

The West Africa Study Circle

St. Helena & Ascension Supplement No. 34



## **Erratum**

Somehow the heading

### **The West Africa Study Circle**

appears to have disappeared from the top of pages 1 and 2. After the Supplement was returned from the printer, a frantic search found it hiding beneath the text frame for St. Helena and Ascension Supplement. It has now been restored to its rightful position, so the next issue should reveal it in all its glory. Anyone who cares to can cut out the above heading and paste it on page 1.

The illustrations on pages 10 and 35 are particularly poor. I am corresponding with the printer about this, and hope to come up with a solution before Supplement 35 is issued.

Apologies all round for these mistakes.

Barry

## ST. HELENA AND ASCENSION SUPPLEMENT

Number 34 July 2000

### CONTENTS

Editorial	2
The Supplement and your New Editor <i>Barry Burns</i>	3
Your Letters <i>Mathieson; Morgan; Denys</i>	4
Display to the Royal Philatelic Society <i>27 April 2000</i>	6
The Stamp Show 2000 <i>Earls Court, London 22-28 May 2000</i>	7
Specimen Stamps – 1922 Badge Issue <i>Roger Morgan</i>	10
1866 Cover to the USA - Another View <i>Bernard Hughes</i>	12
Snail Mail? <i>Trevor Hearl</i>	14
From the South Atlantic <i>News and Views</i>	15
1990 RMS St. Helena Souvenir Booklet <i>Barry Burns; Dr. William Mayo</i>	19
Captain Morgan and the Eastern Telegraph Co. <i>from Ascension by Duff Hart-Davis</i>	20
Early Letters <i>Trevor Hearl; Bernard Mabbett</i>	24
From the Auctions <i>Victoria; Cavendish</i>	33
And Finally <i>St. Helena 2002; Acknowledgements; Next Issue</i>	36

St. Helena and Ascension Supplement  
Number 34 July 2000

EDITORIAL

The editor at the posting box on Diana's Peak,  
St. Helena. June 1998.  
*Photograph by Bernard Mabbett*



There have been several important happenings recently. Your previous editor Bernard Mabbett has stood aside in order to compile and write a new publication, and I have stepped into the breach. The Study Circle has celebrated its Golden Jubilee which resulted in a magnificent display to the 'Royal' in April, and Earls Court recently held The Stamp Show 2000. Reports on all these events may be found in this edition.

I have not sought to alter the well tried formula of the Supplement, but inevitably with any new editor and computer set-up you will probably notice a few changes. Please let me know if these meet with your approval (or not!). I have introduced a letters section in the hope that this may encourage more feedback.

If this edition reaches you a little late, please accept my apologies. I am new to this game, and may have not got the timetable quite right. Also, some of the illustrations may not be up to scratch but, as the report used to say 'Could and must do better'. I hope to be able to publish future editions during the first weeks of January and July. With this in mind, can I please encourage you to send me any material as soon as possible, with deadlines of 1st November and 1st June respectively. The early 'press date' for the January edition is to account for the prolonged Christmas break, and also that my train photography holiday is often during November and December! I would like to thank those who have already sent articles to me, with apologies if they are not in this edition. You can contact me as follows, but please note that my e-mail address may change from 1st October.

Barry Burns  
20 Tanton Road  
Stokesley  
Middlesbrough TS9 5HP

☎ 01642 710636

e-mail [bazb@globalnet.co.uk](mailto:bazb@globalnet.co.uk)

A handwritten signature in dark ink that reads "Barry Burns". The signature is written in a cursive style and is positioned to the right of the typed contact information.

## THE SUPPLEMENT AND YOUR NEW EDITOR

**Barry Burns**

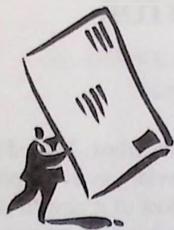
It was July 1983 when the first St. Helena Supplement dropped through my letterbox. Printed on 18 pages in A4 format, it was written and edited by Roger West. I read it avidly as every page was full of the most detailed philatelic information, all on St. Helena, and most of it new to me. Although very interesting, my initial reaction was that after a couple of issues it would run out of new information to justify its continuation. How wrong I was! Because of Roger's deep knowledge, personal study and enthusiasm, the Supplement grew in stature and became an essential part of the library of all St. Helena collectors. Roger handed over the reigns in 1988 (Number 10) to my good friend Bernard Mabbett, who has continued to develop the journal to its present form. To cater for the Ascension collector the name was changed to the St. Helena and Ascension Supplement (Number 12) and since then Bernard, with the undoubted help of his many contributors, has succeeded in publishing a very readable and informative journal on all aspects of the philately of the two islands. Unfortunately he has resigned his editorship in order to concentrate his efforts into producing a book on the Postal Markings and Postmarks of St. Helena. On behalf of our membership I would like to thank both former editors for the sterling work they have done over the years, and also give a personal thank you to Bernard for all the help and encouragement he has given me in producing this edition.

Your new editor is a novice as regards writing and publishing. I took early retirement two years ago, after working for 37 years as a laboratory technical assistant in the chemical industry on Teesside. I have been a stamp collector for fifty years, having been given an accumulation of foreign stamps from an uncle at the age of seven. After concentrating on the Commonwealth issues of George VI and early Elizabeth II, I decided to 'specialise' in St. Helena almost twenty-five years ago. I am interested in all aspects – even the modern stuff - but have a particular affinity to the engraved Victorian and the George V Badge issues. In addition to the Circle, I am a member of the King George VI Collectors Society, the National Philatelic Society and Middlesbrough and District Philatelic Society. My other interests include railways (particularly photographing steam trains around the world), hill walking, listening to music, and – dare I say it – supporting Middlesbrough Football Club. We all have our vices!

So what of the future? I know I will find it difficult to keep up the high standard achieved so far, but you can rest assured that I will do my best. Bernard has passed on to me a number of articles which I hope to publish in the future, but like all editors I appeal for more! In particular, if you are undertaking a personal study on any aspect of the philately of our islands, please think about publication as this may encourage a response which could prove beneficial to all. You will notice a letters section which I hope may encourage a greater response from our readers, as I believe there are some who may be prepared to write a letter rather than an article. Over to you!



## YOUR LETTERS



Your comments on any letters and articles, or on the style and content of the Supplement are most welcome, as also is correspondence on any philatelic subject which may be of interest to our readership. Please respond via the editor, by letter or e-mail. My addresses are on Page 2.

### Thomas Jackson Postcards

Dear Barry,

Further to Robert Richardson's article on Thomas Jackson's postcards there is clearly a long way to go in the listing of this set. I have copies of the following not included in his list:

155/101468	Main Str, Jamestown, St Helena
155/149368	Jamestown looking north, St Helena
146529	Vegetable Market St Helena
146532	The Wharf St Helena
No number	Public Gardens St Helena (unsplit back)
No number	Napoleon's House Longwood (split back)
No number	Jamestown from the Sea (split back)
No number (?)	St James Church St Helena (unsplit back, number obscured by stamp)
No number	West Rocks & Ladder St Helena (unsplit back)
No number	Fort High Knoll St Helena (unsplit back)

There is a link between these postcards and the various editions of the guide booklet entitled *Souvenir of Saint Helena* which first appeared around 1900 under Emily Jackson's authorship. The distinctive Public Gardens picture (see above) appears in this and some other views are very similar if not quite the same. The booklet was (apparently) republished by E J Warren over the next 30 years with a picture of Napoleon on the front and in various different editions. Curiously Warren's first edition (although not attributed to him) and Jackson's early booklet were both on sale in 1910 and both with the same Public Gardens view. Warren's later editions contained many of the pictures issued on St Helena postcards in the 1920s and 1930s.

Ian Mathieson  
Newmarket  
Suffolk

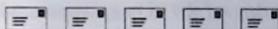
## 1884 – 94 Surcharges

Dear Barry,

In Supplement 33 on page 7 there is a misprint which may have confused any interested readers. Under the 'Double Surcharge', line 5 should read '14¼ mm', not '14½ mm'. What seems to have happened when this stamp was surcharged was that the initial incorrect bar of 14¼ mm landed on Stamp 7 instead of Stamp 6 – and very low at that, partly on the perforations. The stamp was subsequently surcharged additionally in the correct position with its correct bar of 14 mm.

It may be of interest that when studying a block of 60 of the pale red One Penny I noticed that the bar lengths were exactly the same as on all of the Halfpenny issues. This could be of use when plating as it means that on positions 3/12, 8/12, 13/12 and 20/12 – and nowhere else – a bar length of 14¾ mm will be found. I believe this will be the case for all the One Penny printings though this has yet to be confirmed.

Roger Morgan  
Hindhead  
Surrey



## Halley's Visit

Dear Mr Burns,

I am looking for a copy of the 5 pence value of the 1977 set commemorating the Tercentenary of Edmund Halley's visit to St. Helena (SG 335), used on a **non philatelic** cover. In addition, I am interested in knowing what rate that 5p value met. Thank you very much.

Jack Denys  
Via e-mail

*Editor's note :*

*I understand the surface rate to the U.K. was 5 pence at this time, as I have several covers from this period bearing other stamps of the same value. If any reader has a cover which they would be prepared to sell to Jack, please get in touch with me.*

*This letter brought to my attention the potential of the Supplement in filling member's wants. Many collectors must have items such as this lurking amongst their possessions. If there is anything that **you** need, particularly those items which are of little interest to dealers because of their low value, drop me a line and I will try to publish your requirements.*

## DISPLAY TO THE ROYAL PHILATELIC SOCIETY

27 April 2000

The West Africa Study Circle can trace its history back to May 1950, when a group of collectors led by Mr R.E.R. Dalwick formed the Gambia Study Circle. Brief details of the subsequent development into our Study Group were published in the Special Golden Jubilee edition of *Cameo* issued in April, so I will not repeat the details here. However, I must congratulate Frank Walton on the superb quality of this issue, particularly the metallic gold cover.

As part of the celebrations for our anniversary, we were invited to give a display to The Royal Philatelic Society, London and this duly took place at 41 Devonshire Place on Thursday 27th April 2000. Twenty Four members contributed to the magnificent display in 52 frames. Brief details of the Ascension and St. Helena exhibits are as follows :

**Frames 47 and 48** Early letters from Ascension, starting with an entire of 1833 at the India Letter rate. The display showed the development of the mail service, including the reduced sailor's letter rate and Ship and Packet Letter rates including one via Sierra Leone. Then followed a study of Great Britain one penny stamps used on the island and posed the question 'What is SG ZI?' The Silver Jubilee of 1935 was represented by proofs and plate blocks, followed by a detailed look at the George VI definitives. The original hand drawn artwork for the QE II definitives rounded off an interesting and very varied display.

**Frames 29 and 30** One of the earliest known letters from St. Helena, dated 'Novr. Ye 13th 1700' opened this fine display of early mail from the island. Other items that certainly caught the eye were a letter in Napoleon's own hand to Admiral Sir George Cockburn in 1817, and covers showing Saul Solomon as Forwarding Agent and the soldier's reduced letter rate of one penny. Also shown were a selection of the various postmarks in use during the early Victorian period, until the 1890's when chief Dinizulu was imprisoned there.

**Frames 49, 50 and 51** A study of the issues from the single Perkins Bacon plate, which was used to produce all the line engraved values between 1856 and 1894 - a total of 2,425,200 stamps. In addition to a fine selection of the various issues (including many blocks) the display showed how the plate was laid down, with the development of the flaws at three and two o'clock on the ring circling the Queen's portrait. The various re-entries, flaws, scratches and marks etc. were shown, which enables the plating of many of the stamps to be carried out. A display that would be ideal to take home for reference!

**Frame 52** A selection of the various censor marks, many initialled by some of the censor's involved, on mail to and from the Boer prisoners who were sent to the two main camps at Deadwood and Broad Bottom on St. Helena, during the Anglo-Boer War of 1899-1902.

## THE STAMP SHOW 2000

Earls Court, London 22-28 May 2000

### A Personal View

This was the first international in this country for ten years since Stamp World London 1990 was held at Alexandra Palace. I thought the venue this year was an improvement, with all the events located in the one big arena. The dealers stands occupied the central area, with the many postal administrations beyond and the large Post Office stands at the rear. The exhibition frames were at the sides and, although many were well lit, those towards the walls had poor lighting which must have been disappointing for the exhibitors; however it was good to see the interest shown in them by the visitors. The other main attractions, and there were many, were positioned around the dealers. For once there appeared to be adequate seating, and a fair selection of drinking and eating areas, although prices appeared high for someone from 'up north!'

Bernard Mabbett and I visited on the first three days, so were unfortunately unable to attend the Circle's lunch on the Thursday. However we did meet a few 'old hands' and enjoyed both the social and philatelic aspects of the occasion. Of the many St. Helena items available, I must mention the early covers at Victoria Stamp Company which included Kimball and Solomon as Forwarding Agents in addition to a choice of two Packet Letter handstamps. The most beautiful was a die proof of the 1856 design at Colonial Stamp Company, who could also offer a fine One Penny with double overprint, and both values of the George V key plate with the 'Split A' variety in positional blocks of 18, believed to be the largest known. A surprising visitor to the Crown Agents stand was Linda Moyce, who is the Assistant Postmistress at Jamestown. Between selling the latest issues to a healthy number of customers, she was able to tell us that upon returning to the South Atlantic she will be transferring to the Ascension Post Office. Although there were no exhibits of Ascension or St. Helena, two of them did contain a number of items relating to the latter. Brief details are given below, and these are followed by a few notes relating to those aspects of interest in the display by the British Library, and from the Royal Philatelic Collection.

### The Competitive Displays

Derek B. Hepworth of Great Britain exhibited 'Anglo-Boer War 1899 – 1902' which included four sheets of interesting material to and from the Boer Prisoner of War camps on St. Helena, with rare censor cachets and seals, and inter-camp mail.

Gerald Sattin of Great Britain exhibited in the FIP Championship Class 'Soldiers Privilege Rates of the British Empire to 1898.' Included were the following three covers with a St. Helena connection:

1. The earliest known soldiers letter from St. Helena; to Worcestershire with superb strike of the ST HELENA / 7 JAN 7 / 1818 / PACKET-LETTER in black.
2. In transit Bombay to London, lying off St. Helena Island 26.2.1860. Prepaid one penny soldiers letter rate from 'Windsor Castle' with ST. HELENA / FE 29 / 1860' oval date stamp in red. Mail off loaded and transferred to Post Office, then by Mail Steamer 'Norman' of Union Steamship Co. Ltd. sailing from Cape of Good Hope to Devonport. Collected at St. Helena 1.3.1860 and landed at Devonport 1.4.1860.
3. 22 Feb 1892 to Channel Islands. Medical Staff Corps entitled to one penny soldiers letter rate. Personally printed envelope of Staff Sergeant G.E.C. Riding endorsed by Surgeon Major H.J.M'Laughlin M.B. Bearing one penny red of 1887(?) with sunburst cancel. The Garrison was stationed at St. Helena until 1906.

### The British Library Rarities

Amongst the stunning display of rarities from the British Library Philatelic Collections, only one item related to our area. This was a picture postcard (Albatross chick on nest at Nightingale Island) sent from St. Helena shortly after the volcanic eruption on Tristan da Cunha, bearing three values of the Tristan Relief set (*why no 2½ c + 3d value ?*). This was used on the first day of issue, 12th October 1961 to The Rt Hon Reginald Maudling MP, Secretary of State for the Colonies, from the Governor Robert Alford, The Castle, St. Helena. The hand-written message reads: *'Sir, I have the honour to transmit some postage stamps about which I will write at greater length when I have more space at my command.'* This cover was illustrated on the front cover of Stamp Lover (magazine of the National Philatelic Society), vol. 85 no. 3, June 1993.

### The Royal Philatelic Collection

The display started with 'The Gems' of the collection, then concentrated on material from the reigns of 'The Collector King' (George V), George VI and Elizabeth II. I failed to spot anything of our collecting area from the first reign, but there was plenty of later material to cause excitement. There was a good display of the 1948 Silver Wedding, including a sheet of colour trials for the high values showing suggestions for, amongst others, Ascension and St. Helena. As far as one can judge, these appeared to be in the issued colours. That was for starters; onto the main course :

#### Ascension

- 1953 Coronation. 3d. Imperforate proof marked 802/2.
- 1953 Coronation. 3d. Single endorsed 'UPU Distribution'.
- 1953 Coronation. 3d. Bottom right corner plate block of 4 1,1 } endorsed
- 1953 Coronation. 3d. Bottom right corner plate block of 4 1,4 } 'Sent by the Crown Agents'

1956 Definitives, including:

Stamp size drawings by artists employed by Bradbury, Wilkinson. All hand drawn in colour except for the head and crown; photographic images of which were superimposed within the frames. All 13 values imperforate on card.

Colour Essays of each value, all with a tick mark except 1d and 2d, both marked with a cross.

Another sheet with 1d and 2d values, and a further sheet with the 1d and 2d values endorsed: ASCENSION 1956 3rd PROVING.

13 values on cover with ASCENSION / C / 25 JA / 57 c.d.s. and the boxed (CROWN) / VISIT OF H.R.H. / THE DUKE OF EDINBURGH / ASCENSION JANUARY 1957 handstamp.

*The cover appeared to be addressed to Harrison, Ascension*

### St. Helena – Summary

1938 imperforate Artist Drawing in sepia by Waterlow of 1/- value showing the Badge of St. Helena with Edward VIII's portrait. This was never issued, but adapted for the George VI issue in 1938.

1952 Artists Drawings by De La Rue for a new pictorial definitive issue showing the portrait of George VI. However, due to the death of the king, the designs were subsequently used in 1953 with a portrait of Elizabeth II.

### St. Helena – Details

- Sheet 1    1/- sepia imperf. Artist drawing showing Edward VIII.  
              George VI ½d. Bottom right corner block of 4.  
              George VI ½d. Perf. SPECIMEN. Left hand marginal.
- Sheet 2    George VI 1d. Green. Bottom right corner block of 4.  
              George VI 1d. Green. Perf. SPECIMEN. Left hand marginal.  
              George VI 1½d. Red. Bottom right corner block of 4.  
              George VI 1½d. Red. Perf. SPECIMEN. Non marginal.
- Sheet 3    George VI Plate Proof of frame. No value.  
              George VI Plate Proof of vignette. Manuscript Approved W.S. Curtis (?).
- Sheet 4    George VI 1d, 1½d, 2d. Colour prints (bicoloured). Imperf. (1½d. in lake).  
              George VI 1d, 1½d. (1½d. in carmine).
- Sheet 5    ½d, 1d, 1½d, 2d, 2½d. George VI but Elizabeth II designs. Imperf. on card.
- Sheet 6    3d, 4d, 6d, 7d, 1/-, 2/6, 5/-, 10/-. George VI but Elizabeth II designs. Imperf. on card.

## SPECIMEN STAMPS – 1922 BADGE ISSUE

**Roger Morgan**



### **U.P.U. Specimen Overprints**

Complete sets of U.P.U. Specimen Stamps of the Badge Issue are not common nor are they cheap to acquire. They have of course been made up piecemeal as new issues were made to the U.P.U. Member countries according to their requirements as each new value was printed, and no one knows how many of these came on to the market or when. Sets have therefore been made up over the years and will probably include both mounted and unmounted stamps.

A valuable guide is James Bendon's book "U.P.U. Specimen Stamps" published in Cyprus in 1988, which followed Marcus Samuel's authoritative book. The appropriate number of stamps of new issues had to be sent to the International Bureau in Switzerland, where they were assembled into collections which in turn were distributed to members of the U.P.U. Generally speaking, stamps were sent to the Bureau in complete sheets or large multiples and it was the staff of the Bureau who then broke these down into single stamps, or strips of three or five depending upon their members' requirements. Assuming that this was done in a methodical way it follows that each Member state would receive stamps from a particular position or positions in the sheet.

What happened thereafter would vary considerably from country to country, and many of the stamps remain in Postal Museums and Official collections. But many, whether with or without official authority, did come on to the Philatelic market. The numbers issued of St Helena U.P.U. Specimens are given by Roger West in page 6 of Supplement 4, but for the above reason the numbers available to collectors must be less. What is quite clear is that no more than seven sheets of each value were overprinted and that no more than seven of any one particular stamp (e.g. the Torn Flag) can exist. Another point of practical value to collectors is that all such stamps overprinted Specimen are of necessity first printings, and therefore it follows from Ralph Stanton's article in Supplement 29 (page 6) that you will never be able to find a One Penny or Sixpenny with Torn Flag overprinted Specimen.

In the set in my collection it is of interest to note that the Halfpenny, Penny Halfpenny, Threepenny and Eightpenny stamps, all from the December 1922 invoice are all unmounted and that the first three all show the very clear break in the top vignette peculiar to Stamp 8, whereas the Eightpenny shows only the merest suspicion of such a variety. Could this possibly indicate that, contrary to Ralph Stanton's authoritative theory about the order of printing of all values, the Eightpenny was in fact printed before the other 1922 values? Or am I imagining the beginnings of the variety? (The Twopenny value from the same invoice shows a different variety – that of Stamp 2).

The market value of such overprinted varieties varies widely although **all** are very scarce. At the I.D. Lampart sale in December 1986 an 8d Torn Flag went for £110 whereas the 15 shilling equivalent fetched £1000. The latter value (of which it is claimed only three exist) went for £1400 a few years later and was then offered by a dealer for a great deal more; but generally the lower values which occasionally come on to the market seem to fetch prices more commensurate with their face value. Such is Supply and Demand.

Incidentally, it should be mentioned that Hibbert on page 185 note (b) is incorrect in stating that SG. 107, 109 and 110 overprinted do not exist, though in theory he ought to have been correct as only new values or colours should have been issued. The two different watermarks do exist, but with different overprints D12a and D16, as illustrated on page 10.

### **Handstamped SPECIMEN**

The Badge Issue handstamped SPECIMEN is evidently even scarcer than the overprinted set and I have yet to complete a set (though I do have one value with a broken mast). Such stamps could of course, have been stamped at any time throughout their existence. (See also Supplement 8 page 36).

### **Multiples**

Finally it should be stated that overprinted multiples are scarce, but handstamped multiples are **very** scarce.

### **Further Reading**

Samuel M., *Specimen Stamps of the Crown Colonies 1857-1948*. R.P.S. London 1976  
Samuel M., Bendon J., Latto C., *Ditto, A Supplement*. R.P.S. London 1984  
Bendon J., *UPU Specimen Stamps*. James Bendon. Limassol 1988



## 1866 COVER TO THE U.S.A.

**Bernard Hughes**

Supplement 30 page 22 features an 1866 cover to the USA, franked at 1/8d, paid by St. Helena 1/- and 2 x 4d stamps, accompanied by a red hand-written '9'.

I'm not sure that I would go along with all the description in that article:

1. How could a letter be weighed differently at the same place - all the postage was paid at St. Helena? The rate cannot be **double** the (4d) Ship Letter rate to the UK plus a **single** 1/- Packet Letter rate to the USA.
2. Any unusual routing - and a mixed ship letter / packet letter route, if possible at all, would be unusual to say the least - had to be clearly marked at the top of the front of the cover. There is no such direction, this cover should have gone as a packet letter for both parts of its journey.
3. A Packet Mail service ran from St. Helena in 1866; poor inking means the Postal Notice on page 36 of Supplement 17 about the General Screw Steam Shipping Co packet service closing could be read as 1864, but that service ended in 1854 - an 1853 cover sent on that packet service is illustrated in Supplement 27 on pages 12-13.
4. Mention of a vessel on the reverse cannot be a postal direction, whether written by sender or recipient; it is apparently the ship from which the sender wrote the letter.
5. The Packet Service from St. Helena in 1866 was by the Union Line; this started at the end of 1857. Dates of the 1866 packets are set out in Supplement 10 pages 19-20; this cover was carried on the *Celt*, which left St. Helena on 28 August 1866 and arrived in England on 22 September 1866. This ties in with the sending date written on the cover (27 August 1866), the St. Helena postmark and the London transit postmark of 22 September 1866.
6. The packet rate to England was 1/-, but 1d of this 1/- went to the British Post Office, so also counted towards the postage to the USA. The red '9' shows the postage paid from England to the USA, being 1/8 less the 11d used up on the first leg of the route. This further confirms the letter must have gone as a packet letter, otherwise it would not have been charged 1/- from St. Helena to England.
7. Other covers from St. Helena to the USA mentioned in the Supplement from 1868 follow this pattern; they are conveniently listed in number 26 on page 15. Earlier Supplements describe rates differently, but I am sure number 26 gets it right. These covers are at 1/5d (1868 to early 1870) or 1/2d (1870 onwards), with accountancy markings of 6d (the 1/5d covers) or 3d (the 1/2d covers), tying in exactly with the England to USA postal rate of 6d (introduced early 1868) and

3d (introduced early 1870), the packet rate from St. Helena to England being 1/-, and the 1d overlap making a rate of 1/5d and then 1/2d.

8. Both the weight (half ounce for Packet or Ship Letters) and the 1/2d rate are confirmed in the Postal Notice in Supplement 25 at the top of page 32; this notice is only headed 1863 because the Ordinance under which it was issued was Ordinance No 2 of 1863. Most St. Helena postal notices during the period 1863-1896 were thus headed. Names of destinations such as 'Germany' and 'Canada' show this notice cannot be from 1863; my guess would be 1872. Compare the list of countries in the 1856 Almanac in the same Supplement on pages 25-26!

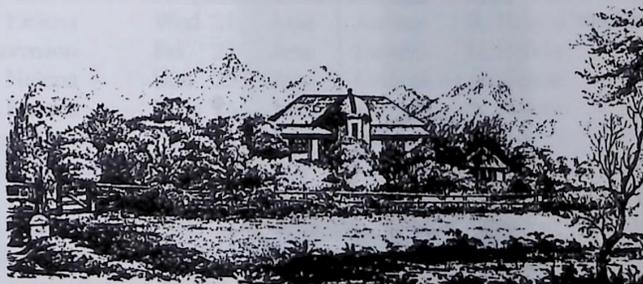
9. Turning back to the 1866 cover, this still leaves the question of why a 9d marking? The packet rate from England to the USA in 1866 (and for some years up to the start of 1868) was not 9d, but 1/-. So I cannot explain why 9d was charged, perhaps the sender simply got it wrong. The British Post Office marking told the American Post Office the cover was prepaid 9d, so the American Post Office could have charged the balance, plus any fine. Could this possibly be connected with the 16 CENTS postal marking below Miss Lamberton's name, if in black? I presume the red 9 (red being prepaid as distinct from black being to pay) does not reproduce in the illustration; I can't see it anyway!

Whatever the explanation of the 1/8d, there seems no doubt that the cover travelled the whole route as a packet letter, and the British Post Office sent the cover on from London as prepaid by 9d.

*Editor's note :*

*I have published this article virtually exactly as written, in the hope that it will invite further comment from readers! This is just the type of letter I hope to receive in order to establish the Supplement as a vehicle for open discussion. I thank Bernard for sharing his views – and believe that I am not the only one who will have extended their knowledge on postal history in general, and postal rates in particular.*

☺ ☺ ☺ ☺ ☺



Longwood 'Mag & Met' Observatory, St Helena, 1840 – 49 (Trevor Heurl)

## SNAIL MAIL?

Trevor Hearl



When the *MV Caronia* disgorged its 700 passengers and crew at St. Helena for a five hour break on terra firma on 2nd February 2000, en route from the Cape to Cape Verde Islands and the end of its cruise at Southampton, the Post Office announced that it would 'take the mail'. At this, a kind correspondent of mine, then staying on the island, dashed off a postcard to me with the latest news, 'courtesy of the Caronia'.

The card finally reached me, in Cheltenham, exactly four months later on 'The glorious First of June'! It had not, of course, sailed on the Cunard's cruise-ship, the faint date stamp showing a Feb 3 posting - that is the day after the ship sailed. But where had it been meanwhile?

The *RMS St. Helena* called at Jamestown on the 8th and 15th February, reaching Cardiff on 3rd March. It then returned to the South Atlantic; shuttled back and forth between Ascension and St. Helena three times and between St. Helena and Cape Town twice, before returning to Cardiff on 26th May.

Ironically the postcard carried a Cable and Wireless centenary celebration stamp captioned 'Modern Communications'!



## FROM THE SOUTH ATLANTIC

### News and Views

This section has been compiled from information received from Trevor Hearl, Bernard Mabbett, Jeremy Martin, James Podger and David Studd.

#### New Oval Date Stamp

St. Helena has a new date stamp which unusually is oval in shape measuring 33½ mm x 27 mm. It appears to have come into use early this year; the earliest date I have seen so far is 5th April, but no doubt somebody else can quote otherwise.



#### Shipping News

The RMS St. Helena was due to arrive at Pembroke Dock on Friday 26th May to unload passengers before going into dry dock at Swansea until 4th or 5th June. It was then proceeding to Cardiff Docks prior to taking up its revised schedule.

#### RMS St. Helena – Revised Schedule

Departs	Cardiff	Tues 6	June	Arrives	St. Helena	Sat 15	July
Calls at	Tenerife	Sun 11	June	Departs	St. Helena	Sun 16	July
Calls at	Ascension	Sat 17	June	Arrives	Cape Town	Fri 21	July
Arrives	St. Helena	Mon 19	June	Departs	Cape Town	Mon 24	July
Departs	St. Helena	Wed 21	June	Arrives	St. Helena	Sat 29	July
Calls at	Ascension	Fri 23	June	Departs	St. Helena	Mon 31	July
Arrives	St. Helena	Sun 25	June	Calls at	Ascension	Wed 2	Aug
Departs	St. Helena	Mon 26	June	Arrives	St. Helena	Fri 4	Aug
Arrives	Cape Town	Sat 1	July	Departs	St. Helena	Sat 5	Aug
Departs	Cape Town	Tues 4	July	Calls at	Ascension	Tues 8	Aug
Arrives	St. Helena	Sun 9	July	Calls at	Tenerife	Tues 15	Aug
Departs	St. Helena	Tues 11	July	Calls at	Vigo	Fri 18	Aug
Calls at	Ascension	Thurs 13	July	Arrives	Cardiff	Sun 20	Aug

### Post Office

Iva Henry, who was the Postmistress at St. Helena until last year, has recently left the Post Office to live on Ascension to be with her husband. Her place at Jamestown has been taken by Beverly Francis. We send both of them our best wishes.

For those writing to the South Atlantic, there are two postcodes which may help speed up your mail! They are :

Ascension	ASCN 1ZZ
St. Helena	STHL 1ZZ

### Tristan da Cunha

Although not strictly within our scope, I thought that readers may be interested in the article which appeared in Gibbons Stamp Monthly for April 2000, volume 30 number 11. This was entitled 'Tristan da Cunha and its Stamps', and was based on an interview of Brian Baldwin, the Island Administrator, by Peter Jennings FRPSL. Amongst a wealth of information relating to the postal service, we learn that the mail boat visits four times a year; that of 285 inhabitants about six collect stamps, and that the revenue from overseas sales of its stamps is approximately £80,000. The interesting point about the latter is that no such information is known for Ascension or St. Helena – *unless somebody knows better?*

### The St Helena Strategic Review 2000 – 2010

The only reference to the Post Office in this St Helena Government report concerns its privatisation, along with other government services such as the printing office. It suggests an estimated £100,000 plus a year operation, but warns that the business is very dependent on fluctuating philatelic sales and that commercial accounts need to be available. (*Surely figures for philatelic sales via the Crown Agents, and postage stamp sales from Jamestown Post Office are known? - Ed.*) As informal soundings to New Zealand Post and Royal Mail failed to note any investment interest, the next step may be to approach possible investors or, failing that, a management contract or local privatisation. This could be achieved within five years.

### New Pictorial Air Letter

I have been sent a black and white photocopy of a new St Helena Air Letter with a picture of the RMS at Jamestown on the front. The wire bird and ebony also feature, together with views of Lot and the Island receding into the distance from the departing RMS. One for the thematic collector! I hope to show an example in the next Supplement.

### St. Helena Postal Statistics

The last postal statistics appeared in Supplement number 25. The Statistical Review for 1997 updates the information, and this is reproduced below. I have repeated the figures for 1993, as the number of letters despatched in quarter 4 differs from that given earlier.

	Mail Received			Mail Despatched			No. of Stamp Issues
	Letters	Parcels	Other	Letters	Parcels	Other	
1993 Qtr 1	8,550	281	3,814	6,278	25	6,905	2
Qtr 2	4,822	230	3,430	11,539	57	4,217	1
Qtr 3	3,525	253	2,662	7,137	25	2,339	0
Qtr 4	12,450	378	4,473	14,939	45	11,205	2
1994 Qtr 1	8,150	312	5,163	13,381	27	3,066	2
Qtr 2	4,954	179	2,612	8,599	46	4,578	1
Qtr 3	8,601	226	4,528	6,993	40	2,168	1
Qtr 4	10,544	220	3,058	20,051	34	3,341	2
1995 Qtr 1	8,127	158	3,174	6,670	20	3,211	1
Qtr 2	10,350	273	3,846	5,679	38	2,184	1
Qtr 3	7,800	171	3,195	4,934	29	1,479	1
Qtr 4	14,400	249	4,584	22,730	52	4,480	1
1996 Qtr 1	7,939	211	2,856	8,157	29	6,121	2
Qtr 2	8,676	213	3,624	10,948	27	4,271	2
Qtr 3	5,736	213	2,222	6,585	46	4,611	2
Qtr 4	15,641	278	4,410	20,806	25	3,412	1
1997 Qtr 1	7,441	197	3,000	8,686	18	6,220	2
Qtr 2	7,405	230	3,345	9,230	32	4,699	2
Qtr 3	7,650	148	3,307	6,172	51	2,282	2
Qtr 4	13,000	217	3,807	24,359	29	4,895	0

### Ascension Design and Artwork 1981 – 1999

Whilst at Ascension, James Podger obtained photocopies of the artwork of the 1981 – 1999 issues held in the island post office. Jeremy Martin has been collating this material into a number of binders which will be available in the Study Circle library, hopefully by about September. Confirmation in the next issue.

### **Invalidation of Postage Stamps**

The St. Helena Government Gazette of 31st October 1999 gave notice that the following postage or revenue stamps of St. Helena and Ascension would cease to be valid with effect from 1st November 1999. Holders of these stamps had until 30th April 2000 to exchange them for current issues.

Those of St. Helena from the Friendly Societies' Banners issue of 7 January 1986 to the Motoreycles issue commemorating Phila Nippon '91 issue of 16 November 1991; that is from SG 472 to 601 inclusive, and includes the 'Explorers' definitives issued 22 September 1986.

Those of Ascension from the issue of 7 March 1986 commemorating the Appearance of Halley's Comet to the Ascension Churches Christmas issue of 1 October 1991; that is from SG 393 to 553 inclusive. This includes the 'Ships of the Royal Navy' definitives issued 14 October 1986, but not the 'Fishes' definitives of 10 December 1991 which remain valid.

### **St. Helena News**

A reminder that this weekly publication, full of interesting information and news of the island, is available for an annual subscription of just £10.50 (a UK cheque is acceptable), from John Drummond, St. Helena News, Broadway House, Jamestown, Island of St. Helena, South Atlantic Ocean STHL 1ZZ. The issues are sent in batches; my latest had a nicely cancelled £2 definitive stamp and a previously unrecorded 'Printed Matter' handstamp – see below. Perhaps one of our Ascension collectors can supply details of subscribing to *The Islander*.

### **The St. Helena Catalogue**

I should also mention that this quarterly publication from the U.K., which deals with products and services including accommodation, is available by sending a cheque for £3 for four issues, to the St. Helena Catalogue, 33 Birch Close, Broom, Biggleswade, Beds. SG18 9NR

### **Unrecorded PRINTED MATTER handstamp**

## **PRINTED MATTER**

As mentioned above, my recent copies of the St. Helena News arrived with this handstamp on the wrapper. It measures 49 mm x 4 mm and is in black. It is not known if it was applied at the Post Office.

*Continued on Page 32...*

## 1990 RMS ST. HELENA SOUVENIR BOOKLET

Barry Burns and Dr William Mayo



SOLOMON & COMPANY (ST. HELENA) PLC  
(100)

In my accumulation (I cannot call it a collection) of QE II St. Helena I have a booklet with the above cover, containing one of the miniature sheets issued in 1990 to commemorate the Maiden Voyage of the RMS St. Helena, SG MS 576. The sheet is stapled at the left between two blue thin card covers, the design being in black. The back cover is inscribed at the base in black *SOLOMON & COMPANY (ST. HELENA) PLC / (100)*, as shown alongside. The card covers measure 114 mm x 114 mm, and the rear inscription is 40 mm in length.

I had long wondered of the origin of the booklet, until reading the article 'A Tristan Issue is Born' in a recent issue of the South Atlantic Chronicle which mentioned the booklet. The author of that article, Richard Peck, put me in touch with Dr William L. Mayo of Australia, who replied to my question as follows :

*The ...booklet was ordered by the purser of the ship on its southbound voyage from Cardiff to Cape Town. 100 of the booklets were printed by Solomon & Co at Jamestown, St. Helena and were assembled using the 1 pound sheetlet.*

*I happened to be a passenger on that particular voyage which called in at St. Helena for approximately 10 days and during the stay at St. Helena I believe most of these booklets were sold either to passengers or visitors to the ship from the island.*

*That is all the information I have about this rare booklet, but since Solomon & Co are the official printers to the Government there, I would consider this an official booklet and I know for a fact that the RMS St. Helena presented at least one copy to the St. Helena Postmaster for his archives.*

Naturally I was pleased to receive this information, and thank Dr. Mayo for it, but do not necessarily agree that it was official, as it appears **not** to have been issued by the Post Office. What do our reader's think?

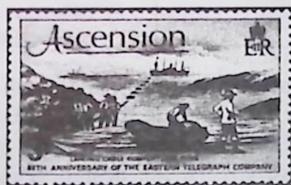
## CAPTAIN MORGAN AND THE EASTERN TELEGRAPH CO.

### Extract from 'ASCENSION' by Duff Hart-Davis

The following extract describing Captain Morgan's tour of duty at Ascension during the time the Eastern Telegraph Company's cable was being brought ashore at Comfortless Cove is taken from *ASCENSION – The story of a South Atlantic Island* by Duff Hart-Davis, published by Constable, London 1972.

*Disappointingly few details survive about how the cables were brought ashore – quite an operation, on that coast and with that sea – or how the staff at the Eastern Telegraph Company (E.T.C.) established themselves and their equipment on the island; but it is clear from the scanty records that the old hands of the Marine garrison did not exactly put themselves out to make the civilian interlopers feel at home.*

*The cables came ashore in Comfortless Cove, some one and half miles from Georgetown, and landlines had to be laid between the cove and the E.T.C. office in the settlement. The Marines were supposed to help with the daunting task of burying the lines by providing and directing their Kroo labourers – and indeed they did, though not without mischievously creating a number of difficulties.*



COMFORTLESS COVE

*By 1904 the job was still not finished, and the E.T.C. superintendent, C.A.Paine, was evidently having trouble on various fronts. The ground near Comfortless was chaotically difficult, and in order to avoid as much blasting as possible, the line of the land-cable twisted about, following the ash-beds between the piles of black basalt slabs. But it was easier to outflank the terrain than to outmanoeuvre the senior officer of Marines, captain R.H.Morgan, a plump, moustachioed and monocled officer who seems to have pulled his considerable weight whenever possible.*

*In order to get labour for the trench-digging, the wretched Paine went to formal interviews with him, the results of which he reported to the E.T.C. in London. In August 1904 he wrote:*

*On the morning of the 11th the Captain informed us he could not spare labour without referring the matter to the Admiralty, which he did on 12th inst., consequently work was not commenced by the 19th. Captain came over and informed us that we could have the men on Monday 22nd and remarked that he could easily have spared the men in January last.*

*Even when the labour became available, the E.T.C. experienced great difficulties. The Kroomen were extremely careless: the heat and dust wore out the Europeans, and loose ash was continually sliding into the newly opened trench. At the end of September work could be carried on in the mornings only, for in the afternoons the garrison carried out its annual firing on the Long Beach ranges, and the area through which the trench was cut lay directly behind the targets. Faults kept developing in the land-lines, either as the result of rock-slips or because of the heat, and a further hold-up occurred when the storeship Why arrived with small-pox on board and had to be put into quarantine in Comfortless Cove.*



*The next year, 1905, work on the E.T.C.'s buildings was further retarded by a reduction in the strength of the Marine garrison, and Paine was forced to recruit volunteer labour out of working hours. 'Volunteer labour is precarious,' he reported to his office in London, 'but may be facilitated by liberal liquid refreshments in part payment.' The cement tunnel protecting the cables where they entered the sea in Comfortless Cove was largely the product of generous issues of rum.*

*Luckily for the E.T.C., Paine was a man of considerable patience. When he wrote home to the Managing Director, his letters carried strong echoes of the official naval dispatches: 'Dear Sir, I have the honour to report that all the electrical apparatus received here per S.S. Westminster Bridge has been unpacked.' And when he dealt with Captain Morgan he was the very essence of tact.*

*In spite of all the difficulties, traffic built up quickly after the first cable, from Cape Town, had been extended to the United Kingdom via the Cape Verde islands. From the Marines' point of view, the electricians, with their new-fangled equipment and endless requests for help, were obviously a nuisance; but it was in no way the fault of the E.T.C. that morale among members of the garrison was far from good. In a memoir written later in life for his family General Morgan (as he became) recalled his arrival on Ascension in 1904 :*

*We landed at the Pier and walked up to our bungalow.... We saw not a soul on the way up and not one of the officers' wives was there to greet us, but we felt that we were being surveyed from behind the jealousies of the various bungalows.... We found that there was a lot of friction in the island between the naval Captain-in-Charge (McAlpine) and his officers, and he made it so unpleasant for anyone he disagreed with that all the wives were afraid to take any step before Mrs McAlpine showed the way.*

*The next morning I reported to McAlpine, who immediately asked me to explain why I had brought my wife and child with me, as it was entirely contrary to his orders! I pointed out that I did what the Admiralty ordered and had no knowledge of his orders.*

*This was not a good start, and we soon found that both he and his wife were impossible. She called herself the Queen of Ascension and was a marvellous production.... We found the island a strange place, with everyone at sixes and sevens.*



THE PIER

*Early in 1905 Morgan received an official letter asking if he would take charge of the garrison, as the Admiralty had decided that the command of the island should once more be taken over by a major of Marines. Although only a captain, Morgan was given the job, and his journal continues:*

*Soon after, I heard unofficially that I was going to be appointed, and some time later I was sent for by McAlpine and informed that for some unknown reason the Admiralty had very foolishly decided to put a Royal Marine officer in charge of the island, and I was to be the one. He was furiously angry and said the most outrageous and insulting things to me, but luckily I kept my temper and said nothing. In fact I was so pleased with my good fortune that nothing would have bothered me.*

*In April McAlpine left, only handing over the keys and charge of the island to me as he left the Pier. He had behaved like a disgruntled child ever since he had heard that I was to relieve him and had never given me any help or shown me a single official paper. What was much worse was that after he left I found a telegram from the Admiralty instructing him to hand over to me in the middle of March. He had not even shown me the telegram, and so had done me out of a month's command pay.*

*And so, for the first time since 1844, Ascension was once again under the command of a Royal Marine officer, with the whole island now – bizarrely enough – borne on the books of H.M.S. Cormorant, which was stationed at Gibraltar. Gradually the garrison settled down into a much happier state, and Morgan made such a good job of running the place that in 1907 his tour of duty was extended for a further year. To judge from his own records and photograph album, he was not exactly overworked: he seems to have devoted much of his time to goat-shooting, his passion for which took him repeatedly over the roughest ground in the island. His photographs combine with an account printed in the E.T.C.'s house magazine Zodiac to give a vivid impression of this exacting sport.*

*The party would leave Georgetown at 6.30 in the morning and walk up to the Mountain settlement, which they reached at about 8.30, their baggage having been taken up in advance by an African with a donkey or mule. Then the real action began – a day of violent climbing, scrambling, slithering and creeping through the cinders and lumps of lava. Only shot-guns were allowed (the dangers of ricochets being too great for rifles), so that the hunters had to get within fifty yards or less of their quarry before it was worth taking a shot. Hours of patient approach work would either be wasted by a last-minute mistake or rewarded by a few seconds of lightening action – perhaps a right-and-left at an old billy and a kid. The bodies were liable to tumble over cliffs and smash themselves to pulp, and often they could not be retrieved at all; even so, a bag of six in a weekend was not uncommon.*

*Another energetic task on which Morgan had to spend a considerable amount of time was prospecting for phosphates. Ever since 1851 intermittent attempts had been made to harvest the rich deposits of phosphates and guano (both the product of sea-birds' droppings), particularly on Boatswain Bird Island; but the expense and physical difficulty of extraction had brought several contractors to grief. One was William Thorpe, a merchant in St. Helena, who claimed to have lost nearly £2000 as a result of the fiasco in which his operation ended, and during the early 1900s he tried unsuccessfully to sue the Admiralty for some redress.*

*Their Lordships, ever anxious to defray the cost of running Ascension, were keen to encourage a new venture; but at the same time they were nervous about allowing any commercial organisation free reign on an island that was run by and for the Navy. An Admiralty minute of 1906 raised the question of whether the Board should allow commerce on an island ruled by naval discipline, and pointed out:*

*There are at present employees of the Telegraph Company there, but an importation of labourers would be a different matter.*

*In spite of its doubts, in 1907 the Board allowed companies to put in new tenders. Among them was James Morrison and Co. of St. Helena, and the Admiralty was no doubt influenced by the fact that the economy of St. Helena was then in an extremely bad way. That same year the Governor wrote to the Secretary of State for the Colonies pleading the 'acute distress' and 'semi-starvation' of many families. A few St. Helenians were already working for the E.T.C. But to send large gangs of labourers up to Ascension was an attractive idea, for it would provide the southern island with much-needed relief.*

*For several months the Admiralty prevaricated in a typically maddening way, never managing to commit itself. Mr G.O.Cannon, a representative of the St. Helena firm, was allowed to prospect on Ascension, and together with Captain Morgan he scrambled about measuring the phosphate deposits. Morgan's photographs show the pair of them perspiring heavily among the villainous lava on the north-west corner of the island, particularly around English Bay. Morgan himself was asked by the Admiralty to prepare a report on the feasibility of the whole project, and he wrote back to say that he thought a commercial venture perfectly possible, provided that certain conditions were observed: first, all work would have to be done without the help of the naval establishment; second, all men on the main island would have to be under the control of the Marine Commandant; third, no 'spurious liquor whatever' was to be brought ashore by the company.*

*Rather than make a decision, the Admiralty took refuge in detailed objections. Since only about forty St. Helenians would benefit from the scheme, was the whole thing worth it? Who would lock them up if they caused trouble? Where would they live? Presumably in some old hulk – but if so, where would it be moored? How many natives could safely be taken from St. Helena? How far would the influx of 'a number of (probably coloured) labourers affect the administration and discipline of the island'?*

*Some research was put in hand to establish the position of civil law on Ascension. The answer was that there had never been any: everyone had always come under naval discipline. Whereas the civilian gardener was on the books of the guard-ship for both victuals and pay, the employees of the E.T.C. were on its books for victuals only. 'They therefore appear to be on the Island in the capacity of private individuals,' said an Admiralty minute, 'and occupy a somewhat similar position to that of the wives and children of the garrison, who are not "officially recognised".'*

*If the staff of the E.T.C. – already present – were not officially recognised, what hope was there for some bare-facedly commercial firm? The answer was none. After months of masterly stalling, the Admiralty at last, in December 1908, sent out a letter regretting that the difficulties of the whole operation were too great, and that no concession would be granted.*



CABLE NETWORK

*By then the cable station was well established. In January 1908 the Ascension relays passed on over 27,000 messages, and on 28 January, when the Suez landlines were interrupted, they handled 1716 messages – a record to that date.*

*In May 1908 Morgan left for home, taking with him his three baby daughters, the youngest of whom had been born and christened on the island, and all of whom had run happily barefoot about the clinker, being made much of by their Krooman-nurse, Tom Cole, and the rest of the garrison. Muriel, the middle girl, had her name given to Muriel Avenue, a double line of palm trees at Two Boats. It is pleasant to find Morgan, in his family memoir, paying tribute to the men of the cable company: even if he had teased them at first, he had later come to appreciate their worth. 'I was most loyally backed up by everyone on the island,' he wrote, 'including the Superintendent and staff (forty including servants) of the Eastern Telegraph Company.'*

*During his spare time Morgan had shown a lively interest in Ascension's history and made extracts from old records, some of which have since disappeared. Also he wrote treatises on the behaviour of the island's two oddest species – the turtles and the wideawakes.*



WIDEAWAKE

## EARLY LETTERS

### Trevor Hearl and Bernard Mabbett

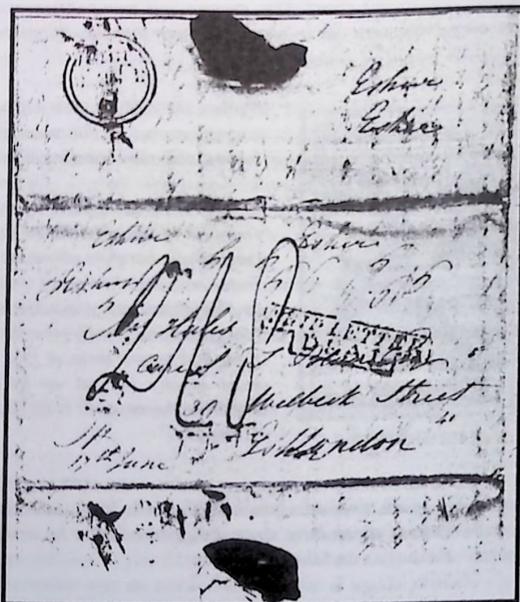
I have received photocopies of a number of early letters, all of which were sent from St. Helena in the first half of the nineteenth century. Trevor Hearl has once again used his considerable knowledge and skill in transcribing the written messages therein, and supplying illuminating information on the subject matter and personnel involved. Details of the postal rates and markings were supplied by Bernard Mabbett, and I thank both of them for their efforts; also to the owners of the letters in allowing their publication. (All illustrations reduced to approx. 60%)

17 June 1819

Entire letter written 17th June 1819, with stepped SHIP LETTER / DEAL handstamp. Rated 2/8; made up as double Ship Letter of 8d. (1/4d.) plus double mileage of 8d. from Deal to London (1/4d.).

Total 1/4d.+ 1/4d. = 2/8

? / 3 SE 3 / 1819 London Arrival c.d.s.



From: J. Hales[1], Eyre's Boarding-house[2], Jamestown.

To: Mrs Hales, care of T Blair (?) Esq. 39 Welbeck Street, London (Esher added).

(Line 1 missing from top of page)

...It is almost as bad as being on board ship to be on this Island. They are constantly out of something or other – one day there is no Coffee, another no Green Tea. The fact is they won't buy from the Shops, but wait till the 1st of the next month when they are allowed to purchase from the Govt stores at a rate very little above the English price.

Travellers are told of the enormous price of every thing, but the Inhabitants do not pay at the rate represented. They rear their own poultry and feed them for a trifle, sell a great many to Captains requiring stock at an enormous price and oblige Travellers with a comfortless breakfast covered with flies, as you well know, and cold Coffee in the Evening at £1:10 per day.

We have been pretty quiet in the House for some time past since Capt Brown & Mrs Storey left us. This has been much more agreeable to me than living in a continued bustle. Mine Hosts acquaintances are principally in the Seafaring line, Mates of Indiamen and Commanders of Free Traders. I am always glad when none of them drop to pass the Evening.

16th June – We go on board tomorrow. I am getting my things off and am somewhat in a bustle. I wish to write to Cox[3] as I believe I shall not have occasion to draw upon him as I expected though Mr Eyre's bill will be a good heavy one. All the ships have sailed. Graham left this (word omitted) the day before yesterday – another ship came in from the Cape – Becher is living at Stirling back (?). I understand the rate of boarding at a Lodging House is about 12 shillings a day – my plans will much depend on Vaughan and I hope we may manage to take a House together. I believe I did not mention to you in my last that the Prize Money was expected to be very handsome some of the Agents in Calcutta have I hear made advances to Officers on the Credit of their Prize Money by which would seem that an early dividend is expected. It will be a very comfortable lift to me. Swinton having a power Attorney can receive it for me if it shd be issued while I am at the Cape.

Wednesday Evening – I must close this I believe lest tomorrow I have not opportunity as I should wish to send my writing desk on board. I have accordingly opened it at this hour to make my last communication to you – have indeed nothing to say, but to wish you Happiness. I would send you something as a memorial of me, but you know what I have, and indeed what could I send you – It would not be I think pleasing to you to have any thing from this expensive place when you could obtain so much better at home. There is nothing curious here but China articles and ?? as you know we considered dear in China. I have before urged you not to deny yourself what you like in England. You will not probably have an opportunity of pleasing your Eye so easily again. I have written to Cox and shall again mention my wish that he will prepare to supply you with money – you need not fear being obliged to ask for it – I wish you to beg him in my name to accept the Watch he has which was given me by my Grandfather. It formerly belonged to one of the Lords who suffered in 1745[4]. I wish him to take it now as a remembrance of me and I have told him so, but I would have you also mention it.

I thought we should have had an accouchement in this House after you went away. Mrs Storey was taken in the one Evening, however she recovered herself. She had to pay a round sum for breakage of Looking Glasses and Dressing Case, besides three or 4 panes of window Glass. This all proceeded from romping with her friend. I have heard strange stories of them from Mrs Eyre who is rather a free-spoken Lady. They murmured at paying 3 Dollars a day for the child but Mrs E said it was the usage and the same was charged for a child of a month old – what Jews!!!

Well, my dear Fanny, I must close. I write very unsatisfactorily and disjointedly but I cannot preserve good Spirits. I shall be in better health soon I trust. This must be left for the first opportunity – most likely it will come by the Mollat[5] – and now God bless you my dear Girl. Talk to our little bairn of me & keep me as much in his mind as you can.

Fare you well. Ever affect Yours

J Hales

St Helena – 17th June 1819

Notes

- 1 James Hales; Captain HEJCS. Arrived at Table Bay in the *Lusitania* from St. Helena, 6 July 1819. Left for Calcutta with servant on 26 July 1820 in *La Belle Alliance*. 'Visitor from India'.
- 2 Eyre's Boarding House; Andrew Eyre catered just as he describes. His boarding house was on the west side of the Grand Parade. As this was during Napoleon's exile accommodation would have been shorter even than usual. His Boarding House and Mercantile Agency was still listed in the *St Helena Calendar & Directory for 1830 and 1834*.
- 3 Cox; presumably his agent in London.
- 4 suffered in 1745; Jacobite rebellion, followers of Bonny Prince Charlie.
- 5 Moffat; East Indiaman (717 tons), making its 3rd and last voyage 1810 – 1819.

27 June 1819

Entire letter written 27th June 1819 while anchored off St. Helena, with stepped SHIP LETTER / DEAL handstamp. Rated 1/4; made up as Ship Letter of 8d. plus mileage of 8d. from Deal to London. 1/4 crossed through and 1/- re-direction charge applied.

? / 3 SE 3 / 1819 London Arrival c.d.s.



From: Charles Henry Swinburne (Lieut. RN)[1], *HMS Eurydice* off St. Helena.  
To: Miss Julia Swinburne (sister), London. (Re-directed to Capheaton, Newcastle on Tyne).

*HMS Eurydice June 27th 1819  
Off the Island of St. Helena*

*My dearest Julia*

*Just as we were on the point of sailing from the Cape, which is now exactly a month ago, after I had sent my last letter on shore and too late to write again, I received by the transport which brought out the 54th, the Box with the Histories of Greece & Rome &c, pray give my best thanks to Marion (?) for Her magnanimous present & still more for her kind letter which is the most ....(?) one I have had for a long time. The Vice (?) & the rest of the gear are in excellent preservation and exactly what I wanted. Pray thank Ed<sup>d</sup> for me & tell him so & that the knife is*

hear to (sic) and has done considerable execution already, not in the old way of cutting my fingers but in divers affairs of import such as skinning an Albatros (sic) of which I have a wing for him that I am trying to keep but am afraid I shall not be able // (written across)

...Roses which are very beautiful & I cannot find fault with Ed's (?) jealousy though I am glad that it is exceeded by her generosity. Col<sup>l</sup> Warre[2] touched here the other day on way home & I believe they were all well. June 3rd: I began this crossing with red ink but now I can't get any more & so you must put up with black considering the letter comes from foreign parts. I have waited till today in hopes of having something more to tell you but as there is not I shall (word deleted) wish you good bye for the present & send it by a ship which is on the point of sailing.

Give my kindest love to all hands & believe me your affec<sup>te</sup> brother

C H Swinburne

Notes

1 Charles Henry Swinburne (1797 – 1877); later Admiral, 2nd son of Sir John Swinburne of Capheaton, FRS, FRAS, married (1836) Lady Jane Henrietta Ashburnham. Served at the Cape from 1818 on *HMS Tees*; then *HMS Eurydice* (Capt. Robert Wauchope – the inventor of the Time-Ball used at Greenwich, Portsmouth, St. Helena and the Cape). The *Eurydice* was on the St Helena station 19 April 1816 to 20 Dec 1819, when she returned to Britain.

Admiral Swinburne was the father of the poet Algernon Charles Swinburne (1837 – 1909) - his eldest son. *DNB* describes the Admiral as 'a cut and dried unimaginative old salt', but his mother as 'a woman of exquisite accomplishment and widely read in foreign literature'.

2 Col. (Sir) William Warre (1784 – 1853); Deputy Quarter-master General at the Cape 1813 – 1821. His wife and three of their seven children died at the Cape. Warre was an old Peninsular War veteran; his *Letters from the Peninsula (1808 – 1812)*, were edited by his nephew Dr. Edmond Warre in 1909 (*DNB*). Warre and family left the Cape 13 April 1819 in *Lady Raffles* for Portsmouth.

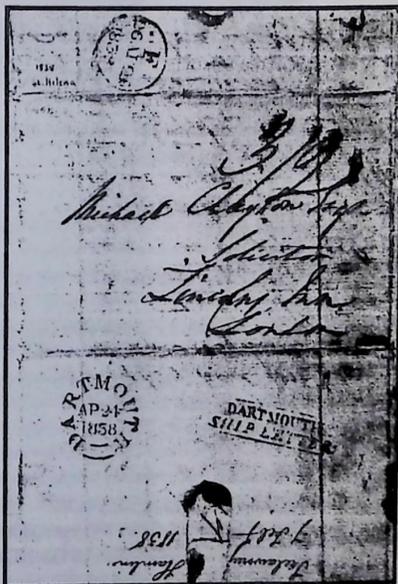
7 February 1838

Entire letter written 7th February 1838, with stepped DARTMOUTH / SHIP LETTER handstamp. Rated 3/2; made up as double Ship Letter of 8d. (1/4d.) plus double mileage of 11d. from Dartmouth to London (1/10d.).

Total 1/4d. + 1/10d. = 3/2

DARTMOUTH / AP 24 / 1838  
and

F / 26 AP 26 / 1838 London Arrival c.d.s.



From: Colonel Hamelin Trelawney RA[1]  
To: Michael Clayton Esq. Solicitor, Lincolns Inn, London.

St. Helena  
7 Feb 1838

My dear, dear, Sir,

Your letter of the 15 December and part of it gave me infinite pleasure and part vexed me; it gave me pleasure to think that you still believe the future of the "case to be worth one.

I can only add (now distant) and with the fear of God before my eyes, that I firmly believe that if Mr Roberts was alive and proofs could be had, that any ??? owed me £17-0-0. The ? is strong in my recollection in this way, that long after I had quitted Wales for Chester with my family, I was pressed for about that sum, and when in my walks with him around Chester (for he always called on me when he came there on business which was often) I had almost screwed my courage to the sticking place to ask him for it – or the little balance in my favor after all our various transactions. Would it not be well to open the subject of the purchase of the timber? &c &c. Mr John Roberts bought of me £1500 worth of Timber, I was not paid (?) in full I think by £400, where is that transaction, how does it stand in his books. It ought to show that he paid me, my letters to him, if they were all shown would repeatedly ask for payment – I never liked to say much of this to you, because it was long ago – but so is the bill made ?? !!

Since my departure from England my pay has been per ann. £500	two years
Mrs Trelawney has ? £10 pr month say	<u>1000-0-0</u>
Interest	240-0-0
Insurance (?) I ?? Say	100
	<u>150</u>
	£490

I think I must have reduced my debts to the agents at least £350.

I shall see when their yearly account arrives which you shall see to corroborate (?) my statement.

My letter of the 9th March 1836 said your debt should be liquidated shortly – in May they stopped the Colonial pay. I was floored of course as the agents received my pay in England – I furnished my House, laid in sheep, pigs, as the means of living in this barren spot. Had I known that the Colonial pay would not be continued I would not have laid out expenses, now if I was to remain here 10 years my living would cost but little as I am independent of the market.

I have enclosed (?) you the certificate of Health. I will pay you every farthing you have expended, but my gratitude to you I shall not attempt to pay.

And I remain sincerely & ??

Your obligd Servant

Ham Trelawney

(Postscript) No anchorite lives more sparingly than I do. I never was so well, in fact I never ail; if health be the greatest blessing I am blessed indeed.

You will observe that this letter was written on the receipt of yours, but the certificate was signed and dated on the day of the mail leaving St. Helena.

I thought that right.

Notes

1 Lt. Col. Hamelin Trelawney RA (1782 – 1846); Officer in charge Royal Artillery on the Island 1835 – 1846; took over from the E.I.C. St. Helena Artillery in November 1835. A Peninsular War veteran &c; noted as irascible. Succeeded Major-General George Middlemore as Governor, 6 January 1842. Died in office, 3 May 1846.

22 January 1840

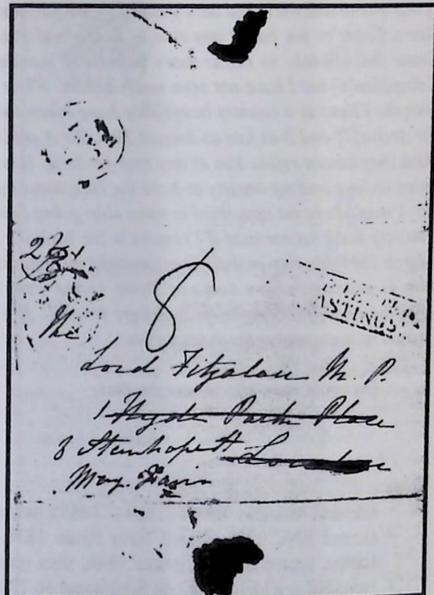
Entire Letter written 22nd January 1840 from *HMS Melville* St. Helena, with stepped SHIP LETTER / HASTINGS handstamp. Rated 2/3 or (more likely) 2/8; made up as double Ship Letter of 8d. (1/4d.) plus double mileage of 8d. from Hastings to London (1/4d.)

Total 1/4d. + 1/4d. = 2/8

This rate appears to have been ignored, and a rate of 8 applied for the 'all in' Ship Letter rate which came into use in January 1840.

At the time of posting, neither the writer nor the Postmaster would probably be aware of the new rate.

B / 16 AP 16 / 1840 London Arrival c.d.s.



From: Edmund Lyons[1], *HMS Melville*[2], St. Helena.

To: Minna (sister), c/o The Lord Fitzalan MP[3], 1 Hyde Park Place, London.

(Re-directed to 8 Stanhope St. May Fair).

*HMS Melville St. Helena*  
January 22nd 1840

My dearest Minna,

I had the happiness of receiving your letter of Sept 14th from Farnham shortly after our arrival at Simons Bay the last time. Your letters which have always been my greatest pleasure when away are even more valuable and looked forward to with greater anxiety at this great distance where they come so irregularly than ever and since your marriage they are more than ever interesting. I cannot describe the pleasure which every letter I receive from you assuring me of your perfect Happiness gives me. This is indeed a constant source of delightful reflection. My last letter from my mother was from the Embassy (?) before you had parted. I need not say how delighted I was to hear Dr Atkinsons opinion of her health, this has indeed made me very happy. I am very glad he was so positive that she was not to pass the summer in a hot climate as I was much afraid that when it came to the point she would hardly leave Athens but this of course decided it; if you are able to meet them on the continent it would be delightful. I am most anxious to hear of their arrival at Athens and of Annies marriage but I can hardly hope to do so. yet I shall however. I hope hear (sic) from you all at Ascension where we expect to meet the Lily[4] which has lately come from England. Of myself I have nothing to tell you except the dates of arriving at and sailing from different places, about half our time is spent at sea and the other half at places so disagreeable that I hardly ever go ashore. We sailed from Ascension on the day I last wrote and arrived at Simons Bay in a month. We remained there for ten days and then went round to Table Bay (the anchorage of Cape Town) to embark the Admiral. We sailed on the 18th

of this month and anchored here yesterday; we sail tomorrow for Ascension. I believe it is doubtful whether we go to Sierra Leone or not but at any rate to Accra and Princes Island and then back to Simons Bay. If we go to Sierra Leone this will take us rather more than three months and if not about ten weeks. George Elliot[5] is here in the Columbine[6] but I have not seen much of him. While the ship was at Simons Bay I spent two days very pleasantly with the Elliots at a country house they have taken for the summer. They are really nice people. I have heard from Sir Archie[7] and B as late as August 29th. Sir A said he had written for my promotion at which I am delighted as I think they cannot refuse him at any rate for long. It is now two years since I have seen any of you but B it appears twice as long and my anxiety to have the happiness again seems to increase every day. If I am promoted I suppose Sir A would have me appointed to some ship going to the Mediterranean and I should thus have the delight of seeing you very much sooner than if I remain in the Melville as the Admirals three years on his station does not expire till March 1841 this ship probably not arriving in England till May 1841 which would indeed appear an age. I shall be able to write again from Accra or Sierra Leone. Pray continue to write long letters by every opportunity but as you know how happy they make me I am sure you will. It is impossible for me to describe how ardently I long to have the delight of again seeing my dearest sister,

Ever your most affectionate brother

Edmund Lyons

#### Notes

- 1 Edmund Moubray Lyons (1819 – 1855); younger son of Admiral Sir Edmund Lyons, born 27 June 1819, entered RNC 1829, passed Navy Exam 1838; commissioned 11 June 1841, served on the Mediterranean station, promoted Commander 1846, then on half pay; in 1855 as captain of *HMS Miranda* was mortally wounded in a night attack on Sebastopol on 18 June, and died in hospital on 23 June. At the time of this letter he must have been serving as a supernumerary on *HMS Melville* as service on the African station is not recorded either in O’Byrne’s *Naval Biographical Dictionary* or *DNB*. His father was then the British Minister at Athens, and his elder brother, Richard, an unpaid aide there, who went on to a distinguished diplomatic career (see *DNB*).
- 2 *HMS Melville*; not mentioned in any work on the Royal Navy and the Slave Trade, though obviously in the Cape and West Coast Squadron.
- 3 Lord Fitzalan MP (1815 – 1860); became Henry Granville Fitzalan Howard, 14th Duke of Norfolk. He was MP for Arundel from 1837. In 1838 at Athens he was taken ill and nursed at the Embassy where he met and married (19 June 1839) the Ambassador’s younger daughter Minna (Augusta Marie Minna Catherine Lyons). They moved to Paris where he joined the Roman Catholic Church and at the time of his early death in 1860 was the leading catholic peer in Britain. They had 3 sons and 8 daughters; Minna died 22 March 1886. Her elder sister Annie (?) married Baron von Wurtzburg of Bavaria.
- 4 *HMS Lily*; was prominent in anti-slavery patrol work off West Africa in the 1840’s and was then sent to stem the slave trade off East Africa.
- 5 George Elliot (1813 – 1901); eldest son of Admiral Sir George Elliot, in due course became Admiral Sir George Augustus Elliot. On 15 June 1838 he was given command of the brig *HMS Columbine* and served at the Cape and West Coast station under his father for two years with remarkable success, capturing six slavers, two of them 60 miles up the Congo. In February 1840 he went with his father to China (see *DNB*).
- 6 *HMS Columbine* (16 gun brig, built 1826); was still noted in 1844 as one of the Navy’s fastest anti-slavery patrol ships, even out-sailing *HMS Waterwitch*.
- 7 Sir Archie; not found.

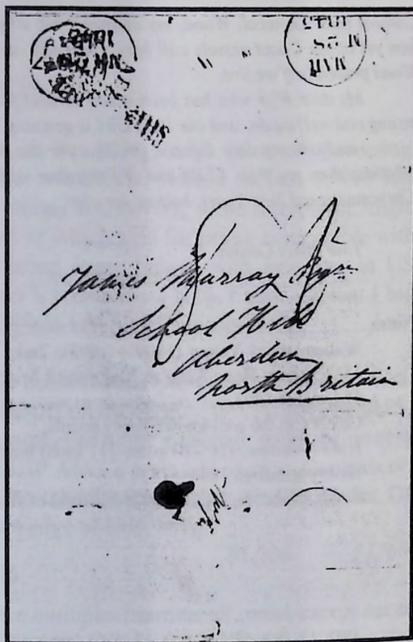
14 January 1845

Entire letter written 14th January 1845, with straight line SHIP LETTER handstamp, probably applied at London. Rated 8 for the 'all in' Ship Letter rate of 1840.

Indistinct MR 27 1845 Arrival c.d.s.

MAR / M 28 \* / 1845 Transit c.d.s.

ABERDEEN / MR 29 / 1848 Arrival c.d.s.



From: W. B. Young[1], St. Helena.

To: James Murray Esq., School Hill, Aberdeen, North Britain.

St. Helena 14th January  
1845  
372

My dear Cousin,

I am obliged to begin this letter to you by getting rid of the business part first, for until I do this my head is not clear. I have by the same post with this dispatched a letter to Cox & Co[2] desiring them to pay £125-0s to Glyn Hallifax and Coy credited to you in account with this Banks Compy Aberdeen, so now be good enough first to pay yourself the few pounds I owe you, and if I am still indebted to my dear Mother, pay it off, and then the Three pounds to the Charities you mention in your last letter (I received about two months ago) which I have unfortunately mislaid as I cannot now find it; please pay the £3 to the different Charities for last year as well as for the present, and now my dear Cousin accept my thanks for all the generous trouble you are kind enough to take in my affairs.

I am glad to hear that my dear Cousin Mary's health is better than it was some time ago, remember us all very kindly to her. News I have none, unless it is that we have met several Aberdonians here within the last 12 months, viz.: a Duff of Hatton, Capt'n in the 12th Regt returning from the Mauritius; also a Lieut in the Royal Navy on board the Steam Ship Penelope[3], stationed on the Coast of Africa, his name is Smith[4]. I do not know that I have met him before but he is brother to the man who married the eldest Miss Gordon of Manar(?), both of these were very nice people and do credit to our Country. In the same ship as Smith there is also a young Wood[4], son of

*Colonel (now General) Wood, my mother's old neighbour, he appears a nice youth but we have not seen much of him yet as the Coast vessels call here generally about once in six months; we are likely to see more of Smith and Wood presently if we live.*

*My dear Wife who has been a sad invalid for some months past is now I think I may say, thank God, quite strong and well again, and our little Girl is growing both stout and tall, //*

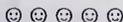
*and now my dear Cousin, goodbye for the present. Kindest love to Mary, yourself and all dear friends and relations from my Wife, Child and self together with our kindest wishes that you may be blessed with many happy Christmases and New Years, believe me ever*

*Your affect Cousin*

*W B Young*

#### Notes

- 1 William Baird Young (1809 – 1893); 2nd Capt., Royal Artillery. At St. Helena October 1842 to August 1847, then at Hong Kong as Major until he retired on full pay 6 August 1850. Died at Ascreavie, Forfarshire 15 October 1893.
- 2 Cox & Co; the well-known Army agents.
- 3 *HMS Penelope*; (16 –20 guns; 311 men) built 1829; flagship and largest steam warship (paddle) of the anti-slavery squadron 1844 – 1852.
- 4 Smith, Wood; no Lieuts Smith or Wood of *HMS Penelope* noted in *O'Byrne*.



## From the South Atlantic ....Continued from Page 18

### St Helena King George VI Definitives Monograph

Most of you will remember, and some may have purchased, the monograph published in 1999 by David Studd on these definitives. I have just heard (on 24 June) that a revised and extended edition is now available. New subjects are: rejected colours, papers and tables of individual printings, a Tristan da Cunha update - and it now includes colour photographs. I hope to review a copy in the next supplement; meanwhile it is available direct from David at:

6 Rose Mount  
Bradford  
BD2 4JJ  
United Kingdom

Price is £6.00 + postage and packing (£1 UK; £1.50 Europe; £2.50 Other – or \$13.00 total)

David also has a web site. Go to: <http://freespace.virgin.net/dk.studd/stdetails.htm>.



## FROM THE AUCTIONS

### Victoria Stamp Co. – New Jersey, 31 March 2000

This auction featured a good selection of varieties on the 1924 Badge issue of Ascension. However the main interest from our collecting sphere was the St. Helena section of 100 lots which included a good selection of Queen Victoria stamps and covers, some interesting Anglo Boer War material, and further 'Badge' varieties (most of which sold for prices comparable with Gibbons!). I have selected a few of the most interesting items below, with estimates in US dollars. The prices realised, *in italics*, include the buyer's premium of 10%. I may add that I bid for 7 lots in this sale – mostly above the estimate – and was completely unsuccessful!

**Lot 827** 1855 stampless folded letter headed 'Island Saint Helena', to Nantucket, Mass. With VF oval FORWARDED FROM ST. HELENA/BY/GEORGE W. KIMBALL/U.S. COMMERCIAL AGENT on face (a few letters strengthened) and a second strike on reverse across flap. Signed Caroll & Kimball. NEW YORK SHIP AUG 8 5 cts cds on face. Contents re: competition with other St. Helena forwarding agent, fee schedules and other whaling matter. Of both philatelic and historic importance. File folds affect edge of front strike.

\$1,200      \$1760

**Lot 828** SG1 1856 6d. horizontal strip of 3. A scarce multiple. Margins all round except cut at left. Some creasing between stamps visible only from reverse. OG. Looks F-VF. SG £1,500

\$850      \$990

**Lot 837** 1876 QV 2d yellow plus 1/- deep green, both with long bar on cover to France cancelled VF Hibbert CNA 21 and with FE 13 76 datestamp alongside. Rated 2 in red. Red London PAID on face plus various French transits. Attractive. Central file fold does not affect stamps or markings. F-VF.

\$800      \$1540

**Lot 842** SG 4 1863 1d. Type B bar 19mm. Block of 6 (3x2). Margins clear to large all round. A very attractive multiple. The two left stamps are faulty (essentially visible only from reverse). Some creasing. OG, one unmounted. Looks F-VF. SG £720

\$350      \$468

**Lot 847** SG 7b 1868 1d. Lake horiz. pair variety **imperf.** Excellent margins all round. A showpiece and of exhibition quality. OG. Hinge remains. VF. BPA cert. SG £4,000

\$3,000      \$10,450

**Lot 854** SG 35a var. 1885 ½d. words 17mm. N and Y spaced, with **watermark reversed.** Fresh and nicely centred for this issue. OG. F-VF. SG £350+

\$250      \$935

**Lot 855** SG 34b 1884 ½d. emerald **surcharge double.** A striking example. Unused, small thin spot. Fine. BPA cert. SG £1,100

\$450      \$935

**Lot 858** SG 40b 1893 2½d. vertical pair with margin, the top copy variety **stamp doubly printed**. This spectacular error occurs in the top row of 12 of one sheet only. A great rarity. OG, hinge remains. F-VF. SG £6,500 \$5,000 \$9,350

**Lot 859** 1895 1d. Pale red on Soldier's rate cover to England. Violet h/s ST. HELENA DETACHMENT/ ROYAL ARTILLERY./ ST. HELENA at top. Countersigned by Commanding Officer at lower left. B/s Plymouth Ship Letter and with London receiver. A scarce and attractive cover. Some tears at top, otherwise F-VF. \$1,000 \$1,210

**Lot 864** 1902 EVII 1d. On ppc (Map of St. Helena) cancelled C/ AU 25 / 02 and with purple Broad Bottom Camp circle alongside, with rarely found **full GA de Beer signature**, used long after Hibbert's last known date of 30 January. On reverse, message (in French) reads *Souvenir of the war in Transvaal*, and is signed Leon Pourre, POW. Most unusual. F-VF. \$350 \$550

**Lot 929** SG 172 3d. on 2½c. 1961 Tristan Relief. The 'A' of 'HELENA' broken on both sides and on cross strike, probably pos. 38. OG. Bits of overprint ink on face, but a very nice copy. VF. Unpriced unused. \$500 \$990

**Lot 930** SG 173 6d. on 5c. 1961 Tristan Relief used on piece with SG 154 1953 1d. definitive, both tied with the C/ OC 12 / 61 first day cds. Broken 'e' in 'Relief' pos. 40. Unusual use for this scarce stamp. SG £425 \$400 \$715





828



855



847



842



858



930

### Cavendish – Derby. 1 June 2000

Low in quantity but high in quality could describe the St. Helena lots in this sale. Lots 1682 and 1683 are both ex Martin Willcocks, and were fully described in Supplement 14. *Note the prices realised in italics* which include the buyer's premium of 15%.

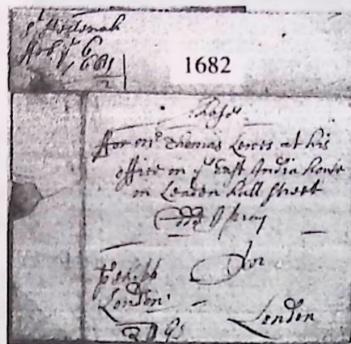
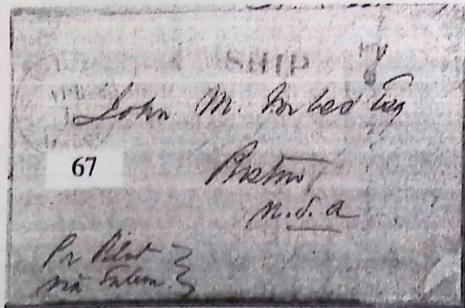
**Lot 67** Stampless cover to Boston: 8 Feb. 1840 EL from St. Helena to Boston via Salem. *We find on anchoring that the 'Pilot' sails today for Salem...* etc. Fascinating letter about the passage around the Cape of Good Hope, loss of most sails, both anchors etc. With a v. fine SALEM/MASS/APR/1 d.s., straight line large SHIP and small 7 all in red. A fine and scarce cover.

£150 *£253*

**Lot 1682** The earliest recorded letter from St. Helena – addressed to G.B. from the Island's surgeon; 6th Feb. 1681/2. .... This is the earliest letter from St. Helena that we, or the late Martin Willcocks, had recorded; his 1700 letter from this same correspondence, sold for £2,185 in Cavendish's 29-30/1/1999 auction (lot 1288). Important Page One for any St. Helena Collection and in excellent condition.

£1,500 *£3450*

Lot 1683 1677 Order signed by the Island's Governor & other Island Council Members; 5th March 1677/8 document (creases, etc.) clearly dated and headed 'St. Hellena', requesting a 'Capt. North' to take two people on board.... Very rare and early document from the island which had only finally passed into East India Co. hands in 1673. £200 £2760



☺ ☺ ☺ ☺ ☺

## And Finally

Most of you will be aware that a number of us are planning another visit to St. Helena in May 2002 when the island celebrates its 500th Anniversary of Discovery. This is a last call to anyone who would like to go, but has not yet approached Bernard Mabbett who is organising the bookings (see page 8 of Supplement 32).

Acknowledgements for information and help in the compiling, producing and printing of this issue go to:- J. Denys, M. Hammond, T. Hearl, P. Beale, T. Hills, B. Hughes, B. Mabbett, J. Martin, I. Mathieson, W. Mayo, R. Morgan, R. Peck, J. Podger, D Studd, J. Wiltshire, Cavendish Philatelic Auctions, Victoria Stamp Co., Gibbons Stamp Monthly, South Atlantic Chronicle, and to anyone else I may have inadvertently forgotten.

In the next issue I hope to include a follow up to the article from Supplement 32 on the 1d imperf. surcharges, and a review of the QEII 1953 definitives. I do have a number of other items in reserve, but would like to receive more in order to produce a Supplement with a good balance of material. Particularly required for St. Helena are studies of Edward VII and pre-badge George V, as very little has been written on these recently – also anything relating to Ascension. In the meantime, have a good summer!

☺ ☺ ☺ ☺ ☺