duly appreciated everywhere. In other respects, too, we must be fair and do justice to the postal systems as they existed until the middle of the 19th century. They reflected a faithful image of cantonal arbitrariness and despotism, and thus have a certain historical justification; they were typically suited in a profound sense, to the Swiss of the old breed. Furthermore we are obliged to admit that, in spite of their shortcomings, the old post offices did create a means of communication upon which an important commerce and the beginnings of great and famous industries could later build. It is true that the existing postal systems provided no more than a first impetus; they were very soon unable to cope with the rapid economic development. It seems very likely that the necessity for a standardised postal system may have been essential and even decisive in creating the desire for a federal state. Since 1948 the Federal Constitution has decreed and guaranteed the unification of all the post offices in

Switzerland and into a single federal postal system, as well as the standardisation of coinage, weights and measures. The transition from the cantonal organisations to the federal state post was accomplished in the year 1849.

The century on which we are looking back may seem short in comparison with the long ages of history. Yet if we bear in mind that it is just these hundred years that have completely changed the face of a world which had remained practically unchanged for thousands of years, we may imagine the consequences of that century on the systems of communication, which, like the post office, were forced to keep pace with things, or even to set the pace. However great the task may have been which was imposed on the new postal system of the year 1849, it seems modest and even almost humdrum in face of the services achieved at the present day. And then, from the very beginning, Switzerland was a special, not to say a unique, case, faced with an accumulation of all and conceivable difficulties, obstacles and obstructions possible, with which the post office system of to-day is better able to cope, thanks to greater experience and to the fact that it is fortunately better prepared and equipped than formerly. We have only to consider the topography of our country, the thousandfold structure into mountain ranges and low-lying valleys, the variations of climate and the many different means of transport dependent upon it and necessitated by it! We need in no way be surprised, for it is no exaggeration when we are informed that the federal postal services make use of all the forms of vehicle that may be employed between Greenland and the Orient for conveyance, in order to deliver annually its 7 billions of postal packets of every kind. We must call to mind this deeply furrowed country, and bear in mind the demands and needs of its industrious, enterprising inhabitants! Trades and industries flourish in the furthest corners of the Alpine valleys; the rugged Jura mountains are densely studded with factories that are famous the world over, and in the highest and most remote mountain valleys, the peasant communities and the health resorts must be supplied with commodities of all kinds. The network of the Swiss railways is no doubt one of the densest in Europe, yet it is surpassed by the network of postal motor coach services, which measures over 5,000 kilometres. Nature herself in Switzerland makes the greatest demands on the devotion and ingenuity of men, and forces them to employ all the forces at their command. We need only think of the heavy falls of snow in the Alps. The unique position of Switzerland is also characterised by the different languages spoken within her frontiers. The work of the post office is carried on in the four national languages, i.e., German, French, Italian and Romanish, always with scrupulous and careful consideration of the rights and sensibilities of others, which are not offended by anyone in Switzerland. In accordance with a custom that has proved its worth, the equality of all Swiss is strictly adhered to, even in cases of employing officials and members of the staff.

Looking back over the last hundred years, the federal post office may point out that it is one of the most intensely busy and efficient undertakings in the world, in all the spheres of its activity, including that of tourist traffic. Size and turnover have steadily increased and multiplied. The distances travelled attain immense figures, amounting to fifteen million kilometres on the alpine tourist routes alone. It issues 600 million postage stamps annually, not counting the vast numbers of prepayments by holders of stamping machines. In money transactions, receiving and paying out money orders, credit and payment orders of the postal cheque service, collecting orders and cash-on-delivery articles, the turnover amounted to over 94 billions of francs in 1948.

The Swiss nation is fully aware of the ideal and material values handled by the federal post office, and has the greatest conceivable confidence in its trustworthiness and quickness, and in the inviolability of post office discretion and secrecy. It is thanks to this confidence that the post office is able to occupy its present position as an institution of communication and commerce, embracing the entire public and private life of the country. The country owes it not a little of its prosperity in economic matters, and its broad-minded attitude in cultural ones. The telegraph and telephone, whose 506,000 apparatuses are almost all completely automatic in this year of jubilee, are also under the control of the highest management of the federal post office.

(Supplied by the Swiss National Tourist Office, Zurich.)

GREAT BRITAIN. ADMIRALTY ENROLMENT FORMS.

All the catalogues used to list Admiralty Pensioners' Certificates or Official Wrappers and albums used to have spaces for the stamps, cut from them, so older philatelists will be acquainted with those names and perhaps remember that their coloured papers made rather an attractive showing.

Both names are in fact erroneous. They are Letter Sheets and not Wrappers nor are the forms printed upon them Certificates. Calling them Wrappers obviously arose from their bearing the same stamps as Wrappers, but how they came to be called Certificates it is difficult to understand. They are a Form for retired naval personnel to fill up upon application for enrolment in the Reserve and besides the address is printed ENROLMENT FORM.

Probably the list, which follows, is not complete. All the same, I anticipate any further specimens, that come to light, will fit into it. The forms bear $\frac{1}{2}$ penny stamps similar to the current Wrapper stamps. The specifications of the stamps are as stated in Part III of Volume I of the Encyclopædia of British Empire Postage Stamps, namely:—

- L014. Queen Victoria, Type III (page 222) untwisted hair ribbon with shading lines running along it, undated, brown (illustration [32] page 223).
- L016. Type IV (page 222), twisted hair ribbon with shading lines running across it, brown.
- L020. The same, green.
- L025. Illustration [34] page 223. King Edward VII, blue green.

They measure $8\frac{1}{2} \times 13$ inches. At left top is the name of the class and under it A. G.—11. At right top is a large letter of the alphabet, corresponding with the initial of the surname of the person, to whom the form was issued.

For each class the form was printed on paper, coloured:—

White.	Executive and Navigating.
Blue.	Sick Berth and Miscellaneous.
Green.	Engine Room.
Yellow.	Marine.
Red.	Artificer.
Pink.	Coast Guard.

The green paper is in two distinct shades, bluish green and yellowish green. The pink paper is wove or laid.

Dates in use	No.	Paper					
		White.	Blue.	Bluish green.	Yellowish green.	Yellow.	Red.
1894—1897	L014	White.	Blue.	Bluish green.	Yellowish green.	Yellow.	Red.
		Pink wove.	Pink laid.				
1897—1901		White.	Green.	Red.			
1897—1902	L016	Pink.					
1897—12th May, 1904		Blue.	Yellow.				
1901—1902		White.	Green.				
1901—12th May, 1904	L020	Red.					
1902—12th May, 1904	L025	White.	Green.	Pink.			

Since the 12th May, 1904, the forms have had a circular official frank with a crown in the centre without value stated, red paper for Marines and white for the other classes.

I should be glad to have particulars of any Form, that does not appear in the list.

21, Portugal Place, Cambridge.

22.11.49.

B. F. HOUNSELL DAMMERS.

HONOURS AND AWARDS TO OUR MEMBERS.

Ben Reeves, of Chicago, has received the 1949 Lagerloef Award for furthering the work of the new Postal History Unit of the Society of Philatelic Americans and other distinguished service for that Society.

Several of our members were successful in obtaining awards at the French Centenary Exhibition. Miss W. Penn-Gaskell received Class of Honour Gold Medal, Mrs. E. L. Morgan Silver Gilt Medal and Special Award of a Silver Plate and Mrs. D. M. Green, Harry Green, R. K. Wortley and Dr. Stafford Johnson all received Silver Medals.

At the Belgium Centenary Exhibition, in the Class of Honour, Miss Penn-Gaskell's Air Mails got their usual high award. Mrs. E. L. Morgan received a Silver-Gilt Medal for her Campaign Covers, and Eigil Rathje for Early Denmark and Venice covers, whilst Silver Medals went to Mrs. D. M. Green, Harry Green, R. K. Wortley and Alfred Charlton. R. King-Farlow received a Diploma.

Frank Godden received the M.B.E., and W. Ewart Gerrish the O.B.E., in the Birthday Honours.

THE BRITISH GERMAN LEGION 1855 - 56.

By Col. G. R. CROUCH.

IN March, 1855, when the Crimean war had been going on for nine months, difficulties were being experienced in finding sufficient men to provide the necessary re-inforcements for the Army in the Crimea. Lord Palmerston, the Prime Minister, wrote to Lord Panmure, Secretary of State for War, as follows:—"We are 40,000 men short of the numbers voted by Parliament. We must resort to every possible means and every possible quarter to complete our force. Let us get as many German and Swiss as we can . . . Do not let departmental or official or professional prejudice and habits stand in our way. We *must* have troops."

The Duke of Cambridge, in April, proposed the raising of a Foreign Legion to serve in the Crimea, and offered to return to the Crimea in command of them. His suggestion was adopted, and recruiting commenced in May, 1855, depots being formed at Heligoland, Shorncliffe and Haslar, with training centres at Aldershot, Colchester, Hythe, Tarlingham and Brown Down.

Recruits were accepted for the duration of the war, and up to 31st March, 1856, 441 officers, 539 N.C.O.'s and 8,702 other ranks joined the German, Swiss and Italian contingents of the Foreign Legion.

At the Queen's suggestion, their name was changed from the Foreign Legion to that of the German Legion, as the majority were of the same nationality as her Consort, Prince Albert, and in October, 1855, the first detachment, 2,000 strong, under Brig.-General Wooldridge, left Southampton for the Black Sea. They consisted of Jäger and Light Infantry battalions, but as they had arrived so late in the year it was found impossible to accommodate them in the Crimea. They were therefore landed at Scutari, on the Bosphorus opposite Constantinople, a month after the fall of Sebastopol and the end of active operations in the Peninsula.

Early in 1856, the strength of the British German Legion in the war zone was 138 officers and 3,615 men, comprising the 1st Jäger Battalion and the 1st, 2nd and 3rd German Light Infantry. These were the only units of the Legion to go overseas; the others remained at home, namely, 1st and 2nd Light Dragoons, the 4th and 5th Light Infantry, and the 2nd and 3rd Jäger Battalions.

These units were all commanded by British officers, whose names are recorded in the pay-rolls of the Legion, now stored in the Public Record Office. But there is little record of their activities, apart from the fact that 173 of their number died at Scutari where they lie buried with their British comrades.

Although these foreign mercenaries were under the terms of their enlistment, entitled to be sent back to their country of origin at the public expense, it was found that public opinion abroad in 1856 was very antagonistic towards them, and in these circumstances it was decided that it might be best for themselves and useful to the Colony at the Cape of Good Hope if they were established there as military settlers. A native rising was expected there at any time, and it was felt that the settlement of these trained men would assist in maintaining the colony.

The troops were all evacuated from the Crimea by July, 1856, and brought back to England. Towards the end of November that year, the first contingent of the British German Legion, 1,000 strong, left Southampton in two transports, arriving at Cape Town on 28th January, 1857. A further contingent followed a short time later, bringing the total number of the immigrants to 2,351 officers and men, 378 women and 178 children.

In South Africa they were divided into three regiments, and allotted different districts, while some transferred voluntarily to the Frontier Military Police, where they are said to have been a great success.

Their villages and settlements were given German names, such as Berlin, Potsdam, Frankfort, etc., many of which can still be traced and remain in use.

I show a cover bearing an interesting reminder of this German Legion, enlisted nearly a hundred years ago under the British Crown. This is an envelope of azure paper, printed "ON HER MAJESTY'S SERVICE", addressed from Colchester to the "Board of Customs", London, and stamped with a 1d. red perforated, cancelled by the numbered cancellation of Colchester (210) with a Colchester date-stamp of 14th November, 1856, on the reverse. On the flap of the envelope is embossed a circular green imprint inscribed "2nd Jäger Corps B.G.L." with, in its centre, the bugle-horn of Light Infantry.



The letter, which is endorsed "Pressing", was written in the month of the disbandment of the British German Legion ("B.G.L."), and shortly before the first of its contingents left this country as emigrants to South Africa. Their descendants are now, no doubt, loyal citizens of the British Commonwealth of Nations.

For the foregoing notes I am indebted to an article by Lt.-Colonel Arthur Egerton, D.S.O., which appeared in the *Journal of the Royal United Service Institution* for August, 1921 (Vol. LXVI, No. 463).

* * *

THE EXPERIMENTAL LONDON DATE STAMP OF 1787 (January to April).

By LESLIE R. RAY.

This very interesting London circular date stamp, Robson Lowe's Encyclopædia type (4), was in known use only from January 17th to April 28th, 1787, and was contemporaneous with the last months of the general use of the Bishopmark and was the immediate predecessor of the succeeding and not dissimilar type (5) which had a life of four years until 1791. This type (4), illustrated herewith, has always been surrounded by an air of mystery, largely because of its central initial letter, the significance of which is still a matter of conjecture.

Col. Guy R. Crouch wrote an article on the subject published in the *Philatelic Adviser* of July, 1939 (later reprinted in the *World Stamp Digest*) from which a paragraph is quoted:—

". . . These marks always seem to appear on letters addressed to, or in transit through London, and never on letters emanating from that city, so, as Mr. Brumell points out, they were presumably used on the morning duty, like the later 'table stamps'. They may, therefore, represent the first attempt to distinguish between the marks or date stamps used on the morning and the evening duty respectively at the London Chief Office. The ordinary Bishopmarks were still used on the evening duty, *i.e.*, on letters sent from London, until the end of April, 1787."



Since that article appeared, he and I, assisted in the past two years by Mr. R. M. Willcocks, have kept a careful tally of new examples seen and as Col. Crouch's check list of 26 examples in use on 24 different days has now reached a total of 97 on 62 days, I feel that the time is ripe to submit an up-to-date check list, which I append hereto.

As may be seen, four different initial letters are now known for one day (April 18th) and there are three for each of six other days. Examples of all the thirteen letters of the alphabetical sequence A to M are recorded, but the ones in daily use still seem to be devoid of logical sequence, and nothing beyond Col. Crouch's deductions has so far been made with the additional 70 which have come to light since July, 1939. Perhaps I could be notified of any further unrecorded dates or varieties of initial letter used which may be in the possession of members and also of any further explanation that can be offered of the apparently haphazard use of these initials in the centre of the date stamp?

CHECK LIST OF KNOWN EXAMPLES.

JAN.	17	Wed.	I	MARCH	2	Fri.	A
	18	Thur.	A and G		5	Mon.	G and H
	19	Fri.	I and K and M		6	Tues.	C and G and H
	20	Sat.	B		7	Wed.	C and J
	23	Tues.	E and L		8	Thur.	J and M
	24	Wed.	B		9	Fri.	D and G
	25	Thur.	F		12	Mon.	B
	26	Fri.	B and D		13	Tues.	A and E
	27	Sat.	H		14	Wed.	G
	29	Mon.	E and J and M		15	Thur.	C and H and M
	31	Wed.	F and J		17	Sat.	E
FEB.	1	Thur.	B		20	Tues.	A and M
	2	Fri.	J and K		21	Wed.	A
	3	Sat.	M		23	Fri.	G
	5	Mon.	L		24	Sat.	H
	7	Wed.	J		26	Mon.	A
	8	Thur.	F		28	Wed.	G and H and L
	9	Fri.	M		30	Fri.	E
	10	Sat.	C		31	Sat.	(?) K
	12	Mon.	L	APRIL	2	Mon.	A
	13	Tues.	G		4	Wed.	E and G
	15	Thur.	K		5	Thur.	E
	17	Sat.	L		6	Fri.	K and L
	19	Mon.	D and J		7	Sat.	F
	21	Wed.	K		10	Tues.	D and F
	22	Thur.	D and G		16	Mon.	B
	23	Fri.	F and J		18	Wed.	B and G and H and M
	26	Mon.	B and D		20	Fri.	H
	27	Tues.	B (Hendy) and E and H		26	Thur.	A and G
	28	Wed.	K		27	Fri.	D
MARCH	1	Thur.	E		28	Sat.	G and H

NORWEGIAN FIELD P.O. IN GT. BRITAIN 1942-45.

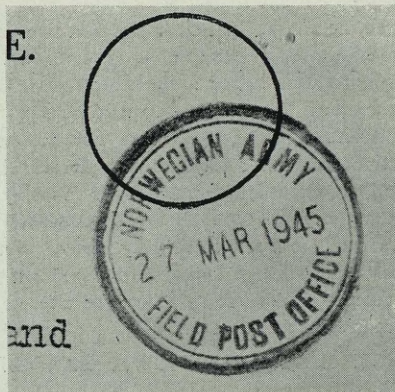
BY ALFRED BIRCH.

WHEN the Norwegian Army was established in the U.K. in 1940, a Post Office was opened. It was a collecting centre for mail from the Norwegian Army and it was then delivered to the local British Post Office.

In 1942, the British authorities authorised the Norwegian Army to obtain and use their own postmarks and the Norwegian F.P.O. was from 1st September, 1942, a part of the British P.O.

A field P.O. was established at Dingwall, Callander, Scotland, and another later at St. Andrews, Scotland.

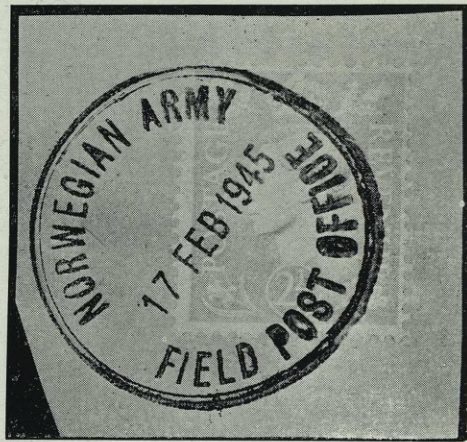
Three cancellation stamps were used, 27, 30 and 32 mm. in diameter, with double circles and sans serif type with NORWEGIAN ARMY at the top and FIELD POST OFFICE



TYPE A



TYPE B



TYPE C

at the bottom, with the day, month, and year across the centre. Both lines of type in a half-moon following the circles.

Type (A). 27 mm. Diameter, and Type 2½ mm. tall. In Black and Violet.

Type (B). 30 mm. Diameter, and Type 3 mm. tall. In Black and Violet.

Type (C). 32 mm. Diameter, and Type 2½ mm. tall. In Black.

The "W" in "NORWEGIAN" is broken, which makes it look like an "N". It is not known why three different cancellation stamps were used. They possibly were for different F.P.O. and as all were used on letters and parcels, the suggestion that the Post Master gave orders to use the small one only, and the larger ones should only be used in emergencies, may not be correct, although as from the Autumn of 1942 until the Autumn of 1944, more than 90% of the mail appears to be cancelled with Type (A) (the small one, 27 mm.)

To say the larger cancellations Type (B) and (C) were used only where a large volume of mail had to be cancelled (Christmas, etc.) cannot be substantiated, as both the larger ones are in the writer's own collection postmarked in the following months:

Type (B). January, February, March, May.

Type (C). January, February, June, July, October, November, December.

Emergencies cannot have occurred so often.

In the Autumn of 1944, a Norwegian F.P.O. was opened at St. Andrews, Scotland, and it is reported that one of the large type was used there, but this is not confirmed.

In June, 1945, the N.F.P.O. was moved from Gt. Britain to Norway, when the British and Norwegian invasion armies moved in, and Type (B) and (C) went to Norway and in the

case of Type (C) it is easily established that it was the actual cancelling stamp which had been used in Scotland, as the "W" of "NORWEGIAN" was broken, and is found on dated British stamps before the invasion and afterwards on dated Norwegian stamps.

The following numbers of G.B. stamps (King George VI) were used while the N.F.P.O. was operating in Scotland:

<i>Value</i>	<i>Number</i>	<i>Value</i>	<i>Number</i>
½d.	700	5d.	Unknown
1d.	800	6d.	1,000
1½d.	Not used	7d.	700
2d.	500	8d.	500
2½d.	75,000	9d.	300
3d.	8,000	10d.	250
4d.	Unknown	1/-	1,000

Any kind of available inking-pad, from black to violet, appears to have been used. "Official Paid" and "Embossed Registered Envelopes" were also used, but Registered letters with adhesives would appear to be scarce. The stamps of Norway which were printed and issued by the Norwegian Exiled Government in London on 1st Jan., 1943 (S.G. 343 to 348) can be found with the N.F.P.O. cancellation.

The N.F.P.O. also used a Field Post Office Letter Seal (Perf. 10), printed in sheets with three types in the same sheet. Tête-bêche exist. Some are printed in English and some in Norwegian in black lettering on a red background.

Type 1. NORWEGIAN FELT POST.

Offisielt forseglet av det NORSKE FELT POST KONTOR.

Type 2. NORWEGIAN FIELD POST.

Officially sealed in the Norwegian Field Post Office.

Type 3. NORWEGIAN FIELD POST. LETTER SEAL.

Those in English have a "Lion with an Axe", as in the stamps of Norway, and a black and yellow circle on each side of the Lion (about 38×45 mm.), while those in Norwegian have no black and white circles (about 71×45 mm.)

They were printed on yellow paper by DINWIDDIE, of Dumfries. Only a few sheets were printed. The Norwegian troops were stationed in the Dumfries district from June, 1940, to September, 1941. The Norwegian Field Post Office continued to operate in Norway until the Summer of 1946, when it was closed and disbanded, the cancellation stamps being burned.

MEMBERS' EXCHANGE SHEET.

(HELD OVER OWING TO PRESSURE OF SPACE)

Will members please let the Editor have entries for the March, 1950, issue not later than 10th February, 1950.

LETTERS TO THE EDITOR.

Cut-Outs as Adhesives.

21, Portugal Place,
Cambridge, England.
22nd September, 1949.

To the Editor, P.H.S. Bulletin.
DEAR MR. EDITOR.

Without being able to give an actual date for its start, the practice of cutting stamps from postal stationery and affixing them to covers for payment of postage was used from the earliest issue of stationery, i.e., 1841. They frequently passed for payment.

On the 1st October, 1870, this usage was definitely forbidden and since the 1st January, 1905, it has been authorised by Statutory Rules and Orders, 1904, No. 1746, Section C which reads, "Postage may be pre-paid by the use of an embossed or impressed stamp cut out of or otherwise detached from an envelope, cover, postcard or other postal form." On page 2 postal form is defined thus:—A Postal Form means a form issued by or under the authority of the Postmaster General.

Yours sincerely,

B. F. HOUNSELL DAMMERS.

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

2D Upsdell Avenue, Palmer's Green, N.13.
30th September, 1949.

Col. Latham's paper on the postal history of Tientsin is so good that it should be perfect and so I venture to correct what is surely a misstatement: "the red cancellation was used on Russian official holidays." This rumour crops up every now and then to explain the red cancellations on early Imperial Russian stamps. In point of fact red was the usual colour for certain postmarks. Of the numeral dotted postmarks, for example, 301 for Cheliabinsk is always found in red.

The postmarks of the St. Petersburg Town Post (an organisation separate from the Imperial Post) were normally struck in red from 1858 to the end of the century, whether used as obliterators for stamps or applied elsewhere on the cover to denote that it had passed through the Town Post, and irrespective too of whether it was paid or unpaid.

The only Russian Tientsin postmark struck in red was the single circular dated, reading in Russian "Tientsin Post Office" and I have examples with the following dates: 23rd March, 1898; 30th December, 1900; 17th January, 1901; and 20th September, 1903. None of these is a Russian holiday, and in any case according to Baedeker's *La Russie* (1902) all the post offices were shut on official holidays, of which there were nine during the year, and he gives their dates.

As it happens, I have three examples of this particular postmark struck in black. All have the year missing but show circles made by the sockets where the figures for the year should have been inserted, and since two of them are on otherwise blank stationery items I have no doubt that they were applied "par complaisance" after this postmark had been officially withdrawn from use.

I am sure that the real reason for the red postmarks is that there were only red inking pads in the post office at that time.

Yours sincerely,
ALFRED H. WORTMAN.

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

38, Trevor Road, W. Bridgford, Notts.
25th October, 1949.

The Postal History of Norway.

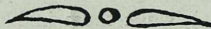

With reference to my two recent articles on the above subject, may I correct what are two obvious errors? In the article in the June issue of "the Bulletin" the third line at the top of page 39 should read "steam navigation was started on the Frederiksværn-Copenhagen and Oslo-Christiansand routes".

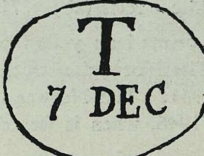
Then in the second article on page 73 of the September issue where I refer to the adhesives on the letters between 1856 and 1866, the values of these should of course be in "skilling" and not in "ore" as printed in the article.

I would also like to thank my friend, Mr. C. H. Frettingham, for his letter printed in the September issue with reference to the first article on Norway and I appreciate his interest, but must disagree with him when he states that "inland letters of Norway are far from uncommon". There are I am aware quite a number in the collections of certain specialists on the country, but that does not make the aforesaid letters common. With dates of preadhesive days, and particularly of pre-postmark days, they are definitely hard to find.

Mr. Frettingham also states that "it is thought probable that "postmarks may well exist as early as 1840". I personally should be very pleased to see and record any before 1845, and would point out that the very excellent book recommended by him *Fortegnelse over Norske Poststempler*, lists nothing before 1846.

I am aware that I am at variance with the authorities regarding the rectangular type of "CHRISTIANIA" postmark, but I am of opinion that whilst this type was used for the ship of that name, which was built in 1842, a mark of similar type was also used for the town of Christiania for a very short time, possibly as a trial or even in error.


HAMBURG
13 DEC 1836




And now may I make one or two observations regarding the British Postal Agency in Hamburg, which according to the evidence that I have so far seen, only used a handstruck mark on Paid letters. I have considered this for a long time and have searched for any mark on unpaid letters, which in the first half of the 19th century, constituted by far the greater part of the mail. From further evidence which has come into my possession recently, I am of opinion that the first two Hamburg marks illustrated at the top of page 71 in the September issue of the "Bulletin" are most probably unpaid marks of the British Postal Agency. These are of course the "rectangular Hamburg mark dated, with fleurons above and below" and the "red T in oval with date". I can extend the use of the first named until at least 1860, and probably until about 1862, when the Danish Post Office in Hamburg, through which most of the letters of the 1850-1860 period came, was apparently moved to Lubeck, and from about 1862 Norwegian letters to Great Britain went through Lubeck. I should surmise that the British Postal Agency in Hamburg, having survived its term of usefulness, was closed down somewhere about this date. I can at present trace the period of use of one or the other of the two marks referred to above, from 1827 to 1860 definitely. I have several reasons for my opinion, but would point out that so far I have been unable to find either of the marks referred to on any letters except those coming to Great Britain, with the sole exception of a few to Holland in the years 1857 to 1860. Possibly some student of the postal history of the European countries could assist with some further information on this point which might help to prove or disprove my statements. Any information on this point which would help to elucidate matters would be very gratefully received.

Yours faithfully,
ARTHUR W. G. HALL.

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

Direction Général des Postes de Norvège, Oslo.
27th September, 1949.

I am in receipt of your letter of the 28th of June last and the enclosed copy of the Bulletin No. 48 of the Postal History Society, and wish to express my appreciation and thanks for the attention.

I have with interest read the article "The Postal History of Norway" written by Mr. Arthur W. G. Hall. As far as I can see there is a correction to be made on page 39. The third line ought to be worded as follows: "steam navigation was started on the Frederiksværn-Copenhagen and Oslo-Christiansand routes."

I have the honour to be, Sir,

Your obedient Servant,

For the Postmaster General.
RIESE.