

The West Africa Study Circle

St. Helena & Ascension Supplement No. 27



WEST AFRICA STUDY CIRCLE  
ST. HELENA & ASCENSION SUPPLEMENT NO 27  
DISTRIBUTED WITH CAMEO - JANUARY 1996

CONTENTS

Editorial.....	2
U.K. Meeting.....	3
St. Helena KGV1 Definitives.....	4
St. Helena Packet Rates.....	12
Ascension Official Cachets.....	14
Departmental Handstamp.....	17
St. Helena/U.S. Packet Rate covers additional information.....	17
Crown Agents Archives.....	18
Escaped Boer Prisoner.....	19
Canadian 1d. Concession Rate Cover.....	21
St. Helena KGV1 1½d. Plate Flaw.....	24
Ascension The 2/6 Davit Flaw.....	25
New Issues.....	27
Union Castle Line, Instructions to Commanders 1901.....	28

©1997 - The West Africa Study Circle. The contents of this and all previous Supplements are protected by Copyright. All rights reserved. Reproduction in whole or part without permission is prohibited.

WEST AFRICA STUDY CIRCLE  
ST. HELENA & ASCENSION SUPPLEMENT NO 27

EDITORIAL

By the time you are reading this you will all no doubt have recovered from the excess of the festive season. I hope that you all had an enjoyable time.

In November we had a small gathering of the Ascension and St. Helena members at the home of one of our members, Brian Foord. A more detailed report of the meeting is to be found on page 3, and my grateful thanks go to both Brian and his wife for allowing us to use their fine house and their hospitality.

Also included in this issue are fine articles on the St. Helena KGV1 definitives, St. Helena Packet Rates, Ascension Official Cachets, Crown Agents Archive material; an excellent article from one of our Canadian members Jim Kraemer on a Soldiers cover. My thanks go to Jeremy Martin who sent me details of "The Union-Castle Mail Steamship Company Ltd, Instructions to Commanders", these make very interesting reading, as there are many references to Mails posted on board and also the landing of Mails at various ports of call etc. I have illustrated these on pages 28/36.

I have a little material left over from this issue to start No 28, but I would appreciate any articles large or small for inclusion in Supplement 28.

Wishing you all a very happy and prosperous 1997.

BERNARD MABBETT

34 VERONICA GREEN,  
GORLESTON,  
NORFOLK. NR31 8LE.

TEL (01493)656147

ST. HELENA & ASCENSION SUPPLEMENT NO 27

---

ASCENSION & ST. HELENA  
MEMBERS MEETING

A meeting for the U.K. members of the West Africa Study Circle interested in Ascension and St. Helena took place on 17th November 1996 at the London home of Brian Foord. The meeting started at 11am and lasted until 5pm, with a break for Sunday Lunch at Brian's local hostelry. Seven other members attended:- Barry Burns, Roy Coasby, Bob Deakin, Bernard Hughes, Bernard Mabbett, Roger Morgan and new member Wilf VEVERS.

Apologies were received from:- Vic Dyball, Colin Wenborn, Ian Mathieson and Ray Jeal and Les James.

Bernard displayed St. Helena Q.V. stamps including Specimens and Q.E. covers.

Wilf displayed Q.E. covers and Postal Orders etc and O.H.M.S. covers of St. Helena and Ascension.

Roy displayed St. Helena Post Cards, Q.V. stamps including a block of 60 of the 1884-94 2d. yellow which does not show the flaw, scratch through stamps 14/15. After some discussion we came to the conclusion that this flaw is only found on the imperf issues, and that the plate may have been repaired. Also shown were EDV11 and GV stamps and Ascension GV stamps.

Bob displayed some early books of St. Helena, Q.V. stamps including 6d. imperf pair, 1d. imperf block of four, 4d. De La Rue Essay and some Boer War covers.

Barry displayed what were to be the highlight of the day, St. Helena Q.V. stamps including blocks of 6 of 6d. Rough Perf, blocks of 6 of both 1d. imperf's and Specimen handstamp HS1 on 1876 2d., 3d. and 1880 1d.

Bernard Hughes displayed Ascension GV Badge Issue Plate Numbers and Davit Flaws on the KGV1 2/6d. value.

Roger Morgan displayed St. Helena Q.V. covers including 6d. Dull Blue on 1874 cover and 1884 ½d. Emerald on 1888 cover. Q.V. stamps including S.G. 8 Blue Black Surcharge with small letter "n", S.G. 14 with double surcharge and another copy with triple bar, S.G. 35 ¼d. Emerald mint and used with double surcharge, and 1884 2½d. without bar.

All in all it was a very enjoyable and interesting day, and it is hoped that another meeting can be arranged for 1997 inbetween the two scheduled W.A.S.C. meetings. We will try and arrange the next meeting for a Saturday in the hope that more members can attend.

THE ST. HELENA KING GEORGE VI DEFINITIVES

by David Studd

In comparison to other George VI Definitive issues, such as Bermuda with its Keyplates or the Ceylon perforations, the issues of St. Helena seem quite straight forward. There were five colour changes and two new values but otherwise little of perceived occurred. But, as with a study of any depth, questions arise which are difficult to resolve. The answers may be lying out there, and I hope a reader of this article can add to my knowledge, but certainly trying to find answers from the obvious sources has unearthed little.

So what are these questions, and what is known about the Definitives as a whole?

In answering these two questions I would like to take you on a tour of the stamps from this South Atlantic Island.

THE DESIGN

Waterlow used a design consisting of the King's Head based on Bertram' Park portrait, with the Badge of the Colony, a three masted sailing vessel, flying the St. George's Cross off Headlands, King and Queens Rock, to the Left. The value being in the bottom left hand corner.

Compared with De La Rue's 1922 issue, using a similar design, there are significant improvements in the engraving, hence none of the great number of varieties of the 1922 issue occur in the 1938 George VI printings. The Badge design reappeared in the 1953 Queen Elizabeth Definitives, but on one stamp only, the ½d. value.

THE DATE OF ISSUE

The first definitives were issued on May 12th 1938 and consisted of ten values. ½d. violet, 1d. green, 1½d. scarlet, 2d. red-orange, 3d. ultramarine, 6d. light blue, 1/- sepia, 2/6d. maroon, 5/- chocolate and the 10/- purple.

CHANGES

Further values were added on 8th July 1940, a 4d. ultramarine and an 8d. sage-green. At the same time the 1d. green was replaced by the 1d. yellow-orange, and the 3d. ultramarine (regarded as the key value of the set), gave way to a 3d. grey, and here lies the first question. Why did these two values change colour?

The answer may lie in postal rates, as the Foreign Rate for a letter up to 1oz ounce was 4d., hence the need for a 4d. value which under UPU regulations probably had to be blue in colour, and any additional ounce over 1oz for letters to Empire countries was 1d. So the likelihood was that the colour changes were to conform with UPU requirements. The argument is further strengthened by the fact that Ascension, a dependency of St. Helena,

also had the same colour changes imposed on the same date to the frames of the same 1d. and 3d. value. These were printed by De La Rue and not Waterlow which strengthens UPU requirement. Additionally Ascension issued a 4d. value in 1940, but, it must be added, never an 8d.

Finally the 1d. 1½d. and 2d. values were replaced by stamps that had the vignette a different colour to the frame, on 1st November 1949.

But again why were these issued? There seems to be no apparent reason, particularly as none of the original issues were in two colours, and the values changed, the 1d., 1½d. and 2d. do not seem to fulfil any change of postal rates at that time. Again, as previously mentioned, the Ascension had the same colour changes albeit five months earlier in June.

#### WITHDRAWN?

The stamps were withdrawn in 1951, but the new Queen Elizabeth Definitives did not appear until the 4th August 1953. I have stamps in my possession dated 1958, so the stamps must have been postally used for many years after 1951.

#### THE PRINTERS

The stamps were recessed printed by Waterlow and Sons in London. A standard imprint 'Waterlow and Sons, London' is found in the bottom margin of the sheet under the centre pair of stamps. Here lies one of the great difficulties in obtaining information, as Waterlow were taken over by De La Rue in the 1960s, and their records, if still in existence are obtainable only from the British Library.

The stamps were printed in sheets of 6 x 10. Some have printers marks opposite the middle stamps, others do not. Some sheets also have numbers in the top right hand corner, added afterward by a stamping device. I have a ½d. sheet with the numbers 0014 and a 2d. sheet with 047, and have seen a 2/6d. value with the same type of numbering. This was a device to aid in the counting of sheets, although the numbers are missing from sheets of the 1d. and 1½d. I have in my possession.

There were no plate numbers until the new 4d. and 8d. values in July 1940, which were printed from a single plate numbered '1'.<sup>1</sup> The 1949 issues were printed in two colours. The centre frame plate was a common black and had a plate mark number under the 60th stamp, while the three frame plates had a number 1 under the 59th stamp. The original 10 stamps were issued with the word "SPECIMEN" perforated from the bottom left to the top right.

---

<sup>1</sup>Frank Saunders



CONTROL NUMBER



PRINTERS GUIDE MARKS

TECHNICAL DETAILS

The paper for the original 1938 issue was off white with a creamy gum. two years later the 1940 printings were printed on medium white paper with white gum, and the 1d. of the 1942 on thin white with white gum. The remainder of the printings were printed on thin white paper with white gum, the only exception being the 1950 3d. printing which was printed on very thin white paper with white gum.

The stamps were Line Perforated 12.5, the standard Waterlow perforation at the time.

CROWN AGENTS ISSUES

The number of printings for each value were as follows:

½d.	-	3
1d.	-	9 <sup>2</sup>
1½d.	-	4
2d.	-	5
3d.	-	6
4d.	-	2
8d.	-	3
1/-	-	5
2/6d.	-	3
5/-	-	2
10/-	-	3

Each printing was subdivided into those for postal usage in the Colony and those for Dealers. There were three exceptions, the 1940 2d. Deeper Orange red, the 1940 6d. Turquoise Blue and the 1904 1/- Deeper Sepia which were listed as Colonial issues. Potter and Shelton also list a 1d. Bright Yellow and 1d. deep Bright Yellow being released in the Colony sometime between 1945 and 1948 but they state that neither stamp as figuring in any Crown Agents Release, 33 so there must be doubt over their authenticity.

2There is doubt over two of these issues. Both Saunders and Hibbert make no reference to them. Potter and Shelton are the only ones to record their existence, but admit there is no record of their issue by the Crown Agents.

ST HELENA & ASCENSION SUPPLEMENT NO 27

<u>VALUE</u>	<u>F. Saunders Colour</u> <u>Description</u>	<u>E. Hibbert Colour</u> <u>Description</u>	<u>Potter &amp; Shelton Colour</u> <u>Description</u>	<u>ISSUE DATE</u>
½d.	Deep Violet	Deep Violet	Deep Violet	1938
10/-	Deep Purple	Deep Purple	Deep Purple	1938
1½d.	Scarlet	Deep Scarlet	Deep Scarlet	1938
1d.	Deep Green	Deep Green	Deep Green	1938
1/-	Sepia	Sepia	Sepia	1938
2/6d.	Claret	Deep Claret	Deep Claret	1938
2d.	Red Orange	Red Orange	Red Orange	1938
3d.	Ultramarine	Blue	Blue	1938
5/-	Chocolate Brown	Chocolate Brown	Chocolate Brown	1938
6d.	Light Blue	Light Turquoise	Light Turquoise	1938
1d.	Orange Yellow	Yellow Orange	Yellow Orange	1940
1/-	Sepia	Not Recorded	Deeper Sepia	1940
2/6d.	Bright Claret	Bright Claret	Bright Claret	1940
2d.	Red Orange	Not Recorded	Deeper Red	1940
3d.	Grey	Slate	Slate	1940
4d.	Ultramarine	Ultramarine	Deep Bright Blue	1940
6d.	Turquoise Blue	Not Recorded	Turquoise Blue	1940
8d.	Sage Green	Sage Green	Sage Green	1940
1d.	Orange Yellow	Pale Yellow	Paler Orange	1942
½d.	Bright Violet	Bright Violet	Brighter Violet	1944
10/-	Deep Bright Purple	Deep Purple	Deeper Purple	1944
1½d.	Rose Carmine	Rose Carmine	Rose Carmine	1944
1d.	Not Recorded	Deep Yellow	Deeper Orange	1944
1/-	Blackish Brown	Blackish Brown	Blackish Brown	1944
2/6d.	Dull Claret	Dull Claret	Duller Claret	1944
2d.	Dull Red Orange	Dull Red Orange	Dull Red Orange	1944
3d.	Slate Grey	Light Grey	Light Grey	1944
4d.	Bright Ultramarine	Ultramarine	Ultramarine	1944
5/-	Bright Chocolate	Bright Chocolate	Brighter Chocolate	1944
6d.	Sky Blue	Light Blue	Light Blue	1944
8d.	Olive Green	Olive Green	Olive Green	1944
10/-	Deep Purple	Purple	Purple	1945
1d.	Bright Yellow	Deep Orange	Deeper Orange	1945
1/-	Not Recorded	Blackish Brown	Colder Blackish	1945
1d.	Not Recorded	Not Recorded	Bright Yellow	1948
1d.	Not Recorded	Not Recorded	Deep Bright Yellow	1948
3d.	Not Recorded	Grey	Grey	1948
1½d.	Carmine Rose and	Carmine Black	Pink and Black	1949
1½d.	Deep red Carmine	Deep Bright Red	Deep Bright Red	1949
1d.	Green and Black	Green and Black	Green and Black	1949
1d.	Deep Orange	Bright Yellow	Deep Orange	1949
2d.	Carmine and Black	Carmine and Black	Deep Scarlet and Black	1949

ST HELENA & ASCENSION SUPPLEMENT NO 27

2d.	Deep Red Orange	Bright Red Orange	Bright Red Orange	1949
1/-	Deep Blackish	Deep Grey Brown	Deep Grey Brown	1950
3d.	Slate Grey with	Deeper Grey	Deeper Grey	1950
½d.	Deep Bright Violet	Bright Violet	Bright Violet	1951
3d.	Deep Slate Grey	Deep Slate Grey	Deep Grey	1951
8d.	Deep Olive Brown	Brown Olive	Brown Olive	1951

POSTMARKS

There were three acknowledged Cancellations. Initially the cancellation had the name **ST HELENA** across the top, the letter **A** or **C** underneath, the Month and Date of cancellations were signified as **JA,FE,MR,AP,MY,JU,JY,AU,SP,OC,NO,DE**.

The year was the last two numbers, e.g. 1948 was stamped as 48. The 'T' in **ST HELENA** was a smaller capital underlined, and with a full stop to the right. Sometime in 1948 the "C" cancellation saw the underlining removed to show a full size letter "T". The letter "B" was never used in the cancellation. What the letters "A" and "C" stand for has not come to light.

As St. Helena had no internal post at the time<sup>3</sup>, letters had to be taken to the Jamestown Post Office by hand, so there was no particular collection time. It has been suggested the letters may indicate the clerk who franked the letter.

Another unusual postmark in my collection, on a 5/- value has two concentric circles. I am informed by Mr. B. Mabbett that this cancellation was used at the Cable and Wireless Station at The Briars. It has the wording "**ST. HELENA/THE BRIARS**" between the two concentric circles, with the date across the centre.<sup>4</sup>



A CANCELLATION



CABLE AND WIRELESS POSTMARK

<sup>3</sup>Scott 1995 Standard Postage Stamp Catalogue Part 1 Page 999, shows four definitive issues overprinted First Local Post 4th January 1965.

<sup>4</sup>St. Helena Supplement No. 25 January 1996.

POSTAGE RATES<sup>5</sup>

In 1969 the colony issued four stamps which recognized St. Helena's dependence on sea mail. Letters were only sent airmail via another country, the rates are shown below for those. The cost of postage in St. Helena, unlike today, rarely altered during the reign of King George VI. For a letter dispatched to the United Kingdom and Possessions' in 1939 2d. was charged for anything up to an ounce, for each additional ounce up to 4oz an extra 2d. was charged.

For 'Dispatch to Foreign Countries' 4d. and 2d. was charged.

OTHER POSTAL RATES

Postcards to the UK cost 1½d., but 2d. to Foreign countries.

Printed matter was charged at 1d. to the UK but 1½d. otherwise.

Registration Fee per packet was 4d. to anywhere in the world.

Samples to the UK for the first 4oz was charged at 1½d. with an extra fee of 1d. for every 2ozs above this weight.

To Foreign destination's the cost was 2½d. and 1½d.

Insurance Premiums in addition to Registration Fee and Postage for the first £12 to the UK was 5d., and extra 2½d. was charged for every additional £12, or 'part thereof'. It cost 7d. for Foreign deliveries.

CONCLUSION

Although the stamps of St. Helena are not a source of King George VI study, they have provided some beautiful issues and intriguing questions. Trying to locate particular stamps from this reign has shown a lack of appreciation of their scarcity by many dealers.

It is interesting the the 3d. Ultramarine and 1d. Green are considered rarities. In going round various dealers I have found no difficulty in finding either issue in mint or used condition, but try and locate a 10/- used or the 4d. and 8d. with Plate numbers, is the proverbial needle in a haystack.

Anyhow I hope that you have enjoyed reading this paper, and I would be grateful for any additional information.

---

<sup>5</sup>Obtained from St. Helena Statutory Rules and Orders No 5 1936, No 6 1939, No 1 1940, No 3 1940, 1941, No 2 1948, No 12 1948, No 13 1949, No 8 1950, No 19 1950, No 22 1951, No 1 1952, No 5 1954, and kindly loaned to me by B.J. MABBETT (editor St. Helena and Ascension Supplement, West Africa Study Circle).

ST HELENA & ASCENSION SUPPLEMENT NO 27

SUMMARY OF POSTAGE RATES

United Kingdom and Possessions	Nov	July			July	Aug	May	Dec	Oct
	1939	1940	1941	1948	1948	1949	1950	1950	1951
Letters up to 1st ounce	3d.								
Additional ounce up to 4lbs	2d.	1½d	1½d.						
Post Cards	1½d.	1½d	1d.	1d.	1d.	1d.	1½d.	1½d.	1½d.
Printed Matter 2oz or part									
thereof up to 5lbs	1d.								
Samples 1st 4oz or part thereof	1½d.	1½d	1d.						
Every additional 2oz or part									
thereof	1d.								
Registration Fee per packet	4d.								
Insured Boxes	2d.	2d.	2d.	2d.	4d.	3d.	3d.	3d.	3d.
Parcels UK and Ascension									
up to 3lbs	2s.0d.	2s.11d							
Over 3lbs to 7lbs	3s.9d.	3s.9d	3s.9d	3s.9d.	3s.9d.	3s.9d.	3s.9d.	3s.9d.	4s.5d
Over 7lbs to 11lbs	5s.3d.	5s.3d	5s.3d	5s.3d.	5s.3d.	5s.3d.	5s.3d.	5s.3d.	6s.3d.
Over 11lbs to 22lbs	8s.3d.	8s.3d	8s.3d	8s.3d.	8s.3d.	8s.3d.	8s.3d.	8s.3d.	9s
Foreign Countries									
Letters up to 1oz	4d.								
Additional ounce or part									
thereof	2d.	1½d.	1½d.	2d.	2d.	2d.	2d.	2½d.	2d.
Post cards	2d.	1½d.	1½d.	2d.	2d.	2d.	2d.	2½d.	2d.
Printed Matter, for every 2ozs									
or part thereof	1½d.	1½d.	1½d.	1d.	1d.	1d.	1d.	1d.	1d.
Registration Fee per packet	4d.								
Insured Boxes	2d.								

ACKNOWLEDGEMENTS

The King George VI Collectors Society

The British Library

St. Helena and Tristan Da Cunha Philatelic Society (USA)

National Philatelic Society

Bernard Mabbett (Editor St. Helena and Ascension Supplement,  
West Africa Study Circle

Christies, Manson & Woods Ltd

Royal Philatelic Society

St. Helena Philatelic Bureau

UPU Collectors (Orlando, USA)

BIBLIOGRAPHY

Potter and Shelton "George VI Printings"

Hibbert. E. "St. Helena, The Postal History and Stamps"

Gibbons. S. "British Commonwealth Catalogue Part 2"

Saunders. F. "St. Helena George VI Printings"

ST. HELENA PACKET RATES

by Bernard Hughes

I can't answer the queries posed in Bernard Mabbett's article (Supplement No 26 p15/16) but does the Postal Notice in Supplement No 25 p31/32 date from 1863? To my mind the heading only implies that it was issued under Ordinance No 2 of 1863 - which is illustrated in an article I wrote in Supplement No 10 p22. This Ordinance lasted until 1898 (the Ordinance repealing it is printed in Supplement No 8 p27), and there were many changes in packet rates 1863-1898. Surely any of these changes might lead to Postal Notices so headed, and it would only be if a date appeared at the foot that one could say for certain when it was issued? For example, rates published in 1916 were headlined with the 1898 Ordinance (see Supplement No 8 p28/29).

The Notice now under consideration must have been issued before 18767, when the packet rate to England was reduced from 1/- to 6d., but the registration rate of 4d. suggests 1866 or later, see Supplement No 5 p20: the 1863 Ordinance set British rates for packet mail, including registration. Perhaps the place names in the Notice might help if I knew more about 1860/70's history. But I don't (there is no mention of the Confederate States in America as there might have been in 1863?) and I can only guess that the term "Germany" might replace Prussia, Saxony et al in 1870 when the German Empire was proclaimed, and that "Canada (including British Columbia and Vancouver's Island)" might apply after these two territories joined Canada in 1871. If the Notice dated from say 1872, the US/Canada rates would be consistent with the covers noted.

I am not sure that Hibbert's list of packet rates is intended to be exhaustive, for example it does not seem to cover packet rates of pre-Union Line packets, which are touched on briefly in an article I wrote 10 years ago (Supplement No 6 p8/10). A "General Screw Steam Shipping Co Ltd" packet letter from Ascension still eludes me (as far as I know, none are known) but examples from St. Helena are known, correctly rated at the 1/- packet rate. I illustrate (opposite) a cover (not unfortunately an entire) marked in a contemporary hand "Received 30 March 1853, N. Young, St. Helena 4 March 1853", with a London Chief Office datestamp also for 30 MR 1853, and charged at 1/-, the packet rate. This was carried on the fifth of the General Screw's extended service which always called at St. Helena on the return voyage (the original service only called at St. Helena on one voyage). The vessel was the Calcutta, which is also the port where its voyage commenced on 19 January 1853, reaching Cape Town on 19 February, St. Helena on 4 March, Ascension 7 March, and Plymouth on 30 March 1853 (Pro 7/350). This must be among the earlier packet items from St. Helena to survive?

581  
J. S. d. 1853  
NO

Rev. Elyat Hooli  
Westgate Mission House  
London

Received 30 Decemb 1853  
H. Young  
Helena 4 Decemb 1853



ASCENSION ADMINISTRATOR'S OFFICE  
AND OTHER OFFICIAL CACHETS

by Bernard Hughes

I have been asked about a new cachet from Ascension from the "Administrator's Office". Ascension official cachets have been written about much less than those from St. Helena, and to be honest, from Ascension they are a small but troublesome group. I do not imagine what I write here is the full story!

I am dealing with Ascension (not naval/military) official mail, sent via the Ascension Post Office (and thus postmarked on Ascension). Some mail went by Official bag to London where the British Foreign and Commonwealth Office put the letter into the mails - so British postal markings appear. Various British markings are known, but I have few examples and have concluded this article will have to be restricted to markings added on Ascension!

Official mail (i.e. without postage) must be marked both with "ON HER MAJESTY'S SERVICE" or similar, and a departmental cachet, usually a handstamp. For Ascension, by far the most commonest is "ON POSTAL SERVICE" - if there is sufficient interest I could write about the different handstamps used over the years. Ascension's policy on this handstamp, which can be found in various types, seems to be that it can be stamped once on covers printed (or handstamped!) "ON HER MAJESTY'S SERVICE", or twice on covers not so marked: an odd compromise which does retain the rule there should be two markings! It can be found either once or twice on covers marked OHMS - see Supplement No 16 p12.

This cover illustrated by John Attwood also shows another oddity of Ascension official mail - the "hollow ground" Official Paid handstamp used between about 1976 and 1983 (it was replaced by a single line OFFICIAL PAID in capitals). When used at all, the Official Paid cachets are usually (not always though) found with all the other normal official cachets, and appear to serve no necessary function at all. The same can be said of the boxed POSTAL FRANK ADMINISTRATOR'S OFFICE ASCENSION ISLAND which John illustrates on the next page, as that cover (which I owned at one time) has an Administrator's Office oval on the reverse. John mentions that this cover, addressed to a stamp dealer, is postmarked FE 8/67, but the Administrator's Office oval is dated 15 days later. This is not the only dating "oddity" on Ascension official covers that makes one wonder how and in what circumstances these official cachets came to be added to covers, especially when other cachets are considered as well, and this has done nothing to encourage study of the various cachets: some seem rather dubious to me (to say the least).

But in the meantime I illustrate the Administrator's Office cachets with which I am familiar. They are double ringed ovals, with a single oval ring to the centre. There could be more types, these are all I know. I would guess that the style "Administrator" came into use in the early 1960's, replacing the former style "Resident Magistrate". In any case I have not seen any oval cachets for "RESIDENT MAGISTRATE'S OFFICE" since 27 November 1961, or for "ADMINISTRATOR'S OFFICE" before 1 March 1965. This could be coincidence, but I doubt it. An earlier cachet, which COULD be the pre-War equivalent is a similar oval CABLE AND WIRELESS LIMITED \* MANAGER'S OFFICE \* ASCENSION - per Michael Wright's article on p132 of the January 1996 Cameo, the whole of the civilian population were Cable and Wireless employees, so would their Manager have been the pre-War equivalent of the Administrator today?

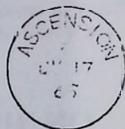
ST HELENA & ASCENSION SUPPLEMENT NO 27



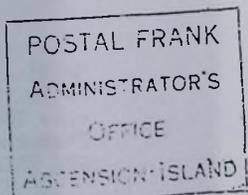
Violet oval "CABLE AND WIRELESS LIMITED \* MANAGER'S OFFICE \* ASCENSION 16 MAR 1939" - possibly the pre-War equivalent of the "Administrator's Office" cachet?

Example of violet oval "RESIDENT MAGISTRATE'S OFFICE \* \* ASCENSION ISLAND" cachet, probably the precursor of the "Administrator's Office" cachets.

ON HER MAJESTY'S SERVICE.



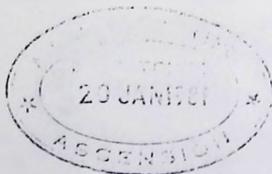
The Crown Agents for Oversea  
Governments and Administrations,  
4, Millbank,  
London S.W.1.  
England.



The earliest boxed POSTAL FRANK ADMINISTRATOR'S OFFICE ASCENSION ISLAND seen, 17 June 1965 (the last seen is 8 Feb 1967). The cover's back has the Royal Crest.



The first ADMINISTRATOR'S OFFICE \* DESPATCHED \* ASCENSION oval, 49 x 20½mm, the earliest date I have seen is 1 MAR 1965, the latest 21 JUN 1974, but I expect this range could be extended, as could all the others mentioned.



Larger (50mm x 32½mm) violet oval. The letters are mostly smaller, so there is more space between the letters and the oval rings. ASCENSION is more widely spaced. Earliest seen 20 JAN 1981, latest 31 AUG 1984 (with 8 missing).

Still larger (50mm x 35mm) oval, usually in blue black, but violet in 1985. DESPATCHED an ASCENSION in smaller lettering than earlier types (DESPATCHED is higher up as well). Dates seen are 4 APR 1985 to 7 NOV 1986.

## ON HER MAJESTY'S SERVICE.

Mr Dick Thorpe  
PO Box No. 4  
W.A. Thorpe & Sons  
Jamestown  
ST. HELENA.



The latest version of the oval 9 JAN 1996 (50mm x 32mm). Ascension is in lettering much closer together.

It would be of great interest to know of more types of cachet, or dates which extend the rather poor range of dates mentioned above.

DEPARTMENTAL HANDSTAMP  
"DEVELOPMENT AND ECONOMIC PLANNING"  
"JAPTUNA"

by Wilf Veevers

I have recently come across a copy of the "DEVELOPMENT AND ECONOMIC PLANNING" handstamp dated 20 OCT 1995 with the unusual wording "JAPTUNA" below the date. The cover also has the two line "Postage/Paid" handstamp, and Jamestown c.d.s. for 23 OCT 1995. Can any member give me an explanation for the wording "JAPTUNA"?

High Street

Postage  
Paid



---

THE ST. HELENA/NORTH AMERICA  
PACKET RATES

Further to my article on p15 of Supplement No 26 Barry Burns has supplied me with information on two further covers to the U.S.A. showing the 6d. accountability marks. The covers are dated:-

March 26th 1870 to U.S.A., 1/5d. postage, 6d. accountability mark.

April 9th 1870 to U.S.A., 1/5d. postage, 6d. accountability mark.

THE CROWN AGENTS ARCHIVES  
ST. HELENA-PART 1.

by Jeremy Martin

The following George V items from the Crown Agents archives are held by Philatelic Collections in the British Library. In due course it is hoped to record later material.

1922 BADGE OF ST. HELENA SET

Perforated colour trials of a 1d. value in the design of the issued stamp. Dated 29th March 1922 and Approved 29th March 1922. A note besides each value.

1d. grey and green	for 1d. value approved
1d. grey and bright purple	for 6d. approved
1d. grey and brown	for 1/- approved
1d. grey and deep purple	for 1/6d. but not approved
1d. grey and red/yellow	for 2/6d. approved
1d. grey and green yellow	for 5/- approved
1d. grey and yellow-orange	for 7/6d. approved
1d. grey and olive-green	for 10/- approved
1d. grey and black	for 15/- not approved
1d. grey and blue	for £1 not approved

A similar lot of colour trials dated 29th March 1922 and also approved 3rd April 1922.

1d. deep purple/red	Not approved
1d. purple/red	For £1 approved
1d. grey and purple/blue	for 15/- approved
1d. grey and green	for 1/6d. approved
1d. black/blue-green	Not approved

A third lot of similar colour trials was dated 14th October 1922, not marked as approved, but seemingly accepted.

1d. grey and black	for ½d.
1d. rose-red	for 1½d
1d. grey and slate	for 2d.
1d. bright blue	for 3d.
1d. grey and black/yellow	for 4d.
1d. grey and bright violet	for 8d.

The final set of trials was dated 27th May 1927 and approved 30th May 1927.

1d. green and carmine/green	for 5d.
1d. purple and blue/blue	for 2/-

## ST HELENA & ASCENSION SUPPLEMENT NO 27

---

There was also an Ascension 1d. purple and olive-green marked as "5d." which was for part of the island's 1924-33 set.

It should be noted that colours were not shown against the stamps. I have used those shown in Stanley Gibbons British Commonwealth Part 1 catalogue.

### 1934 CENTENARY SET

The complete set in imperforate single in the issued colours.

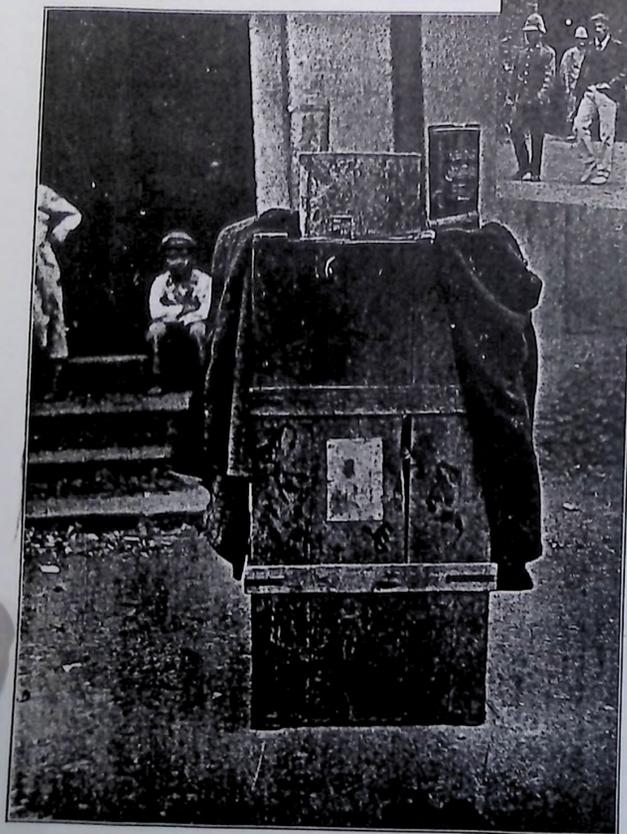
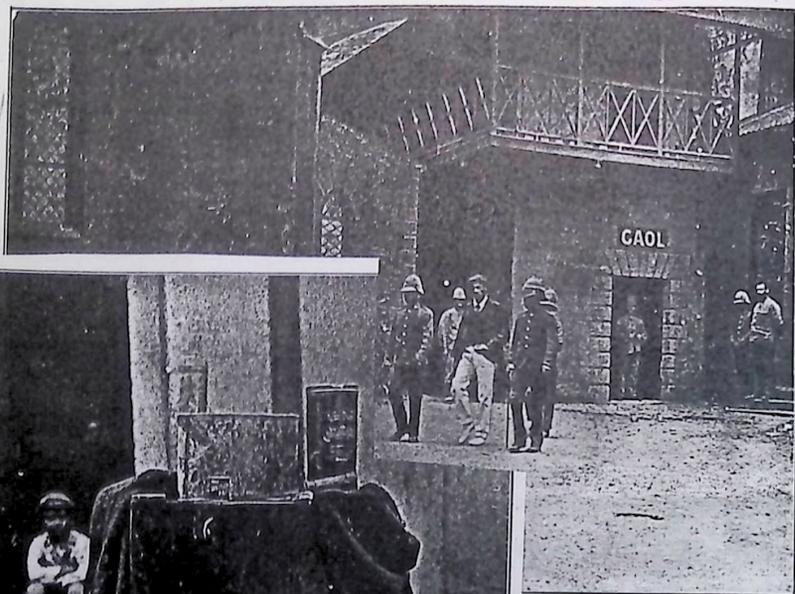
I would like to thank Philatelic collections and, in particular, Rod Vousden for their help.

---

### ESCAPED BOER PRISONER

by Jeremy Martin

Whilst in France recently I was offered a booklet "Pictorial Views of St. Helena, and illustrations of the Military Camps and Boer Prisoners of War". Two of these pictures were about a Boer P.O.W. showing the box in which he had escaped from the island, and then the prisoner being returned. He had been discovered on a steamer, landed at Ascension and then returned to St. Helena.



SOLDIERS CONCESSION RATE COVER  
TO CANADA 1870

by James Kraemer.

Illustrated overleaf is what I believe to be the only known cover showing the 1d. concessionary soldiers rate to Canada.

The cover is franked with a copy of the 1868 1d. Lake, perf 12½ with short thick bar. The cover is from No. 4546 Sgt L.P.F. McElligrell, 9th Regiment, and is countersigned by his Commanding Officer, H. J. Buchanan, Lieutenant Colonel, 1st Battalion 9th Regiment. The cover is addressed to Mr. Jason Gould, Canada West.

Henry James Buchanan

Ensign (2nd Lieutenant) by purchase	June 14, 1850
Lieutenant by purchase	June 15, 1853
Served in the Crimean War at Inkerman, Alma and	
Sebastopol as Adjutant of the 47th Regiment in 1854-55.	
Captain	June 15, 1855
Major	April 1 1857
Brevet Lieutenant Colonel	July 12, 1868
Lieutenant Colonel	January 1, 1873
Colonel	June 29, 1876

---

The Norfolk Regiment was assembled on June 20, 1865. Two Battalions, shortly after leaving the Ionian Islands in 1864 parted company for 17 years. The 1st Battalion, 9th Regiment was sent to Gibraltar in May 1864. In August 1865 it was transferred to the Cape South Africa.

In January 1868 it moved to King William's Town, South Africa but four companies were despatched to St. Helena. It is believed that these four companies returned to Dublin, Ireland with the rest of the Battalion in July 1870.



JASON GOULD (1803 - 1861)

Jason Gould, a native of New York came to Canada in the early 1820's and became Eastern Ontario's most prominent entrepreneur and forwarding agent. About the time that the Rideau Canal was built between Bytown (Ottawa) and Kingston in 1825, a private company, The Tay River Navigation Company was formed to deepen the Tay river from Perth, Ontario to the Rideau Canal at Smiths Falls. The company built a steamer, "The Enterprise", which was launched on the Tay river in 1833. Locks had been built on the Tay at considerable expense. A notable amount of traffic using flat bottom boats traversed the Tay river route. After only two trips the "Enterprise", was transferred to the Rideau Canal where she operated for many years. The Tay River Navigation Company which its owners thought would be a profitable venture did not make any money. Railway lines were being built at this time and they took business away from the steamer companies.

In 1830 there were only two houses at Smiths Falls but by 1850 there were over two hundred plus many industries including a grist mill owned by Jason Gould. A quarter acre lot sold for £50 and was considered quite expensive. All the lots and milling privileges were owned by a company known as, "Messers Simpson, Ward, Gould, Shaw and Chambers". In 1836 a steamship company, Buchanan Enterprises, folded and Jason Gould took over the steamship, "George Buchanan". He ran a regular transport service from Chats Lake on the Ottawa river to the Cheneux rapids across from Portage du Fort on the Quebec side of the Ottawa river. In 1856 Gould ran a line of steamers and stages in the Upper Ottawa area. He owned the steamers, Pontiac and Oregon. Stages left Gould's Landing at Portage du Fort for Cobden on Tuesdays, Thursdays and Saturdays, immediately after the arrival of the Oregon. From Cobden the steamer North Star went up Muskrat Lake and the Muskrat River early the next morning to Pembroke where passengers and freight were transferred to the steamer Pontiac on the Ottawa river. Their destination was Rapides Des Joachims on the Quebec side of the River. Gould had built roads around the various rapids and was instrumental in opening up the area for settlers.

On the downward trip passengers and goods would arrive in Pembroke on the Pontiac from Rapides Des Joachims. They were then taken free of charge by stage and transferred to the steamer North Star on the Muskrat River which left the dock at 11am. Baggage was always at the owners risk unless entered as freight. A charge of 2s 6d was made per hundred pounds on through freight. At the bottom end of Muskrat Lake passengers went by courtesy of Gould's stage to Portage du Fort where they bordered the Oregon for Bytown via Chats Lake. The Governor's Road from Bytown to Pembroke was completed in 1852. Previous to this there were only a few trails through the bush and the roads which were built by Jason Gould's, Union Forwarding Company. The Pembroke post office had been established on April 6, 1845.

In 1858 Jason Gould received the contract to transport the mail from Cobden to Pembroke by steamer. He made three trips per week at a contract price of £15 for the summer season. The following year (1859), Gould received the contract again. He contracted to carry the mail three times per week by steamer, horseback or stage for £60 for the season. In 1861 Jason Gould passed away.

## ST. HELENA & ASCENSION SUPPLEMENT NO 27

---

Gould's company won the tender to transport the mail between Ottawa and Pembroke. Six trips per week were required. The route was rated at 96 miles. The courier route between Pembroke and Rapides Des Joachims, a distance of 42.5 miles, was awarded to Gould's company, the Union Forwarding Company. The contract called for the mail to be carried twice a week by steamer. Gould's company continued to expand and in 1875 changed its name to, "Union Forwarding and Railway Company". They received the 1875 mail contract for the Ottawa - Rapides Des Joachims route. Six trips per week were made over the 145 mile route at a contract price of \$1,500 per annum. In 1876 the mail contract was extended from Ottawa to Deux Rivieres a distance of 175 miles, six trips per week.

The Union Forwarding and Railway Company continued to carry mail under an annual contract into the 1880's. In 1898 a son, J. H. Gould owned the Rideau Foundry in Smiths Falls doing a large trade with the Maritimes.

### References

- (1) McGill -- "A Pioneer History of the County of Lanark".
- (2) Howard Morton Brown -- "Lanark Legacy"

---

### ST. HELENA KGV1 1½d.

by David Studd.

A variety which has recently been noted on this value is a scratch on the plate which affects Row 9 stamp 2. a block of 9 was recently on offer, and I have a complete sheet of this value with this plate flaw, so it would appear that it is constant.



ASCENSION

THE 2/6 DAVIT FLAW

by Bernard Hughes

In my early days as an Ascension collector, someone mentioned the conundrum that whereas the P13 2/6, particularly used, is harder to find than the P13½ one, with a davit flaw the P 13 is rather easier to find. Years later I would still think that is true.

The Post Office on Ascension did not stock the P13 2/6 until the early 1950's, but kept on using P13½ stamps. The wartime reprints were made to top up Crown Agents stocks, not stocks on Ascension or St. Helena, and were not initially sent to the islands anyway. Of course Crown Agents (and perhaps the St. Helena Post Office) sold p13 stamps, and dealers sent them out to be postmarked, but used the P13 2/6's remain elusive, as the catalogue price shows. It is likely that many sheets of P13 2/6 stamps remained unsold when the issue was withdrawn. 600 sheets of P13 were printed in two batches (giving good shades - the 1945 printing of 255 stamps is much brighter than the 1944 printing of 345 sheets). If 600 P13 davit flaws existed, their catalogue price would be lower, but their scarcity supports the likelihood that many sheets were not sold.

But if the P13½ printing, also 600 sheets, is commoner and sold out, why are there not 600 davit flaws - the P13½ davit flaw remains scarcer than the P13 one? I think the answer is that early sheets of the 2/6 did not show the flaw, it developed in the course of the printing. This would mean that the 2/6 was printed before the 1½d. in 1938: both values featured among the earliest values despatched, and the 2/6 being printed first is entirely possible.

Several other flaws develop in the course of a printing among Ascension George V1 definitives - eg the Long Bar to E on the 1938 ½d., the Boulder flaw on the 1938 6d., the Extra Rocks on the 1940 3d., all these printings can be found with or without the flaw. The scarcity of the Mountaineer flaw on the 1945 4d. suggests this is another example - and what about the railings flaw on the 1945 2/6, also very hard to find? The June 1949 1½d. common shade can be found with the marginal markings usually found on the scarce shade, again a variation within one printing.

Recently at least three examples of the P13½ 2/6 have been found WITHOUT the davit flaw but with the hairline through "2" that is the other distinctive feature of the 2/6 at R5/1. as mentioned in Attwood. The hairline is exactly the same. Nothing like it has turned up on P13 stamps. If the davit flaw only appears on some sheets, this would explain why there are so few P13½ ones around. It would also make it most unlikely the the "frame printed double once albino" will be found with a davit flaw, if these sheets were early trial sheets to position the frame, these would not have the flaw. A positional piece is yet to prove this, but it would explain the conundrum at the start of this piece.



The 2/6 with Davit Flaw and the Hairline through 2 (P13½)



The 2/6 with Hairline through 2 only (P13½)



The 2/6 with Railings Flaw (P13 1945 printing)

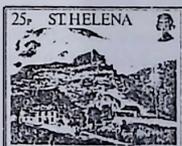
ST. HELENA & ASCENSION SUPPLEMENT NO 27

NEW ISSUES

In conjunction with Capex 96 held in Toronto, Canada on the 8th to 16th June, St. Helena issued a set of four stamps and a Souvenir Sheet. The stamps depict various modes of transport used over the years in connection with the carrying of mails. The Souvenir Sheet depicts the Jubilee Class 4-6-0 Locomotive named after the island of St. Helena built in 1934 and withdrawn from service in 1963.



On Monday 12th August 1996 a set of stamps depicting Napoleonic Sites was released. The 12p. shows Mr. Porteous's House, the 25p. The Briars Pavillion, the 53p. Longwood House and the 60p. The Tomb.



NOT TO BE REMOVED FROM THE SHIP.

Private.

THE  
UNION-CASTLE MAIL STEAMSHIP  
COMPANY, LIMITED.

---

SOUTH AFRICAN  
ROYAL MAIL STEAMERS.

---

INSTRUCTIONS TO COMMANDERS.

---

1901.

---

DONALD CURRIE & CO.,  
*Managers.*

## ST. HELENA & ASCENSION SUPPLEMENT NO 27

### MAILS.

Mail Contracts

125. For your private reference, and for the guidance of the Purser and Officers, as may be necessary, you are supplied with copies of the current Mail Contracts, and your careful attention is directed to their various provisions. When shipping the Mails care must be exercised to see that the Letter Mails are in all cases stowed together near the door of the Mail Room, so that should occasion require, the Mail Letters may be got out without delay.

On no account must other packages be placed on the top of the Mail Bags.

Detention on Voyage.

126. Note especially the powers taken by the Government in respect of detaining the Mail Packets, and in other particulars. It is essential that you should receive a written order from the authorised quarter for any detention, and such order must particularly show the length of detention ordered. In view of allowances as regards the length of voyage, it is very important that the Log should record fully and carefully the circumstances attending any detention, whether arising from defects of machinery, assistance to other vessels, fog, bad weather, or any other cause. When stress of weather or any other difficulty stands in the way of immediate communication with any port of call or arrival, you should, if practicable, obtain from the authorities a certificate for the time during which the steamer has waited off the port.

23

127. While the Commander is responsible for the Mails and all Mail Papers, documents connected therewith, it will be the duty of the Second Officer to attend to their receipt, stowage, delivery, and the completion of all papers, which the Purser will check and transmit under the instructions of the Commander, to the proper Officials.

ST. HELENA & ASCENSION SUPPLEMENT NO 27

---

(See Instructions to Pursers.)

128. The Pursur is responsible for the Ocean Post Offices in the Ocean P.O. Mail Steamers.

The following copy of letter, from the Colonial Secretary's office, Cape Town, dated 15th January, 1877, is useful as showing the idea held by the Cape Government as what detention for Mails should be permissible at ports of call:—

“ COLONIAL SECRETARY'S OFFICE,  
“ Cape Town,  
“ 15th January, 1877.

“ Sir,

“ I have to acknowledge receipt of your letter dated 10th inst.,  
“ referring further to the question of the detention of mail steamers  
“ at St. Helena, Ascension, and Madeira.

“ In reply, I am directed to authorise you to communicate with  
“ the Post Office authorities at each of the above-named ports, and  
“ to inform them that the mails are expected to be ready for  
“ shipment when the steamer arrives, so as to render any detention  
“ unnecessary.

“ You will be good enough to add that this Government, as a  
“ party to the mail contract, cannot consent to any delay beyond three  
“ hours at each of the three ports, and that if the mails are not put on  
“ board within that time, the Captains of the steamers cannot be  
“ blamed for starting without them.

“ I have the honour to be, Sir,

“ Your obedient servant,

(Signed) “ HENRY DE SMIDT,

“ For Under Colonial Secretary.

“ The Postmaster-General, Cape Town.”

This letter, addressed to the Postmaster-General, Cape Town, was communicated to the Mail Companies at the time for their information. (See Rules 126 and 134 in these connections.)

129. You will see that the Mail Room is in order, and the lock Mail Room. secure, previous to the steamer leaving England outward and Cape Town homeward.

139. LIST OF CABLE STATIONS ON THE WEST COAST OF AFRICA, FROM CAPE TOWN TO ENGLAND.

Capetown.	Sierra Leone.	
Mossamedes.	Konakri.	
Port Nolloth.	Bissao.	
Benguella.	Bolama.	
Loanda.	Senegal	
St Helena.	Ascension	
St. Thomé.	St. Vincent.	} <i>Cape Verd</i> <i>Island.</i>
Gaboon.	St. Jago.	
Principe.	Madeira.	
Bonny.	Palma.	} <i>Canary</i> <i>Islands.</i>
Brass.	Teneriffe.	
Lagos.	Grand Canary.	
Kotonou.	Lanzarote.	
Accra.		
Grand Bassam.	Bathurst.	

There are also Telegraph Stations at the following places belonging to the Government of the Gold Coast:—

Elmina.	Cape Coast Castle.
Pram Pram.	Winnebah and
Addah.	Salt Pond.

Letters  
posted at Sea.

140. Under date 23rd June, 1892, the General Post Office, London, called attention to a resolution of the Postal Union Convention under which letters posted on board or handed over to the Commander of a British vessel while on the high seas are to be prepaid with British postage stamps. The Cape Mail Packets, being subsidised by the Cape Government, are *exempted* from this rule, but the rule is applicable to the *intermediate* steamers, and the Captains of such steamers are requested to note that letters posted on board or handed over to them or to any Officer of the ship on the high sea should be prepaid by *British* stamps at the rate for foreign letters, and handed over to the postal authorities at ports of call after being made up in sealed packets or bags addressed to the General Post Office, London, or to the General Post Office, Cape Town, according to the destination of the letters. The address on the sealed packets or bags should mention that the letters were posted at sea on board the British Steamer——.

Letters presented when the ship is at any of the ports of call must be sent ashore to be posted with the stamps pertaining to the port. (See *Pursers' instructions also.*)

141. In accordance with the resolution of the Postal Union Convention, above referred to, Ocean Post Offices have now (commencing 1st October, 1893) been established on board the Cape Mail Packets, the regulation in respect of these Post Offices being that only *Cape postage stamps* are to be used. These Ocean Post Offices are intended to work on the lines of fully constituted Post Offices in receiving, distributing, and making up Mails, and complete printed instructions have been placed in the hands of the Pursers. The attention of Commanders is at the same time directed to the new arrangements affecting letters on board the Mail Packets, in order to ensure that the system now adopted is satisfactorily carried out.

Ocean Post  
Offices on the  
Cape Mail  
Packets.

142. Besides the regular South African Mails, it is usual for the Company's steamers, according to opportunity, to carry ship letter Mails for and from East African ports, Madagascar, and Mauritius; likewise the intermediate steamer may be made use of for ship letter Mails for or from South Africa. Ship letter Mails are also carried by the intermediate steamers to and from the Canary Islands. It is the Managers' wish that every facility shall be given for the transmission of ship letter Mails by the Company's vessels, and the Captains and officials should accordingly accept and carry such Mails when offered, always provided, of course, that the steamers afford means for their delivery at destination.

Ship Letter  
Mails.

143. In the event of a steamer bringing Mails to London, arrangements must be made for delivering the Mails as promptly as possible to the Post Office. If the steamer is detained in the river the Mails should be delivered at Gravesend. In the event of a steamer arriving on Sunday, the Mails should be brought on to Blackwall and thence sent up by the first available train, in charge of an Officer, who will deliver them at the Foreign Letter Branch General Post Office, St. Martin's-le-Grand, E.C.

Delivery of  
Mails in London.

144. The flag bearing the words "Royal Mail" is to be hoisted at the fore of your vessel when employed in the Mail service, on entering

"Royal Mail"  
Flag.

## ST. HELENA & ASCENSION SUPPLEMENT NO 27

Bills of Health,  
Portuguese.

146. Before commencing your voyage you will be careful to obtain from London not only the British Bill of Health (which must be visé at Southampton or other final port of departure), but also Bills of Health from the Portuguese or Spanish Consuls, according as the steamer may be calling at Lisbon, Madeira, or Las Palmas, which Bills of Health must likewise be visé by Portuguese or Spanish Authorities at Southampton or any other port, English or Continental, at which the ship may call after leaving London. For the homeward voyage you will obtain a Bill of Health from the Portuguese Consul (through the Company's Agents) before leaving Natal or other terminal port, and get it visé by the Portuguese Consul at your other ports of call in South Africa; also you will get it visé by the Authorities at St. Helena, should you call there, a Portuguese Bill of Health thus fully visé being required by the Authorities at Madeira. At Ascension, where there is no Portuguese Consul, the Naval Surgeon in charge will endorse the Bill of Health, or give you a certificate that the Island is free from sickness. Similarly, when the steamer is calling homeward at Las Palmas, a Spanish Bill of Health must be obtained from South Africa, and visé at the different ports of call.

Bills of Health,  
Spanish.

Bills of Health,  
Mauritius.

147. Mauritius requires a Bill of Health from every port at which the vessel has called, and the Bills of Health must not be dated more than a day previous to the date on which the vessel leaves each port.

### ST. HELENA.

Water Signals.

170. Messrs. Solomon, Hogg and Co. suggest that in the event of water being required at St. Helena, *B*, of the *Commercial Code*, be hoisted on approaching the anchorage, in order to avoid delay.

Master's Report.

171. The Master's Report of Cargo for St. Helena, giving description of packages, and stating the contents, as far as possible, must be made out in triplicate, and signed in the presence of the Customs House Officer boarding the steamer. A list of all the passengers on board, in duplicate, is required by the Agents.

Discharge of Cargo.

172. It is necessary to have the cargo gear for discharging at St. Helena always fixed on the starboard side, whether one or two hatches are worked.

173. Extract of letter from Customs Authorities at St. Helena to Messrs. Solomon, Moss, Gideon & Co., dated 1st March, 1877 :— Customs-Tidewaiter.

" In order to facilitate the despatch of the Mail steamers they are allowed to land cargo as soon as the vessels anchor, without any report from their Commanders of the nature and quantity of the goods to be landed, as is required in the case of all other vessels. The importers of cargo have, by this permission, an opportunity of evading the Customs, and, in order to prevent any possible chance of this kind, and at the same time continue the utmost facility to the steamers, it will be necessary in future to place a Tidewaiter on board on arrival, to take account of the packages as they are placed in the boats, and the expense (5s. per day and 10s. per night) will be chargeable to the vessel."

174. Under present arrangements, although the Cape Mail Packets may be called upon to perform the service, the Intermediate steamers undertake the calls at St. Helena and Ascension. Three hours may be regarded as the limit of detention at either of the islands, though in the case of a steamer arriving during the night at St. Helena it may be reasonable to allow three hours' daylight on the succeeding day. An endeavour should be made, however, to arrive at St. Helena's in daylight. The steamers are not bound to wait any unreasonable time for the Mails upon the order of the Governor or Postmaster at St. Helena. Detention at St. Helena.

#### ASCENSION.

175. It is stated that the firing of guns by steamers under ordinary circumstances is prohibited by the Authorities at Ascension. Firing of Guns.

176. The Officer in charge at Ascension states (9/9/89) that the red light which it has been the custom to exhibit at the Freighters' Buoy will be withdrawn, seeing that the calls at Ascension by the intermediate steamers cannot be depended upon with the same certainty as the calls formerly made by the Royal Mail steamers. Anchorage.

He also states that the Freighters' Buoy has been shifted 200 fathoms to the S.E. from its old position, the anchors being laid S.S.E. and N.N.W. (Mag.), with 37½ fathoms of chain on the weather and 25 fathoms on the lee anchor ; also that the buoy known as " Flora's Buoy " has been moved closer in shore, in 8½ fathoms.

## ST. HELENA & ASCENSION SUPPLEMENT NO 27

34

From its new position the Freighters' Buoy bears W.  $\frac{1}{2}$  S. 1 cable (approximately), the anchors being laid S.S.E. and N.N.W. (Mag.), with  $62\frac{1}{2}$  fathoms of 2-inch chain on the weather, and  $37\frac{1}{2}$  fathoms on the lee anchor. Care should be taken that the steamers are anchored well clear of these moorings.

### CAPE TOWN.

**Delivery of Mails.** 177. The Postmaster-General at the Cape has given the following instructions, which please attend to:—

"On entering Table Bay the following portions of the Mails  
"are to be in readiness to deliver to the port boat, or,  
"in case of the steamer entering the dock at once, then  
"for delivery on the quay, viz. :—

"1. The bags from England marked 'Letters,' and marked  
"with a broad black stripe.

"2. The bag from Southampton, or other final port of  
"departure, which contains both letters and newspapers.

"3. The packets of Mails from Madeira and Saint Helena."

The Postmaster-General adds :—

"The other Mails, consisting of newspapers and book packets,  
"the expeditious delivery of which is not of such import-  
"ance, may be delivered in the docks."

(See Page 6, Clause 39.)

**Mail Steamers'  
Night Signals.**

### PLYMOUTH.

**Night Arrival.** 178. Should you arrive at Plymouth during the night, or in foggy weather, the following are the signals whereby the Company's vessel, will be recognised :—

"Three blasts of the steam whistle, each lasting ten seconds,  
"with fifteen seconds interval between each blast. An  
"interval of three minutes to elapse before the signal is  
"repeated. The steam tender in attendance will respond  
"to the steamer's whistle by using the same signal. You  
"will place two distinguishing lights at the gangway to  
"which you wish the tender to come."

**Summary of News.** 179. In the summary of news handed to the Agents at Plymouth you are to confine yourself to a simple statement of facts and extracts from Colonial newspapers.

180. No report of bad weather on the passage is to be made to newspaper correspondents. To the Agents, however, such a report of the voyage should be communicated as will enable them to intimate to the press a brief summary of the passage, with particulars as to any circumstances of weather, &c., which may have prolonged the voyage. Particulars of any unusual occurrence or experience during the voyage should be promptly telegraphed from Plymouth or other port of arrival to the London Office.

Reports of  
Weather, &c.

181. On your arrival at Southampton or other port where the Mails are to be landed, you are to see that the Mails are delivered to the Officials from the Post Office, who will attend to take delivery of them.

Delivery of Mails

182. You are also to see that the Way Bill for each voyage is correctly filled up. Empty Mail Bags are to be tied in bundles, and such bundles are to be entered in the Way Bill as "containing empties."

Way Bill.

183. Should a bag of Mails be found on board after leaving Plymouth, it must be handed to the Collector of Customs at Gravesend.

Undelivered Mails.

GENERAL.

184. You will understand that there is to be no general entertaining on board the steamers, but you are, of course, free at all times to offer light refreshment to a visitor.

Entertainment  
of Visitors.

There is another consideration which should have attention, viz., the disadvantage to passengers on board from the crowding of visitors at table at ports of departure and arrival. This has been brought to the Managers' notice by passengers, and it is desirable to remove all grounds of complaint.

185. In the event of your falling in with any steamer or other vessel in distress, you are to render every assistance in your power with a view to saving life.

Vessels in Distress

186. Should any stowaways be discovered on board you will, immediately on arrival of the steamer in port, arrange for their being prosecuted.

Stowaways.

DONALD CURRIE & CO.,

Managers.

23rd April, 1901.