

The West Africa Study Circle

Saint Helena Supplement No. 6



The West Africa Study Circle

Saint Helena Supplement No. 6

DISTRIBUTED WITH CAMEO - JULY 1986

EDITED BY ROGER B WEST

CONSULTANTS:

BERNARD J MABBETT - BOER WAR
I D LAMPART - POSTAL HISTORY
CLIFFORD MASTERS - POSTCARDS
TREVOR HEARL - LOCAL

CONTENTS

	page
Editorial	2
Varieties and Markings on the Perkins Bacon 6d Plate	3
St Helena Ship Letter.	7
St Helena Varieties Packet	7
The Townsend Correspondence (The Early Packet Services).	8
The Post Office Records.	10
St Helena Boer War Mail.	25
Wanted	26
Auction Results - Harmers 16th January 1986.	26
Not Called For Handstamp	27
Auction Results - Warwick & Warwick 2nd April 1986	27
Early Postal History Notes	28
Interesting Covers	30
St Helena Snapshots.	32
Watermark Varieties on the Perkins Bacon 6d Plate.	34
CC 1s - Imperf Top and Bottom.	35
Crossword Solution	36
Auction Results - Warwick & Warwick 5th March 1986	36
Badge Issue Extra Plate.	37
The St Helena Brewery.	37
Badge Issue Frame Varieties.	38
1966 Churchill Plate Proofs.	40
The Last Word.	40

© 1986 - 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 written permission is prohibited.

EDITORIAL

Our president has suggested that the Supplement should be a similar size to Cameo and thus fall in line with other philatelic magazines. This issue incorporates the new format which I hope will be favourably received. Several other minor changes have also been included which again, I hope will be regarded as improvements.

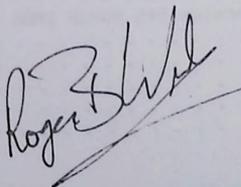
The Circle's membership has increased somewhat in recent months and a warm welcome is extended to all those who share an interest in St Helena. In particular, I would like to welcome Cliff Masters who has offered his services as Post Card Consultant. Cliff has a very fine collection of St Helena cards and would be most interested in hearing from other members with a similar interest.

I must also welcome Trevor Hearl to the list of Consultants with his particular 'local' knowledge of the Island. Trevor was the founder member of the St Helena Link way back in 1969, and is still involved as a Consultant for the two Governments. Although not a philatelist, (and therefore not a member of the Circle) Trevor is quite happy to answer any query he can on general matters. He can be contacted at 49 Noverton Lane, Prestbury, Cheltenham Glos GL52 5DD (0242) 44430, or through myself.

The first of our specialist meetings has been arranged for Saturday, November 15th at BPF Headquarters (314 Vauxhall Bridge Road, SW1) at 2pm. The room will only hold about 24 people and as there is a possibility that the venue could be changed, anybody wishing to attend is advised to contact myself or Bob Deakin beforehand. Bob's number is Mayfield (0435) 872447. Anybody wishing to display material should also contact either of us.

Finally, it gives me great pleasure to report that the Supplement was awarded a silver medal at Stampex earlier this year. Every effort will be made to maintain this high standard both in content and production.

Roger B West
The Corner Shop
Binfield
Bracknell
Berkshire RG12 5HR



Bracknell (0344) 54060

VARIETIES AND MARKINGS ON THE PERKINS BACON 6d PLATE

by Roger B West

Continued from Supplement 5 (page 6)

ROW/ COLUMN	POSITION ON SHEET	DEFECT STAGE	HORIZ GUIDE LINES	DESCRIPTION OF VARIETY
11/1	121	7	-	First re-entry - misplaced impression 1mm too high
11/2	122	7	-	Mark in left square and horizontal line in bottom left margin
11/3	123	6	-	Guide dot in circle at p o'clock Right frame line thickened and extended at bottom
11/4	124	5	R	-
11/5	125	5	L & R	-
11/6	126	5	L	-
11/7	127	5C	R	Marks in circle at 3 o'clock Flaw 'C' in left square
11/8	128	2	-	-
11/9	129	1	-	-
11/10	130	1	-	-
11/11	131	1	-	-
11/12	132	1	-	Vertical lines outside right margin
12/1	133	7	L	-
12/2	134	7	L & R	-
12/3	135	6	L	-
12/4	136	5	L & R	-
12/5	137	5	L & R	-
12/6	138	5	L & R	Left square open
12/7	139	5B	L & R	Flaw 'B' in left square
12/8	140	2	L & R	-
12/9	141	1	L & R	-
12/10	142	1	L & R	-
12/11	143	1	L & R	-
12/12	144	1	L & R	-
13/1	145	7	-	Guide dot outside left hand margin
13/2	146	7	-	-
13/3	147	7	-	-
13/4	148	5	R	Left square weak
13/5	149	5	L	Vert guide line in circle at 3 o'clock

ROW/ COLUMN	POSITION ON SHEET	DEFECT STAGE	HORIZ GUIDE LINES	DESCRIPTION OF VARIETY
13/6	150	5	- -	
13/7	151	4B	-	Line in circle at 10 o'clock Flaw 'B' in left square
13/8	152	2	-	Horiz line in bottom of right square
13/9	153	1	L & R	-
13/10	154	1	R	-
13/11	155	1	R	-
13/12	156	1	-	Mark outside right margin at bottom
14/1	157	7	-	Guide dot in left margin
14/2	158	7	-	-
14/3	159	7	-	-
14/4	160	5	-	-
14/5	161	5	-	-
14/6	162	5	-	-
14/7	163	4B	-	Weak upper frame line Flaw 'B' in left square
14/8	164	3	-	-
14/9	165	1	L	-
14/10	166	1	R	-
14/11	167	1	R	-
14/12	168	1	R	Marks in Right Square
15/1	169	7	-	-
15/2	170	7	-	-
15/3	171	7	-	-
15/4	172	5	-	-
15/5	173	5	-	Vertical guide line in pattern at left
15/6	174	5	-	-
15/7	175	4B(?)	R	Weak upper frame line Flaw 'B' (?) in left square
15/8	176	3A	R	Second re-entry - misplaced impression 5mm too low Flaw 'A' in left square
15/9	177	1	-	-
15/10	178	1	R	-
15/11	179	1	-	-
15/12	180	1	R	-
16/1	181	7	L	-
16/2	182	7	L	-
16/3	183	7	-	Line in circle at 3 o'clock Line through pattern and left square (later printings)

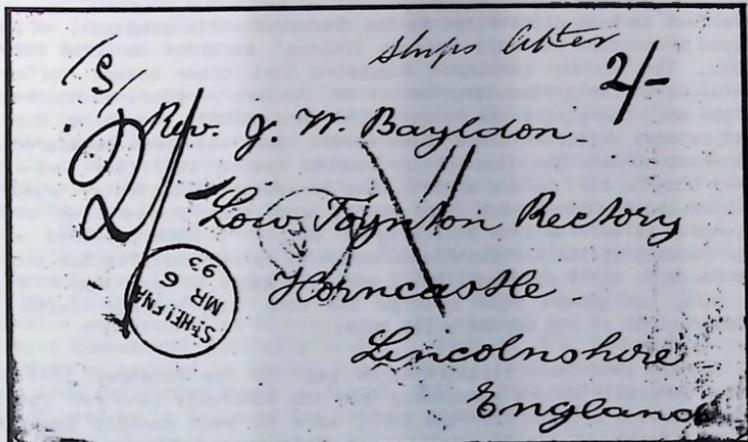
ROW/ COLUMN	POSITION ON SHEET	DEFECT STAGE	HORIZ GUIDE LINES	DESCRIPTION OF VARIETY
16/4	184	5	L & R	Left square broken Horizontal line in bottom margin Upper frame line thinned
16/5	185	5	L	-
16/6	186	5	L & R	This stamp is set particularly high
16/7	187	4B(?)	L & R	Flaw 'B' (?) in left square
16/8	188	3A	L	Third re-entry - misplaced impression 5mm too low Flaw 'A' in left square
16/9	189	1	L	-
16/10	190	1	R	-
16/11	191	1	L	Blur in white circle between 4 and 5 o'clock
16/12	192	1	-	Vertical marks in right square Guide dot in right margin
17/1	193	7	L	Guide dot in left margin
17/2	194	7	L	Line through 'S' of Sixpence
17/3	195	7	L	Diagonal line crossing circle at about 4 o'clock Vertical guide line in circle at 3 o'clock and outside right frame
17/4	196	5	L	-
17/5	197	5	L & R	Left frame line weak at top Right frame line extended at bottom
17/6	198	5	L & R	Line in background below 'A' of Helena Dot in white circle at 10 o'clock Left square thin at top left hand side
17/7	199	4B(?)	L	Flaw 'B' (?) in left square
17/8	200	3A	-	Mark above top margin Flaw 'A' in left square
17/9	201	1	-	-
17/10	202	1	-	-
17/11	203	1	-	-
17/12	204	1	-	-
18/1	205	7	L	-
18/2	206	7	R	Weak printing in upper left hand corner (generally know as 'the worn plate')
18/3	207	7	L	Vertical lines in circle at 3 o'clock continuing into pattern below
18/4	208	5	L & R	Weak upper frame line Thin line at right of right square

ST HELENA SUPPLEMENT NO 6

ROW/ COLUMN	POSITION ON SHEET	DEFECT STAGE	HORIZ GUIDE LINES	DESCRIPTION OF VARIETY
18/5	209	5	L	-
18/6	210	5	L & R	Left square broken (top left)
18/7	211	4A	-	Flaw 'A' in left square
18/8	212	3A	-	Spot on throat (cf 214) Flaw 'A' in left square
18/9	213	1	R	Thick line from hair to front of ear
18/10	214	1	L & R	-
18/11	215	1	L	-
18/12	216	1	-	Guide dot at 3 o'clock (in margin)
19/1	217	7	-	Guide dot in left margin
19/2	218	7	-	Inner ring of circle weak at 3 o'clock
19/3	219	7	-	-
19/4	220	5	L	Left square broken (top left)
19/5	221	5	L	-
19/6	222	5	-	-
19/7	223	3A	-	Flaw 'A' in left square
19/8	224	3A	-	Spot on throat (cf 212) Flaw 'A' in left square
19/9	225	1	-	This stamp is set particularly high
19/10	226	1	R	Vertical mark in left square Thin vertical line through nose
19/11	227	1	-	Vertical mark in left square
19/12	228	1	L	Guide dot at 3 o'clock (in margin)
20/1	229	7	1	Vertical mark in left square
20/2	230	7	L & R	-
20/3	231	7	L & R	Vertical line through pattern at left
20/4	232	5	L	Weak printing above 'LE' of St Helena
20/5	233	5	L & R	Broken frame line in upper right corner Vertical line in left square
20/6	234	5	-	-
20/7	235	3A	L	Flaw 'A' in left square
20/8	236	3A	-	Flaw 'A' in left square
20/9	237	1	L	-
20/10	238	1	R	-
20/11	239	1	-	White flaw under 2nd 'E' of 'Pence' Lower left corner weak
20/12	240	1	-	HFL Flaw - bottom stroke of first 'E' of 'St Helena' damaged Weakness in bottom of left square Vert line through circle at 5 o'clock

ST HELENA SHIP LETTER

Mr T.V. Roberts, a member of the Society of Postal Historians, has given Jeremy Martin details of a fascinating ships letter complete with the original contents. The letter was written by Francis J. Bayldon to his father, the Rev J.N. Bayldon of Horncastle. The son writes "I do not know if this note will be posted - however I am scribbling it on the chance. Tomorrow we expect to sight St Helena and as the Captain has talked a great deal of calling there, we may perhaps do so, but as yet we are not certain, for we have no excuse for thus delaying the ship for a few hours." The letter was written 62 days out and states "we shall be 7 or 8 more weeks at sea." The need of a justifiable reason for a few hours delay during a journey of over 110 days does seem strange.



The letter was rated at 2s and had a pencil note saying that the writer was enclosing a second letter which he requested his father to forward. Mr. Roberts suggests that the whole letter was probably double weight, that normal postage would have been 1s, but 2s was due if not prepaid.

ST HELENA VARIETIES PACKET

The second St Helena varieties packet has now been fully circulated but did not attract the same assortment of comments as the first. Most of the contributions were pertaining to censor markings, and as this was instigated by Jeremy Martin, no doubt the results will appear in Cameo.

THE TOWNSEND CORRESPONDENCETHE EARLY PACKET SERVICES BETWEEN ENGLAND AND ASCENSION & ST HELENA

by Bernard Hughes

Ascension's 1980 "History of Mail Transport" miniature sheet asserts: "Until 1857 communication with Ascension was through chance calling ships ... a regular mail service started in 1857 when the Union Steam Ship Co Ltd contracted to collect UK destined mail." This sums up a widespread belief that Ascension was not served by packet vessels until 1857, but that previous decade (1847-1857) was in fact a period of considerable development for mail deliveries to and from Ascension.

This fact is best illustrated by the Townsend correspondence, of which a good proportion was sold through Gibbons' Auctions on 12th February 1986. The auction catalogue suggested that these covers "offer the postal historian a fine opportunity of further completing the records of the mail carrying ships between 1848 and 1852", something that now must be more difficult since these covers have all been scattered. A number of covers had reached the market around 1977 (see Cameo 1977 p144) but the 1977 covers seem to have lacked their contents, while the Gibbons lots offered much more scope, with many covers from Bath to Ascension as well as from Ascension to Bath. I have prepared a nine page summary of the correspondence known to exist, which is far too long for Cameo or the Supplement, but I would be happy to send anyone a copy of this, but please send a large SAE with 31p postage (with some illustrations it has become quite heavy!)

The January 1986 Cameo illustrates on page 55 the December 1847 Postmaster General's notice announcing that the Admiralty (who ran the Mail Packet Service between 1837 and 1870) were to send monthly packets to the West Coast of Africa, calling at Madeira and Sierra Leone. The letters sent by Mrs Townsend from Bath show these packets also served Ascension. In view of Ascension's importance to the Admiralty as a base used by vessels of the West Africa Squadron (engaged principally in fighting the slave trade - the size of the squadron reached a peak of 32 vessels in 1847) there was a need to supply the Ascension station regularly, so it is not surprising the West Africa Packets often, but not always, sailed straight on to Ascension with the mails etc after leaving Sierra Leone.

Twenty covers from Mrs Townsend to her son Lt Townsend on Ascension (or from his brother) between April 1849 and January 1851 which were carried by the Admiralty Packets have survived, of which eleven are rated 1s

(the basic packet rate: the equivalent ship letter rate being 8d) and nine were sent as Official Mail via the Admiralty bag and thus bear no Post Office charge. All these covers are entires, with the original letters, which tell much about the mail services available. Of the vessels used, ten called at Ascension, ten did not. In the latter cases, mail was carried on from Sierra Leone to Ascension by the next suitable squadron vessel.

Lt Townsend's letters from Ascension to Bath were nearly all sent by Naval vessels - these were irregular sailings, but being Admiralty vessels they were charged packet rates (1s or 2s). Nine such packet envelopes and three of their letters are known to exist between May 1849 and November 1851. There is also one ship letter (rated 1/4) from March 1852. Lt Townsend preferred to use the faster Naval vessels but there could be long gaps with no vessels returning to England when he had to use the Merchant barques.

The Admiralty found the Sierra Leone route expensive to maintain, coal being a particular problem. Their policy in the late 1840's was to find private companies prepared to undertake packet routes in return for a subsidy. Virtually the last route for which the Admiralty could find a taker was the Africa one, but in December 1850, the General Screw Steam Shipping Co started their packet service to Sierra Leone and Cape Town. Their vessels were far quicker and more powerful than the Admiralty packets. Until February 1851, the Admiralty packets continued to serve Sierra Leone and Ascension, but from March 1851, they ceased, and Mrs Townsend had to use the General Screw service. Mail for Ascension was dropped at Sierra Leone and carried on to the Island by the next convenient Admiralty vessel. Five of Mrs Townsend's covers marked to be carried by General Screw vessels (none having letters) are known from the period March - August 1851. This General Screw route was not used by Lt Townsend for letters from Ascension.

The known correspondence ends at this point, although, as Lt Townsend remained on the Island until May 1853, it is possible that there are more covers still to come to light. Let us hope so, for they would take us into the period when commercial packets began calling at Ascension.

The first General Screw service was a commercial disaster and came to an end in May 1852. In June the same year, the Company started two new services, one of which called at the Cape of Good Hope and Australia, the other called at St Vincent (Cape Verde), Ascension, Cape of Good Hope, Mauritius, Point de Galle (Ceylon), Madras and Calcutta on the outward leg, and all these places plus St Helena on the return leg. Unfortunately, this route was unsuccessful and was abandoned in

1854. Mail to and from Ascension was again taken by passing merchant vessels as ship letters. In 1856 the Admiralty found another line to take on the route - generally known as the W.S. Lindsay Co, although the mail contract was with A.D. Dundas. The Postmaster-General's notice announcing the service called it the "New Line".

On the outward voyages, vessels called at Cape of Good Hope, Mauritius, Point de Galle, Madras and Calcutta, with St Helena and Ascension added on the return leg. Mail to these islands was to be segregated for removal at the Cape so that it could be intercepted by returning vessels for delivery. This line was no more successful than the General Screw, and ceased early in 1857. It was left to the Union Line, whose service started in 1857, to master the problems and make a go of the Cape route and provide Ascension with a permanent packet service.

* * * * *

It is a pleasure to publish such an important and well researched article. Although essentially about Ascension, the connections with St Helena are perhaps inevitable. In his letter to me, Bernard mentions that one vessel, the Cyclops, brought the mail to England via St Helena, (5 Dec 1850), Ascension (13 Dec), Monrovia (28 Dec) and Madeira (9 Jan 1851). Apart from the mail, the vessel brought specimens from St Helena for the Great Exhibition.

It is possible that St Helena was visited as frequently as Ascension by these packets, and it is hoped that Bernard's article will inspire further research. R.B.W.

THE POST OFFICE RECORDS

The Post Office Notices published in Supplement No 5 aroused some interest and I am happy to reproduce the remainder here. Again I must thank the archivists for their help, and Philip Beale for his research.

I would also like to thank Bernard Hughes for sending me the first two notices shown here (1851 and 1853).



By Command of the Postmaster General.

NOTICE to the PUBLIC,

AND

Instructions to all Postmasters, Sub-Postmasters
and Letter Receivers.

GENERAL POST OFFICE,
March, 1861.

A Mail for *St. Helena*, will in future be forwarded by the Contract Screw Steam Packet, leaving Plymouth for the Cape of Good Hope, on the 15th of each Month, to be conveyed from the Cape as opportunity may offer by Ships proceeding to *St. Helena*.

This Mail will contain such Letters and Newspapers only *as may be specially addressed to be forwarded* “**By Packet, via the Cape of Good Hope.**”

Letters for *St. Helena* sent by this route, will be liable to the Packet-rate of One Shilling the half ounce, and Newspapers will be transmitted free of charge.

By Command of the Postmaster General.

NOTICE TO THE PUBLIC,

AND
Instructions to all Postmasters.

BOOKS, &c., to St. HELENA by PACKET.

GENERAL POST OFFICE,
March, 1833.

ON and from the 1st April next, Printed Books, Magazines, Reviews and Pamphlets, (whether British, Colonial, or Foreign,) may be transmitted between the United Kingdom and St. Helena, by Packet, at the following reduced rates of Postage, viz:--

For each Packet not exceeding 1 lb. in weight	-	6s. 6d.
Ditto exceeding 1 lb. and not exceeding 1 lb.		1 0
Ditto ditto 1 lb. ditto 2 lbs.		2 0
Ditto ditto 2 lbs. ditto 3 lbs.		3 3

and so on, increasing One Shilling for every additional pound, or fraction of a pound.

Provided, however, that the following conditions be carefully observed,—

- 1st.—Every such Packet must be sent without a cover, or in a cover open at the ends or sides.
- 2nd.—It must contain a single volume only, (whether Printed Book, Magazine, Review or Pamphlet) the several sheets or parts thereof, when there are more than one, being sewed or bound together.
- 3rd.—It must not exceed two feet in length, breadth, width, or depth.
- 4th.—It must have no writing or marks upon the cover, or its contents, except the name and address of the person to whom it may be sent.
- 5th.—The postage must be pre-paid in full, by affixing outside the packet or its cover, the proper number of stamps.

If any of the above conditions be violated, the Packet must be charged as a letter, and treated as such in all respects.

To prevent any obstacles to the regular transmission of Letters, any Officer of the Post Office may delay the transmission of any such Packet for a time not exceeding twenty-four hours, from the time at which the same would otherwise have been forwarded by him.

These Instructions are not to extend to, or interfere with, the transmission of Printed Votes and proceedings of Parliament, or of Printed Papers allowed to pass by the Post under the Newspaper privilege, all of which will continue subject to the existing regulations.

13. No 1-4

MAILS FOR ST. HELENA.

ALTERATION in DATE of DESPATCH

IN order to improve the Mail Service with St. Helena, it has been arranged with the Union Steam Ship Company that, commencing in April next, the Packet leaving Southampton on the 15th of each month (instead of that leaving on the 5th) shall, in future, call at St. Helena on the outward voyage and carry the direct Mail for that Colony.

By Command of the Postmaster-General.

GENERAL POST OFFICE,

17th March, 1873.

ASCENSION.

THE Mails for Ascension have hitherto been despatched from England by each of the three Packets sailing monthly for the Cape of Good Hope, for delivery by the first homeward Packet touching at the Island, but, as only one of the Packets calls at Ascension on the homeward voyage, it is found that the practice of sending the Mails from England three times a month to the Cape is, in two cases, attended with no advantage whatever.

For the future, therefore, Mails for Ascension will be made up in London only once in each month, viz. :—

Via Southampton on the morning of the 15th, with a supplementary despatch via Plymouth the same evening.

These Mails, instead of being carried on to the Cape, as formerly, will be landed at St. Helena, for return thence by the first homeward Packet.

13TH SEPT 1875 By Command of the Postmaster-General.

CAPE of GOOD HOPE, NATAL, St. HELENA & ASCENSION.

REDUCTION of POSTAGE.

ON the 1st July next and thenceforward, the single rate of postage on prepaid letters addressed to the South African Colonies, St. Helena, or Ascension, will be uniformly Sixpence per half-ounce, whether conveyed by Packet or by private Ship.

Letters not prepaid will be liable to additional postage on delivery.

By Command of the Postmaster-General.

GENERAL POST OFFICE,

19th June, 1876.

MAILS FOR THE CAPE OF GOOD HOPE, &c.

THE Contract with the Union Steam Ship Company, for the conveyance of the Cape Mails, will terminate on the 30th instant, and as the new Contracts which the Government of the Cape of Good Hope has undertaken to make are not yet complete, all correspondence for the South African Colonies, St. Helena, and Ascension will, for the present, be forwarded in Ship Letter Mails, either by the Steam Vessels of the Union Company or by those of Messrs. Donald Currie & Co.

The following are the days on which Mails for the Cape of Good Hope and Natal will be made up during the months of July, August and September next:—

DATE OF DESPATCH.

From London	From Plymouth	From Dartmouth	From London	From Plymouth	From Dartmouth
Evening of—			Evening of—		
July 3	July 6	—	August 16	August 17 [*]	—
.. 6	—	July 7	.. 22	—	August 23
.. 17	July 13 [*]	—	.. 30	August 31	—
.. 19	.. 20	—	Sept. 6	Sept. 7	Sept. 7
.. 27	—	July 23	.. 13	.. 14 [*]	—
August 7	August 3	—	.. 22	—	Sept. 23
.. 6	—	August 7	.. 27	Sept. 28	—

The Vessels will call on each occasion at Madeira and will take a Mail for that Island, and those appointed to leave Plymouth on the dates against which an * is affixed will call at St. Helena, and will land there the Mails for Ascension as well as the Mails for St. Helena.

All Letters &c., which are not specially directed to be forwarded by any particular Vessel will be despatched in the first Mail made up after they are posted.

By Command of the Postmaster-General.

GENERAL POST OFFICE,
19th June, 1876.

No. 35.



Mails FOR THE Cape of Good Hope, &c.

CONTRACTS are about to be concluded on behalf of the Government of the Cape of Good Hope with the Union Steam Ship Company and with Messrs. Donald Currie & Co., for the conveyance of Mails to and from the United Kingdom, and, after the 1st of next month, Mails for Madeira, the Cape of Good Hope, and Natal, will be made up in London on the evening of every Thursday for despatch on the following day from Dartmouth and Plymouth alternately.

The first Packet, that of Friday the 6th of October, will sail from Dartmouth.

St. Helena and Ascension.

THE Mails for St. Helena and Ascension will be conveyed alternately by the vessels of the Union Steam Ship Company and by those of Messrs. Currie & Co., each carrying the Mails every fourth voyage.

The first Mails from Plymouth will be despatched on Friday the 13th October, and the first Mails from Dartmouth will be despatched on Friday the 17th November, the interval being five weeks.

The Mail following will be despatched from Plymouth on Friday the 8th December, the interval being only three weeks. Subsequent Mails will be despatched at intervals of five weeks and three weeks respectively.

By Command of the Postmaster General.

GENERAL POST OFFICE
28th September 1876.

MAILS FOR AUSTRALIA AND NEW ZEALAND.

(AMENDED NOTICE.)

OWING to the day for the next despatch of Australian Mails by the route of San Francisco having been changed from Saturday, the 7th April, to Thursday, the 5th, the following Table for the month of April is substituted for that issued on the 12th March:—

Date of Despatch M—Morning E—Evening	COLONIES	Route
Thursday, April 5 (M)	VICTORIA, SOUTH AUSTRALIA, WESTERN AUSTRALIA, AND TASMANIA: also Queensland, New South Wales and New Zealand, if addressed "via Melbourne"	Via Southampton
Thursday, .. 5 (E)	NEW SOUTH WALES AND NEW ZEALAND: also Victoria, South Australia, Queensland and Tasmania, if addressed "via San Francisco"	San Francisco
Friday, .. 13 (E)	VICTORIA, SOUTH AUSTRALIA, WESTERN AUSTRALIA, AND TASMANIA: also Queensland, New South Wales and New Zealand, if addressed "via Melbourne"	Brindisi
Thursday, .. 19 (M)	QUEENSLAND: also Victoria, New South Wales and Tasmania, if addressed "via Brisbane"	Southampton
Friday, .. 27 (E)	Do. do. do.	Brindisi

No. 16.

Increase of Postage on Letters for St. Helena.

THE financial condition of the Colony of St. Helena is such as to require that the rate of postage on letters between the United Kingdom and that Colony should be raised to the amount at which it stood previous to the reduction which took place in July last.

Consequently, from the 1st April next, the postage upon prepaid letters for St. Helena, when sent by Mail Packet, will be increased to One Shilling the half-ounce. Unpaid and insufficiently paid letters will be charged One Shilling each, in addition to the deficient postage.

From the same date, the former rate of Fourpence per half-ounce for letters sent by Private Ship to or from St. Helena will be resumed; unpaid or insufficiently paid letters being charged with an additional rate of Fourpence.

By Command of the Postmaster General

No. 15.



ST. HELENA and ASCENSION.

AN alteration having been made in the arrangements for the Mail Service with St. Helena and Ascension, the following will be the dates for despatching the Mails from London to those Islands during the remainder of the current year :—

Thursday (Evening),	30th May, 1878,	via	Dartmouth.
"	"	20th June,	" Plymouth.
"	"	25th July,	" Dartmouth.
"	"	15th Aug.,	" Plymouth.
"	"	19th Sept.,	" Dartmouth.
"	"	10th Oct.,	" Plymouth.
"	"	14th Nov.,	" Dartmouth.
"	"	5th Dec.,	" Plymouth.

By Command of the Postmaster-General.

GENERAL POST OFFICE,
15th May, 1878.

Printed for Her Majesty's Stationery Office, by W. F. GARRICK & SON, Prince's Square, Old Bailey, London, E.C.

No. 36.



ST. HELENA and ASCENSION.

THE following will be the dates for despatching the Mails from London to St. Helena and Ascension during the remainder of the current year, and during the year 1879:—

Thursday (Evening)	5	December	1878.	via	Plymouth.
"	"	9	January	1879.	" Dartmouth.
"	"	30	"	"	" Plymouth.
"	"	6	March	"	" Dartmouth.
"	"	27	"	"	" Plymouth.
"	"	1	May	"	" Dartmouth.
"	"	22	"	"	" Plymouth.
"	"	26	June	"	" Dartmouth.
"	"	17	July	"	" Plymouth.
"	"	21	August	"	" Dartmouth.
"	"	11	September	"	" Plymouth.
"	"	16	October	"	" Dartmouth.
"	"	6	November	"	" Plymouth.
"	"	11	December	"	" Dartmouth.

By Command of the Postmaster-General.

GENERAL POST OFFICE,
26 November, 1878.

ST. HELENA

Reduction of Postage

ON and after the 1st of January 1884, the postage to be prepaid upon letters for St. Helena sent by Mail Packet will be Sixpence the half ounce, instead of One Shilling the half ounce as at present.

The postage on letters for that Island sent by private ship will continue to be Fourpence the half ounce.

These rates are also applicable to letters *from* St. Helena; and the postage chargeable on the delivery of unpaid or insufficiently prepaid letters from the Island will be double the amount of the deficient postage.

By Command of the Postmaster General.

GENERAL POST OFFICE,
25 December 1883.

CAPE OF GOOD HOPE, NATAL, ST. HELENA, & ASCENSION.

REDUCTION OF POSTAGE ON LETTERS SENT DIRECT BY SEA AND DESPATCH OF SUPPLE- MENTARY MAILS VIA LISBON.

AFTER the close of this month Correspondence for the Cape of Good Hope, Natal, St. Helena, and Ascension will be transmissible either by sea direct or in Supplementary Mails via Lisbon.

The Union Steam Ship Company's Mail Packets to be despatched from this country on Friday the 5th of October, and fortnightly thenceforward, will leave Southampton early in the afternoon and proceed to Lisbon without calling at Plymouth. Correspondence intended for conveyance by sea direct on board those Packets should be posted in time for despatch by the train leaving London at 11.15 a.m. on alternate Fridays.

The Castle Packets Company's Mail Steamers to be despatched on the 12th of October, and fortnightly thenceforward, will leave Dartmouth, as at present, on Fridays; and there will be no change as to the time of posting for conveyance by sea direct on board those Packets.

The Supplementary Mails intended for conveyance overland to meet the Packets of both lines at Lisbon will leave London every Saturday morning, and correspondence for that route should be posted in time for the Continental Day Mail Train leaving London at 8.25 a.m. on Saturdays.

The rates of postage will be as follows:—

	By direct Sea Route	Vià Lisbon
For Letters	4d. the ½ oz.	6d. the ½ oz.
For Newspapers	1d. the 4 oz.,	2d. the 4 oz.,
	for each Newspaper. }	for each Newspaper. }
For Packets of Books, Printed Papers, Patterns, or Samples		
Not weighing over 1 oz.	1d.	1'd.
Over 1 oz. but not over 2 oz.	2d.	3d.
" 2 oz. " " 4 oz.	3d.	4d.
Every additional 4 oz.	3d.	4d.
Registration Fee for all classes } of Correspondence }	2d.	2d.

Unpaid and insufficiently paid letters for the Cape and Natal will still be chargeable on delivery with the deficient postage and a fine of sixpence, as at present. Those for St. Helena will be chargeable with double the deficient postage, and to Ascension no unpaid or insufficiently paid letters will be forwarded.

GENERAL POST OFFICE,
28th September, 1888.

By Command of the Postmaster General.

CAPE OF GOOD HOPE, NATAL, ST. HELENA, & ASCENSION.

REDUCTION OF POSTAGE ON LETTERS SENT DIRECT BY SEA AND DESPATCH OF SUPPLE- MENTARY MAILS VIA LISBON.

(Amended Notice in place of No. 51.)

CORRESPONDENCE for the Cape of Good Hope, Natal, St. Helena, and Ascension may now be sent either by sea direct or in Supplementary Mails via Lisbon.

The Union Steam Ship Company's Mail Packets to be despatched from this country on Friday the 19th of October, and fortnightly thenceforward, will leave Southampton early in the afternoon and proceed to Lisbon without calling at Plymouth. Correspondence intended for conveyance by sea direct on board those Packets should be posted in time for despatch by the train leaving London at 11.15 a.m. on alternate Fridays.

The Castle Packets Company's Mail Steamers to be despatched on Friday the 26th of October, and fortnightly thenceforward, will leave Dartmouth for Lisbon in the afternoon; and correspondence intended for conveyance by sea direct on board those steamers should be posted in time for despatch by a special train leaving London at 8.55 a.m. on alternate Fridays.

Supplementary Mails will be sent overland to meet the Packets of both lines at Lisbon, and will leave London every Saturday morning. Correspondence for that route should be posted in time for the Continental Day Mail Train leaving London at 8.25 a.m. on Saturdays.

The rates of postage will be as follows:—

	By direct Sea Route	Via Lisbon.
For Letters	4d. the $\frac{1}{2}$ oz.	6d. the $\frac{1}{2}$ oz.
For Newspapers	1d. the $\frac{1}{4}$ oz. }	2d. the $\frac{1}{4}$ oz. }
	For each Newspaper.]	for each Newspaper. }
For Packets of Books, Printed Papers, Patterns, or Samples Not weighing over 1 oz.	1d.	11d.
Over 1 oz. but not over 2 oz.	2d.	3d.
" 2 oz. " " 4 oz.	3d.	4d.
Every additional $\frac{1}{4}$ oz.	3d.	4d.
Registration fee for all classes of Correspondence	2d.	2d.

Unpaid and insufficiently paid letters for the Cape and Natal will still be chargeable on delivery with the deficient postage and a fine of sixpence, as at present; those for St. Helena with double the deficient postage. To Ascension no unpaid or insufficiently paid letters will be forwarded.

GENERAL POST OFFICE,

By Command of the Postmaster General.

16th October, 1858.

Mails for St. Helena and Ascension.

AN alteration is about to be made in the arrangements for serving the Islands of St. Helena and Ascension, which, especially as regards Ascension, will afford more convenient postal facilities.

The Islands will for the most part be served by the intermediate steamers of the Union Steam Ship Company and of the Castle Mail Packets Company, instead of by the regular Cape Packets as at present; the regular Packets being used only on a few exceptional occasions on which no suitable intermediate steamer may be available.

The new service will commence on the 24th of this month, and no Mail for St. Helena or Ascension will be despatched by the regular Cape Packets on the 19th instant or the other dates enumerated in the Post Office Guide for the current quarter. The dates of departure and arrival of the Mails under the new arrangement will be as follows:—

Leave LONDON	Arrive at ST. HELENA	Leave ST. HELENA	Arrive at ASCENSION (leaving same day)	Arrive in LONDON
24 July	10 August	19 August	22 August	4 September
10 August	2 September	7 September	10 September	24 September
18 September	5 October	10 October	13 October	27 October
11 October	28 October	2 November	5 November	19 November
18 November	30 November	9 December	12 December	25 December 1890.
6 December	23 December	28 December	31 December	14 January

In the homeward direction the actual dates of sailing and arrival cannot be absolutely guaranteed, but the dates given in the foregoing table will be adhered to as closely as possible.

By Order of the Postmaster General.

GENERAL POST OFFICE.

2 July, 1889.

ST HELENA BOER WAR MAIL

by Bernard J Mabbett

The cover to Commandant Cronje illustrated on page 30 of Supplement No 5 shows a censor mark but no censor initials. This in itself is not unusual due to the huge volume of mail going into the island during this period. Indeed, covers that had been censored in their country of origin were not even subject to censorship on arrival at St Helena. Only covers that had received no previous censorship were censored on arrival at the island.

Some of the more unusual covers are those that were initialled by the censor on arrival and, covers that were sent from the island and were not initialled by the censors. This type of material is rare and I have listed below all such covers so far recorded. This list is by no means exhaustive and I would be interested to hear of any other covers in members' collections.

INCOMING MAIL

30th May 1900	Type 1	24mm dumb censor mark initialled	J.H.M.B.
-- June 1900	Type 1	" " " " "	J.H.M.B.
4th July 1900	Type 1	" " " " "	J.H.M.B.
18th August 1900	Type 1	" " " " "	J.H.M.B.

All these censor marks are in grey/blue

17th August 1900	Type 1	24mm dumb censor mark initialled	E.W.
12th March 1901	Type 1	" " " " "	F.W.A.
11th April 1901	Type 1	" " " " "	F.W.A.

All these censor marks are in violet

-- Dec 1900	Type 5	40mm x 20mm double triangle "PASSED BY/CENSOR-P.O.W.' initialled A.A. and with manuscript F.W.A. in bottom right hand corner. This cover is shown on page 12 of my book.
19th Feb 1901	addressed to the S.S. Bavarian with Type 9 straight line BROAD*BOTTOM*CAMP cachet only	
12th March 1901	Type 1 and Type 9 censor mark and camp cachet	

OUTGOING MAIL

All the following show censor marks but without censor's initials:

2nd October 1900	Type 1	24mm dumb censor mark
7th February 1901	Type 1	" " " " "
13th February 1901	Type 1 and Type 9	censor mark and camp cachet
14th February 1901	Type 1 and Type 9	" " " " "
20th February 1901	Type 1, Type 2	Broadbottom Camp single circle censor

mark and Type 9 camp cachet, plus Type 14 returned letter h/stamp.
 26th Feb 1901 Type 8 straight line DEAD*WOOD*CAMP cachet
 4th Mar 1901 Type 1 and Type 9 censor mark and camp cachet
 (4 examples recorded)
 8th Mar 1901 Type 1, Type 8 & Type 9 censor mark and camp cachet
 6th May 1901 Type 1 24mm dumb censor mark
 (2 examples recorded)

The following are without censor marks but have censor's initials:
 Dec 1901 addressed to Germany initialled A.W.P. in manuscript
 21st July 1900 E.Walton in manuscript
 14th Sept 1900 E.Walton in manuscript
 29th Nov 1900 E.Walton in manuscript

WANTED

St Helena Forgeries - any quantity - just name your own price. Also required - cancelled remainders in blocks. Roger B West, 0344 54060

AUCTION RESULTS - HARMERS 16th JANUARY 1986

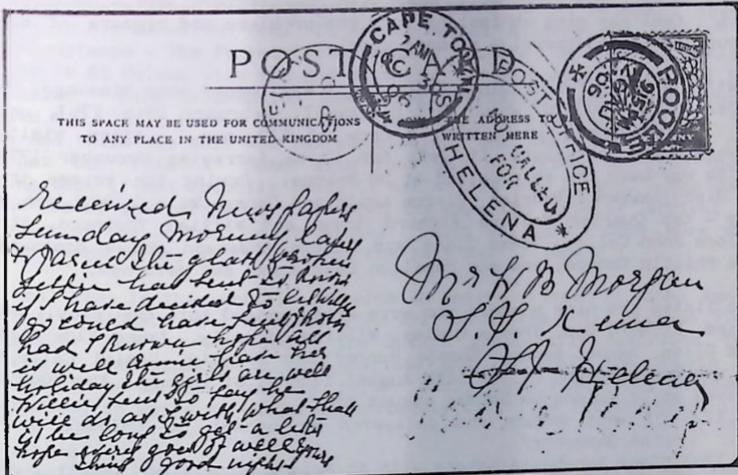
This was to be the very last sale at 41 New Bond Street, and although auctions had been held there for 40 years, this sale was the first of its kind. 860 lots went under the hammer described as "Forgeries, Fantasies and Reprints". Such unusual material and the absence of previous market experience meant that estimates and hammer prices often varied considerably. The St Helena items were:

	(Est/Realised)
3 engraved forgeries, one without surcharge (2d)	20/34
6d Cohn forgery in complete imperf sheet of 60	20/50
Similar lot	20/46
7 Spiro values in blocks of 4	10/42
6 Spiro 1s green (with surcharge omitted)	10/16
7 Spiro values in complete sheets of 25	40/120
Spiro 2d yellow with surcharge omitted in complete sheet of 25	10/21
6 Spiro complete sheets of 25	30/80
53 various forgeries mainly 'used'	20/48
50 various forgeries mainly 'used'	20/55

All prices subject to +10% buyers premium

NOT CALLED FOR HANDSTAMP

Chris Rainey has sent me a photocopy of a remarkable post card with a "NOT CALLED/FOR" oval in red. Apart from having superb clear strikes, Chris says "I have found a mention of this mark in Hibberts' book, but can find no record of any examples being found. If anyone has a further example I would be most interested to learn the date."



AUCTION RESULTS - WARWICK & WARWICK 2nd APRIL 1986

	(Est/Realised)
No buyers premium	70/80
1908 Ed 10s mint	220/210
£1 Badge Issue mint	350/300
£1 Badge Issue used	750/700
£1 Badge Issue u/m with TORN FLAG	600/650
15s Badge Issue mint	700/700
15s Badge Issue used	850/875
15s Badge Issue mint with TORN FLAG	150/200
Centenary set mint	

EARLY POSTAL HISTORY NOTES

by I.D. Lampart

Roger West has asked me to write a regular series of articles on any aspect of St Helena Postal History I wish, and this I have foolishly agreed to do. The first will deal with two letters and a Ships Log, which I feel may give an insight into the problems and rigours of early communication and travel - so here goes:-

Firstly, a beautiful original Ships Log I was loaned some time ago. It concerned the "COUTTS" which left Blackwall, February 28th 1797, under its Captain Robert Irwin with a crew of 110 men. After visiting Gravesend and Portsmouth, it left for China (arriving December 1797). On its way back the ship called at St Helena. During the voyage three men died (Lawrence Madeira, Pierre Louis and George Welsh), six men ran away - two Quarter Masters Richard Orgun and William Thompson, three sailors John Callow, James Clare and George Anderson and a Boatswains Mate Phillip Cannon, and one Hamilton Laurie ran but returned.

Also listed are nine members who were Press-ganged into the crew, James Davies, Richard Gop, Thomas Hinley, William Connolly, James Elderfield, John Giles, Samuel Banks, Thomas Huprey and finally, Daniel Callaghan who was Press-ganged on the 11th August 1798 at St Helena. The "COUTTS" arrived at St Helena on Sunday August 5th.

5.8.1798 "I went ashore and delivered my packet to Colonel Brooke the Governor"

6.8.1798 "Sent longboats ashore with St Helena stores and empty butts"

7.8.1798 "Received two boats full of water"

Order of sailing out of St Helena is given as:

1	Trusty	13	Hope
2	Hindorton	14	Ceres
3	Cirencester	15	Minerva
4	Warley	16	Armiston
5	Nottingham	17	COUTTS (sailed 12.8.1798)
6	Lascelles	18	Neptune
7	Albion	19	Brittanic
8	R Admiral	20	Odin (captured Danish vessel)
9	Canton	21	Queen
10	Earl Talbot	22	Nancy
11	Abergavernay	23	Duckingfield Hall
12	Asia	24	Reinburg (captured Danish vessel)

The "COUTTS" arrived back in England in October 1798, after a voyage of about one and a half years.

The second item is an Entire of 29 May 1816 from George Dunlop to his brother James in Edinburgh, redirected to his father in Ayr. The Entire bears the black boxed HASTINGS/SHIP LETTER and a red London datestamp of 9.9.1816. On the reverse is the Edinburgh datestamp and a boxed ½d which was charged on all letters carried in Scotland in any carriage with more than two wheels. The letter gives an interesting account of the hazardous sixteen week voyage from Spithead to St Helena. Edward Hibbert in his excellent book "St Helena Postal History and Stamps" on p19 "Handstamps - The Packet Letter Stamps" states "He (George Dunlop) arrived in St Helena with the 2nd Battalion between April 20th and May 13th 1816." This information was almost certainly taken from Arnold Chaplin M.D. "A St Helena Who's Who" page 23. This letter explains the delay and tells the ship was feared missing, and that the Admiral had sent out the "PHAETON" laden with food and provisions to find them, fearing that if not actually lost, it had missed the Island. The date at the top of the letter may have been the expected date of arrival or the start of the letter, which states: "what delight I once more set foot on Terra Firma, which I did on the 14th day of June".

The final item in this article concerns an Entire written by John Agnew aboard the "NASSAU" of 17th March 1782 written at sea (N. Latitude 7.43 N. Longitude 24.) to Scotland. The Entire graphically describes the problems of communication at this period, and certainly the doubts in the mind of the sender that his letter would ever reach its intended destination, in spite of which, it obviously did. The letter reads:

My Dear Bob

I write no less than two letters to you since we sailed but from various circumstances am afraid you will never receive any of them.

The first was sent on board a Swedish vessel we met at sea bound for Bristol. The second was sent on board the ALEXANDRE Man of War who returned to England about a fortnight ago after having conveyed us a good way on this side of the Azores. However as it blew pretty fresh when she parted company with us it was impossible for any boat to get on board of her, of course our letters are still aboard the GIBALTAR.

(Gibraltar commodore's ship which took mail and packets to transfer to Alexandre). The Entire explains that this communication was transferred on 17th March 1782 to a St Helena Packet Ship which had been accompanying the "NASSAU" since its departure from England. He was doing this as he explains it should be quicker than waiting till he landed, as the India Fleet would only touch at St Helena on their homeward journey. (NASSAU final destination Madras). The Entire is rated at 2/2 in black manuscript and is a fine early mention of the ST HELENA PACKET SERVICE.

INTERESTING COVERS

by Bernard J Mabbett

I was sent a few months ago photostats of two very interesting St Helena Boer War items. The first is a much travelled stationary card from Ceylon, that went to Tin Town Camp, Ladysmith. The card remained at Ladysmith for some three months as unclaimed before being forwarded to St Helena where it received the type 2 censor mark. The card has on the front a straight line UNCLAIMED handstamp similar to the 'unclaimed' slug in the centre of the St Helena double oval POST OFFICE/UNCLAIMED/ST HELENA mark. The handstamp on the Ceylon card is about 1½mm longer than the slug in the centre of the St Helena double oval mark. Could it be that the St Helena handstamp (or similar) had broken and just the centre was being used, or was it applied at Ladysmith. The card arrived at St Helena in late June or early July. The latest date I have for the use of the St Helena mark is 15th May 1902. The St Helena handstamp is illustrated in Fig 1 and the Ceylon card in Fig 2.



Fig 1



Fig 2

The second cover is from Amsterdam dated 28th September 1901 and shows the type 3 censor mark applied on arrival. Along the top of the cover is a pair of official post office seals. The cover was not delivered to the addressee but returned to sender - closed with these seals and cancelled with the St Helena cds for 1st October. This proves beyond any doubt that censor seals were not available on the island until late 1901 or early 1902. The cover is illustrated below (Fig 3).

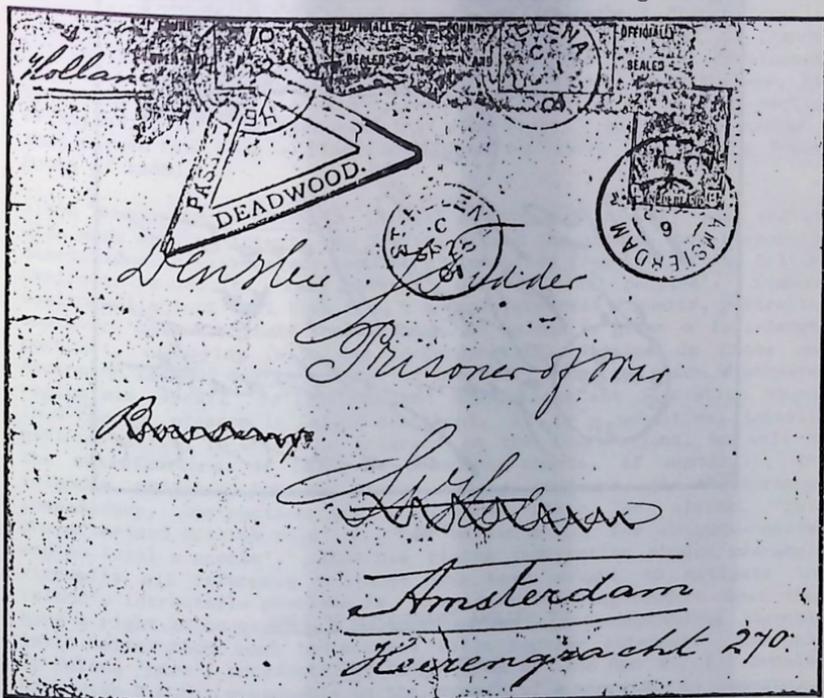


Fig 3

On looking through my vast collection of St Helena Boer War photostats I came across other items which also received official post office seals. Fig 4 shows such an item, but with a different type of seal. It would appear that these covers had been opened by the censor if they

had been sealed when handed in. With no censor seals available, post office seals were used instead.

Any comments from members or information on similar covers would be most welcome by the author.



Fig 4

ST HELENA SNAPSHOTS OF 1985

by Trevor Hearl

Two best-selling travel books by leading British journalists appeared during 1985 featuring St Helena. Both received prominent coverage from the up-market Sunday press, for they offer the layman a lively, if somewhat caustic, view of our second oldest colony.

Gavin Young's SLOW BOATS HOME (Hutchinson £12.95) brings readers island-hopping across the Pacific from China; then 'rolling home from

Rio' via St Helena and Ascension Islands. His cursory glance of some 20 pages may not satisfy serious St Helena watchers either by its brevity or for fostering such misconceptions as that of the Iron Duke boarding at Wellington House, instead of Porteous's place across the street (long since demolished to make way for the cinema), being misled perhaps by journalistic reliance on bar-room gossip. Indeed, reference to liquor seems inescapable on Young's St Helena, from Napoleon's annual wine bill of 2½ thousand pounds to the present French Consul's initiative in shipping his mother's body home in a barrel of Brandy. Yet oddly he omitted the loud local complaint that British development experts had built the 'wrong' brewery on the island. Nevertheless, his St Helena Chapter is a pleasant, casual introduction to a cross-section of island society, written with that easy style - so hard to master - that earned his book a place among the top three Thomas Cook Travel Books of 1985.

Simon Winchester's OUTPOSTS (Hodder & Stoughton £12.95) was written with more serious intent. No loafing around the oceans, but purposeful expeditions to visit every remaining 'inhabited fragment' of the British Empire to record its 'last moments' and its 'last peoples'. Common-wealth collectors will thus find a sharply-observed vignette, portraying whatever 'outposts' take their fancy. St Helena is given a full-length portrait, occupying (with its 'dependencies', Tristan da Cunha and Ascension Island) over a quarter of the book, added to which Winchester begins his overall 'reflections and conclusions' at Plantation House, in a chapter steeped in island sentiment. It is a sensitive, intelligent narrative, in which he enlarges on the frustrations, as well as the satisfactions, of being St Helenian; charts, if sketchily, the island's progress towards pauperisation; condemns the 'ignorance, insouciance, obstruction and unkindness' which, he claims, 'have characterised British rule' ... 'so unfair a lot for so good-hearted and so loyal a people'. That his rising indignation should overwhelm the virtually all reference to those who have sought to mitigate the island's intractable problems is, to my mind, denying readers what they have a right to be given - a balanced survey - notwithstanding journalistic belief that such tediousness kills popular interest. The only St Helena 'hero', incidentally, is given as Dr (the Hon W.J.J.) Arnold, Edwardian M.O.H., presumably on the grounds of a memorial in Jamestown, as no-one seems to know anything about him, not even the thorough and scholarly historian of St Helena, Philip Gosse, who recorded only that he was 'loved by all'. Had Winchester tapped an island source of oral history, he might have told us.

That his experience on the island has made him a crusader in the spirit of Anglia TV's "Island in Exile", earlier in the year, is clear. He

comes across as a good listener, observant and 'a nice guy'. Every Colonial civil servant sent to St Helena at least should face his challenge. That he pilloried the police chief in a vulgar aside was uncharacteristic; that he was captivated by the 'stunningly pretty' wife of the Advocate General, 'a Saint of exquisite and serene beauty' was more typical of his wish to show the islanders at their best - but also typical in that he failed to report the significant sequel that she is the only St Helenian in living memory to have been First Lady of the Colony. But if readers who know their St Helena literature will be startled to find the redoubtable Emily Jackson, author of "St Helena, the Historic Island" and various Edwardian guide books, called 'Mr Jackson', it must be said that errors are remarkably few in a book of such ambitious coverage; sins of omission rather than commission, it might be said. There are five St Helena photographs among the 26 illustrations.

Philatelically barren, perhaps, but for those who are unlikely to visit St Helena - and even more for those who are - here are travellers' tales 'as good as they come'. Not masterly studies, exactly, just snapshots. But every picture, as they say, tells a story.

WATERMARK VARIETIES ON THE PERKINS BACON 6d PLATE

Below is a check list of all watermark varieties so far recorded on the Perkins Bacon 6d. I would be most interested to hear from any member who can confirm or add any more items to the list.

SG 8	1d P12½ (C)	-	Rev	-
SG 10	2d P12½ (C)	-	Rev	-
SG 11	3d P12½ (B)	-	Rev	-
SG 14	4d P12½ (B)	-	Rev	-
SG 17	1s P12½ (A)	Inv	Rev	-
SG 19	1s P12½ (C)	-	Rev	-
SG 24	4d P14 x 12½	-	-	Inv/Rev*
SG 27	1d CC P14	-	-	Inv/Rev
SG 30	1s CC P14	Inv	-	Inv/Rev
SG 34	½d CA green (broad)	-	Rev	Inv/Rev
SG 37/38	1d CA	-	Rev	-

SG 40	2½d CA	Inv	-	-
SG 41	3d CA deep mauve	-	Rev	-
SG 43/43a	4d CA	-	Rev	Inv/Rev*
SG 44	6d CA	Inv (?)	Rev	-

* This variety also known on 'Specimen' stamps.

CC 1s - IMPERF TOP AND BOTTOM

by Roger B West

Illustrated below is a copy of the CC 1s with top and bottom edges imperf. A similar type of variety had been noted in Supplement No 3 (imperf on one edge - top or bottom) but this is the first example I have seen or heard of with both edges imperf. Fortunately both margins are quite generous so it looks to be genuine. The stamp has been plated as stamp 4 from row 2.

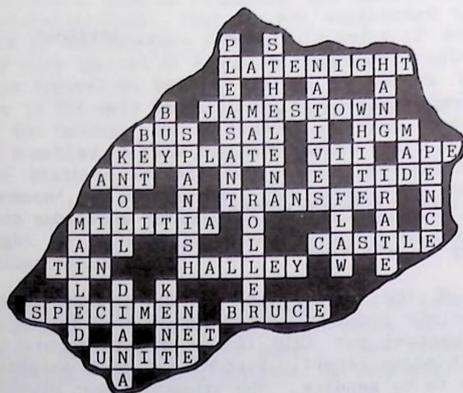
From the surcharge, it can be established as being from the 1864 perf 12½ printing (surcharge type A), although if it had been the type C surcharge of 1871/73, it would have been indistinguishable from the 1876 printing perf 14 x 12½ (the gauge 14 being along the top and bottom edges).

An interesting feature about this particular stamp is that the watermark shows the horizontal line from the top of the box (see Supplement 3 pages 11-14). This feature of the watermark would normally appear in the top row, but all stamps from the top row in this case would be with no watermark at all.



A more likely alternative however, is that this stamp (2/4) is actually from the TOP row of one of the sheets invoiced 30th May 1865. This consignment consisted of 109 sheets of 228 stamps - one row from each sheet of 240 being disregarded owing to the paper being only fractionally larger than the plate. A full account of this appears in the London Philatelist Vol 45 pages 218-225 (Ceylon and St Helena, Sheets Printed From Nineteen Rows of the Plate by Percy de Worms).

While it is possible to plate the stamp, recognise its surcharge and even establish which printing it came from, no reasonable suggestion has as yet been put forward to explain the imperf edges.

CROSSWORD SOLUTION

The crossword must have been too easy as I was sent a pleasing number of entries. The following members sent correct (or very nearly correct) solutions, and each have received their 'seventeenth facsimile' packs: Bernard Hughes, Barbara Priddy, John F.G. Mills, Prof Ralph Stanton, John Allsop, H Roy Cooper and David Herbert.

AUCTION RESULTS - WARWICK & WARWICK 5th MARCH 1986

	(Est/Realised)
No buyers premium	
1861 6d rough cut perf mint	70/95
1864-80 6d P12½ dull blue mint	80/80
6d imperf proof on Crown CA paper in colour of 2d	100/300
½d emerald with 'spaced NY' mint	150/210
½d emerald with double surcharge mint	200/260
1889 De La Rue imperf essay from Universal Key Plate in blue with hand drawn lettering and value tablet (unique). (This item sold for £1800 + premium + VAT in 1978)	750/1450
1890-97 1½d imperf colour trial in violet	150/240
1890-97 Key plate set of 7 handstamped 'Specimen'	250/260
1893 OHMS cover with POST OFFICE/crown/ST HELENA oval	100/250
1898 OHMS cover as above plus boxed 'Official Paid'	100/260
1901 Boer War cover to Germany with initials 'A.W.P.' as an integral part of the handstamp	750/825

BADGE ISSUE EXTRA PLATE

Illustrated here is a Printers' sample of the 1d Badge Issue in purple and green. The proof is imperf on gummed unwatermarked paper overprinted Specimen. Of particular interest however, is the single jubilee line in the margin, representing the frame colour - the stamps as issued (below) had two lines. Somewhere I recall that an extra 'plate' of six was used by De La Rue for such purposes, although there were apparently only two extra leads produced from the die. Apart from the single line this example does not show any of the characteristics associated with stamps 1,13,25,37 or 49. It seems unlikely that the printers would use a plate of just two impressions and six would be far more practical. Furthermore, a plate of six (3 x 2) would be virtually square, and this could help explain the sideways watermark known on the 1d value. I would be most interested to hear from any member with thoughts on this matter.

THE ST HELENA BREWERY

I am grateful to Dr Eli Goodman for sending me the St Helena 'Strong Ale' label which I am sure will be of interest to members. The label is imperf on unwatermarked paper, although genuine 'used' examples are usually beermarked.



BADGE ISSUE FRAME VARIETIES

by Roger B West

Over the years I have asked readers for confirmation of certain frame varieties, and from time to time such information comes to me. The following varieties have all recently been plated thanks to these people, my own studies, but in particular, thanks to Prof Ralph Stanton who supplied me with much information and the following note:

"I have some doubts about the constancy of some flaws and these doubts are mathematical; if one examines x randomly selected copies of a stamp and does not encounter a specific variety, then the chance of this event occurring is given by the formula

$$(2.718)^{-x/60}$$

if one looks at 250 copies and does not find a variety, the chance of this is only 2 percent. Now 2 percent is far from indicating impossibility, but it often indicates that a variety is either not constant, or that it does not occur on all printings, or else that it only occurs in part of a printing. I find that a healthy scepticism is often justified."

The same good professor impressed me equally when he was referring to a newspaper article as "terribly important, particularly if you choose to ignore it."



1/4d value
stamp 6
Chip in crown



1/4d value
stamp 20
Small moustache



5d value
stamp 4
Line broken



1s value
stamp 1
Line through scroll



1s value
stamp 12
Flaw on S



1s value
stamp 45
Spot on neck



1/6 value
stamp 40
White flaw at right



2s value
stamp 4
Dark flaw

Confirmation and position required for these flaws on the 5s value



White flaw over R



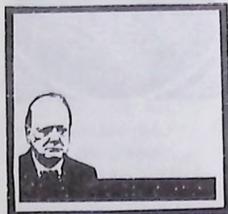
Line through N



Damaged s in 5s

1966 CHURCHILL PLATE PROOFS

Derek Worboys (Philatelic Connoisseurs) has sent me details of plate proofs in black and cerise for the 1966 Churchill 'Omnibus' issue.



black



cerise



issued stamp

Although not having a country inscription, they are in the colours as issued and printed on watermarked paper. Further details are available from Derek at 36 Beaford Grove, London SW20 9LB - telephone 01-542 4868 & 01-542 5588.

THE LAST WORD

An old tramp walked into a pawn shop for a couple of pounds. In return, he left a tatty stock book with a small quantity of stamps. Two days later, he returned for his stamps, paying the man an extra fifty pence as interest. This ritual went on for a number of years - every week the tramp would come in for a 'couple of quid' only to return two days later. One day, curiosity overcame the pawnbroker, and he had the stamps valued. He was completely lost for words and beside himself with greed when the stamp dealer suggested a value of 117 thousand pounds. Our villian could hardly wait to see the tramp again and when he did he casually said "look here my friend, it seems silly you coming here each week for a couple of pounds, only to return in two days to pay me interest, what do you say to me just buying your stamps outright?"

"Sounds fine to me Guv" the tramp replied.

"Great" said our hero, "How much would make you happy?"

"Bout a hundred 'n' seventeen fousand, Guv!"