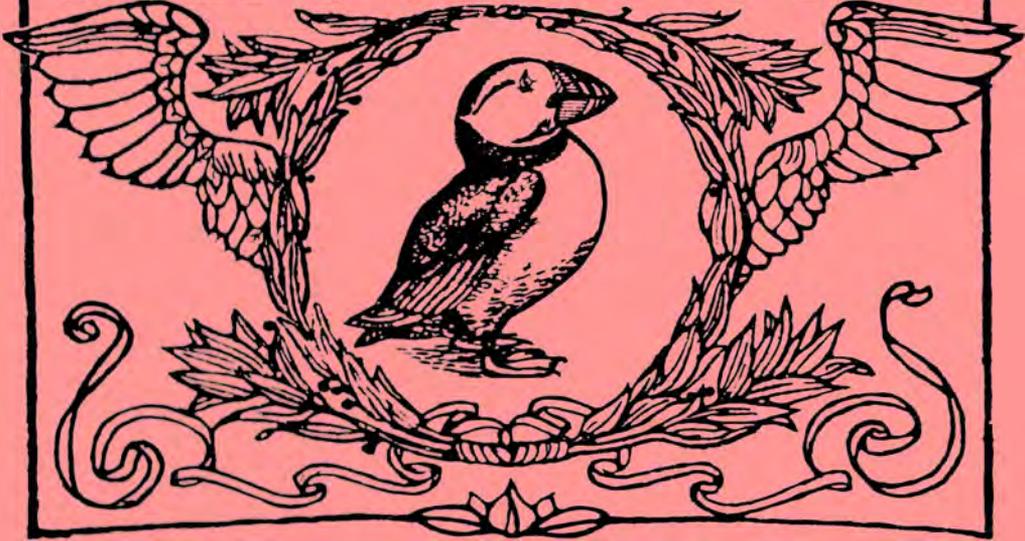




**LUNDY COLLECTORS CLUB**



**SUMMER 1980**

**OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB**

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# LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

"The Official Publication of the Lundy Collectors Club"

Volume 2, Number 2 (Whole No. 6)

Summer 1980

LETTER TO LUNDY COLLECTOR CLUB MEMBERS FROM THE NEW EDITOR...

With this Summer 1980 issue of the LCCPQ, I have taken over the editorship from Duane Larson. First of all, on behalf of the entire LCC membership, I personally want to thank Duane for the fine job he had done on the first five issues of this publication--the article content was almost phenomenal for a journal of a Club numbering only about 50 members. Because of Duane's commitments to his business and family, he was not always timely in issuing the LCCPQ, but this should be overlooked by the membership. I feel that the content of the issues, when they were eventually published and distributed, more than made up for the tardiness. Duane will remain the Publisher of the LCCPQ since he owns the photocopier, but I will assume all responsibility for this journal's contents as of this issue; consequently, from now on you should address your complaints or kudos (as the case may be) directly to me, Roger S. Cichorz!

## Editorial Policy

As your new Editor, I will strive to get the LCCPQ out on a timely basis--roughly figuring the following time schedule: Winter (January), Spring (April), Summer (July), and Fall (October). But much of meeting this schedule will depend on you LCC members... Duane's greatest problem in producing the 20-page LCCPQ on a timely basis was the lack of submission by LCC members of suitable material and articles for publication. If you look over the pages of the first five issues, you will find the same people (George Fabian, Jim Czyl, Roger Allen, and Roger Cichorz) wrote most of the articles. For this journal to be successful and continue to consist of 20 pages of text each issue, your Editor needs your participation: surely some of you have interesting covers or errors you can write about, or maybe some of you are actively doing research in the area of Lundy postal history or specializing in a particular Lundy issue? LCC members, please seriously consider contributing to this journal--or it simply cannot possibly continue, at least without substantially reducing the number of pages from the current 20.

I have several ideas for the LCCPQ that I would like to incorporate in upcoming issues. First of all, I want to initiate a "Letters to the Editor" section that will consist of your feedback on any of the articles from previous issues, corrections and additions to the articles (despite what the author might think, no author is perfect, nor is he the final authority on a subject), requests for help on any Lundy research members might be undertaking or considering, or just comments on stamps or covers that would simply be too short for a full article. Secondly, I would like to open up about a half-page in the back of each issue for classified advertising--for sale, wanted, and for trade are three headings that come to my mind right now. The charge for each advertisement placed will be minimal (only \$1.00 per paragraph insertion) with the funds going back to the Club treasury to help defray LCCPQ publishing and mailing expenses. I will start accepting your classified advertisements immediately--just mail your text to me and enclose a one-dollar bill or check. Of course, requests for information and help on research would be placed in the "Letters" section, and there would be no charge for this service. (My assumption is that LCC members would be willing to share the fruits of their labors with the membership--that is, you will submit the results of your research for inclusion in the LCCPQ!)

"LETTER..." (continued from page 1)

Additionally, I plan to take up part of a page of each issue with the latest philatelic and nonphilatelic news about Lundy, news about LCC members, news about the LCC itself, or just editorial commentary--that is, if there is anything substantial to offer. I would like to see the LCCPQ contain scholarly articles pertaining to Lundy philately, but at the same time, it is the Club journal and certainly should be accessible to the LCC membership. Help me make this journal a success!

#### This Issue of the LCCPQ

Preparing this issue was a rather exciting time for me--if not because it was my first as Editor, than surely because of the contents on the following pages. Barry N. D. Chinchin, current Lundy Philatelic Service Agent and probably the world's foremost authority on Lundy locals, has written the first installment of what I hope will be an ongoing series of articles on Lundy postal history. Lundy enthusiast and LCC member Ian Wilkinson has let us reprint his article documenting Lundy postal routes. Roger S. Cichorz has a fairly lengthy "Lundy at Auction" column which includes information about British dealers who offer Lundy material for retail sale. Additionally, I was inspired by Ian's article to examine my Lundy covers; the results of my findings form the basis of a "Postscript" article on Lundy postal routes. Finally, several shorter articles round out this issue.

Just briefly I want to touch on the mechanics of producing this issue. I have chosen a 10-pitch IBM typeface ("Bookface Academic") for easy readability, and at Duane's suggestion, I will be typing the text on legal size paper (8½ x 14 inch format) that Duane will have subsequently reduced to the familiar LCCPQ (5½ x 8½ inch) format. I hope that these technical aspects will result in eye-pleasing copy that will be well received by all. The content, however, is the main consideration by which this journal ultimately will be judged.

#### LCC Members' Auction?

Finally, I would like to organize a members' mail auction to give LCC'ers the opportunity to dispose of duplicates or otherwise unwanted Lundy material and the chance to obtain some elusive Lundy items for their own collections. I discussed my idea with LCC President George Fabian, and he suggested that this be done outside the LCCPQ (that is, the auction catalogue, or list as it may be, go out as a separate mailing rather than through the journal). I would be willing to serve as the auctioneer at a modest commission (say 10 percent of the net sales price). The commissions would defray the cost of catalogue printing and mailing costs, my postage and stationary costs in administrating the auction, etc.--any "profits" after expenses would go back into the LCC treasury. I would like your feedback on this auction idea. Drop me a post card or letter telling me if you would participate (have material for sale, bid on items, etc.) and how you feel about this idea. The auction would be open only to LCC members, and members submitting material for sale could make "reserves" so that there is a guarantee that a "fair" price would be obtained and no owner gets cheated as a result of trying to sell. I will accept owners' descriptions and estimates of value on lots submitted, if they wish, but as the auctioneer, I will reserve the right to lot and to adjust the descriptions and estimates submitted by the owners if they fail to correspond with "reality"! (I would let the owners doing the describing and estimating know of any changes I might make.) Target date for the members' auction, provided there is sufficient interest in it, would be about June 1981--this would allow me time to put out a formal call for submitting material, to lot the material received, and to issue a catalogue in plenty of time so that our overseas members could participate.

Please address all correspondence pertaining to the LCCPQ and proposed members' auction directly to Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303 U.S.A.

# Lundy at Auction

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By Roger S. Cichorz  
3925 Longwood Avenue  
Boulder, Colorado 80303

Since my "Lundy at Auction" columns have appeared in the Lundy Collectors Club Philatelic Quarterly, I have not received any feedback from LCC members about your opinions of the columns. If you find this column a worthwhile feature, or even if you feel it is a waste of space, I would appreciate hearing from you. In my initial column in the Fall 1979 LCCPQ, I described my intent as informing the Lundy philatelist as to the type of Lundy material available at auction, who is offering it, and the current "market" (i.e., the relationship between actual prices realized in the auctions and the preauction estimates or evaluations). I would welcome correspondence from you LCC members expressing whether or not you feel I am attaining these objectives and how you like or dislike this column. If you have any suggestions or criticisms, or ideas for incorporating into this feature, please write. Why not take the time to send me a post card or letter today? I will make an effort to send each LCC correspondent a personal reply.

Also, since it is economically impossible for me to subscribe to auction catalogues from every philatelic auction firm in existence, I am almost certain to miss some of the Lundy items offered in auctions of which you are aware. If you can aid me by bringing these auction offerings to my attention, either by writing or by sending me clippings or photocopies of catalogue descriptions, information about the auction firm(s), and, especially, the prices realized, I would be most happy to reimburse you for any postage and photocopying expenses involved in your efforts. Furthermore, unless you wish to remain anonymous, I would acknowledge your help by mentioning your name in the column. Just remember, this column feature will be only as good as you help me make it to be. Thank you in advance for your help.

The 1871 Shop, a company specializing in Cinderella material, offered five lots of mint sets of Lundy locals, ranging from the 1951 "birds in flight" definitives to the 1964 Shakespeare issues, in its mail sale #13, which had a closing date of November 25, 1979. The estimates for this relatively common material ranged from a realistic 75 cents to \$1.50 per lot. I did not make an effort to obtain the prices realized, since these sets were not likely to be on any LCC members' lists of wants. I have yet to see the 1871 Shop offer anything significant in the way of Lundy material, either in its 1871 Cinderella publication since its inception about four years ago or in its mail-sale auctions. Please correct me if I missed anything.

Jim Czyl was kind enough to send me an auction catalogue from the Ian Whyte firm of Dublin, Ireland. In its February 23, 1980 public auction, Ian Whyte offered as one lot a Lundy collection of 1935 to 1954 material which included some of the overprinted sets and covers. Estimated at 50 pounds sterling, this collection sold for a whopping 115 pounds (about \$270 at the then-current exchange rate). Jim wrote that he put in a bid of 110 pounds (which makes me wonder if he was inadvertently acting as a shill for the auctioneer) and concluded that it "must have been an awfully good lot."

The 63rd Corinthia Zurich auction held March 10-15, 1980 had one Lundy lot offering: a 1937 card and letter, "each with 3d red + different vignettes in black resp. violet (special cancellations)." This lot was estimated at 200 Swiss francs (about \$123 at the then-current exchange rate).

Peter Kenedi, Inc. Eastland Stamp Auctions offered one Lundy lot in its 221st public auction, which featured the "Morton" British Empire Collection, held April 12, 1980. The lot, described as

"two 1938-39 Lundy Island airmail covers, also 1958 Herm and 1941 Jersey covers, fine," was given an estimated cash value of \$40 to \$50 by the firm and realized \$33 (\$30 plus 10 percent buyer surcharge). One cover was a January 1, 1939 John D. Stanard cacheted envelope with the broken circle (see Figure 2 of Jim Czyl's article on "The Stanard Cachet" on page 2 of the Winter 1979 LCC Philatelic Quarterly) with all the first Lundy issue and the 5-line LACAL overprinted issue (though not misspelled "Attantic") (Fabian-Larson checklist items 1 through 5 and 18).

The second Lundy cover in the Kenedi lot was mailed from R. T. Boyd to W. G. Wey in Dixfield, Maine. The front has the then-current 1½d British definitive (Scott 237) tied by a circular October 27, 1938 Braunton postmark. To the back of the cover are affixed the 2d, 3d, 6d, and 1sh A.C.A.S. "large map" issues (checklist items 13-16), but they are not tied to the cover by cancel. In fact, there is no cancellation whatsoever on the back of this cover. The envelope contained a sales invoice from the Lundy and Atlantic Coasts Air Lines Ltd. made out to W. C. Wey for a \$4 cash sale for "L.A.C.A.L. stamps and handling"--all in all, not a bad piece of Lundy memorabile.

Roger Koerber offered one Lundy lot in the first session of the firm's 107th public auction which closed June 5, 1980. The lot consisted of two Pitman covers described as "Lundy Island 1936 pair of covers to Lundy Island with British franking tied by Paquebot cancels including CAPETOWN PAQUEBOT 6 OCT 36 circular date stamp on cover carried on the maiden voyage of the R.M.M.V. Dunvegan Castle, both covers with ½p pink and ½d black airpost franking of Lundy Island, both signed by the captain, unusual and quite scarce." The preauction estimate for the lot was \$90, which I felt at the time was too high. Koerber's estimate was probably influenced by the Paquebot cancels and the historical significance (commemoration of a ship's maiden voyage). As it turned out, Koerber had a more astute sense of what the market would bear than I had, for this lot fetched a whopping \$110!

Kover King, Inc. offered one Lundy lot in its 80th public auction which closed April 24, 1980. The lot was a "Lundy Island + USA C30 'NY 6/11/42' censored cover to 'Lundy 6/20/42' (with a piece of flap cut out." A photograph of the cover, included in the auction catalogue, indicated a copy of the 1 puffin "V and Plane" overprinted issue neatly tied to the cover front by the later-state "Lundy Lights and Leads" slogan cancellation with the circular datestamp below (Chinchen cancellation Fb). This highly desirable cover was estimated quite reasonably at \$35 and ended up realizing \$45.

BPPSG member Ken Godfrey wrote me that he has found some Lundy material in the auctions conducted by Brunswick International Stamps and Auction Company, P.O. Box 224, 5 Place Du Commerce Bouet, St. Peter Port, Guernsey, Channel Islands. I do not have any further details, so perhaps some LCC readers who get this company's auction catalogues can send me additional information.

Ian Wilkinson wrote that a Lundy lot consisting of three covers was offered in the May 22, 1980 Phillips British Airmails auction. The lot was described as "Atlantic Coast Air Services (30th Aug.) 1935 Lundy-Barnstaple envelope with ½ puffin label, 1937 (13th May) Coronation Day Lundy-Barnstaple envelope with ½d label and ½ puffin label, also 1939 (3rd April) Barnstaple-Lundy envelope flown by Lundy and Atlantic Coast Airlines Ltd." This lot was estimated at 30 to 40 pounds and realized 25 pounds.

Rigby Philatelic Auctions Limited in its July 22, 1980 Postal History Auction Sale Number 552 offered two lots of Lundy view-cards estimated at 8 pounds (about \$18.68) each, which I feel is rather high. The first, described as a "circa 1929 viewcard (with history) with, on the obverse, an unused 1p adhesive" (big deal!--this could have been attached yesterday). The second was described as a "circa 1930 Lundy 'aerial view from East showing island's only coast road' photographic card with, on the obverse, an unused 1p adhesive" (again, big deal!). Both lot descriptions are followed by the statement: "Contemporary cards of Lundy are scarce." This may be true, but are they worth almost \$19 each?

Rigby offered five covers in its August 19, 1980 Postal History Auction Sale Number 554, each cover being given an estimated value of 25 pounds (about \$58.38). All five were "philatelic" first (or last) day event covers from the years 1937 to 1939 and had Lundy locals and either Atlantic Coast Air Services ("large map") or Lundy and Atlantic Coasts Air Lines Ltd. labels tied by postmarks. From their catalogue descriptions, these were covers prepared by and addressed to British stamp dealer A. Phillips, c/o Lundy Island. I feel that these covers are not that uncommon and that the 25-pounds-each estimates given by Rigby are excessive; 10 pounds each would be more realistic of their actual worth in my opinion. Remember that three similar covers offered as a single lot in the May 22, 1980 Phillips auction sold for 25 pounds against a reasonable 30 to 40 pound estimate, and one of these covers included a "tramticket" example!

John Holman of the BPPSG and Ian Wilkinson of the BPPSG and LCC both wrote that the Swiss auction firm, Philastamps Auction Company (Mühlenplatz 5, CH - 6004, Lucerne, Switzerland) offered a Lundy registered zeppelin-flown cover in its November 1979 net price sale catalogue. The cover, which is beautifully illustrated by a color photograph in the firm's sale catalogue, originated from Lundy. It has a strip of three 1/2 puffin stamps of the first issue tied to the back of the cover by two July 14, 1934 boxed Lundy cancellations (Chinchen type Bb). The cover is addressed to Rio de Janeiro, Brazil; franked on the front by a 10d Great Britain definitive, which was cancelled by a circular "15 Jy 34" Bideford, Devon datestamp; additionally, the cover front has a Bideford registry label (number 6430), a "21.7.34" Friedrichshafen circular datestamp, a rubber-stamped circular cachet in red reading "Deutsche Luftpost Europa-Sudamerika" and depicting a zeppelin and airplane coming out of clouds over the sea, and a beautiful pen and black ink hand-drawn cachet depicting the Graf Zeppelin; and two additional backstamps appear on the back of the cover. This item was marked in the catalogue "price on request." Ian wrote that most of the priced items in Philastamps net price sale catalogue were between 5000 and 6000 Swiss francs (about \$3150 to \$3780) and that he had to assume that the items not priced were even more than that amount; consequently, he presumed that this item "was not cheap!" I have since written Philastamps about the cover and was informed that it is still for sale at 7500 Swiss francs (about \$4725)! If any of you LCC members are interested in purchasing this cover, I suggest you write directly to Philastamps at their Lucerne address. More realistically, if any of you LCC members are interested in obtaining a color photograph of this cover, write Philastamps at their Lucerne address and request the net price sale N. 6 catalogue (as a courtesy you might enclose a couple of IRC's).

Although postal history expert William E. Froment once told me that only one Lundy zeppelin-flown cover exists, George Fabian believes there are several, most of which reside in zeppelin cover collections rather than in Lundy collections. To support his thesis, George cites lot 447 (illustrated) of the October 1977 Roger Koerber auction--it consisted of a zeppelin-flown cover different than the one offered by Philastamps, although addressed to the same person (F. G. Foley) in Brazil. Do any of you LCC members have information on the existence of other Lundy zeppelin-flown covers? Seems to me this subject would make the basis for an interesting research article for the LCCPQ! Any takers?

The British Private Post Study Group members' mail auction, which was originally slated for March 1980, was extended until June 20, 1980 in order to accommodate all BPPSG members. Originally it was intended to mail the auction list only to those BPPSG members specifically requesting it from auctioneer John Armstone, but the BPPSG subsequently decided to include the entire auction list in its April 1980 Newsletter in order to better publicize the auction and increase the amount of member participation. I will summarize in the next column the 15 Lundy lots offered in the BPPSG members' auction and the prices realized.

The Cinderella Stamp Club annual members' auction for 1980 is scheduled for Saturday, September 27, 1980, at the Y.W.C.A. on

Great Russell Street in London, England. CSC members in the U.S. should have received their auction catalogues in the mail by mid-July and can participate either in person or with mail bids by meeting the September 22, 1980 postal bid deadline as indicated in the instructions given on the inside of the front cover of the auction catalogue. Lundy is still a popular "Cinderella" item evidently, since my preliminary count indicates that 6.25 percent of the lots offered consist of Lundy material (that is, 86 of the 1377 lot total are Lundy). For LCC members not familiar with the Cinderella Stamp Club, I had written a description of that organization along with information about how to become a member in my "Lundy at Auction" column in the Winter 1979 issue of the LCCPQ (pages 5 and 6).

Puff'N Company will be having their third mail auction sale this Fall, and two complete sets of the Red Cross overprints will be offered. The illustrated catalogues were sent out early May to customers on John Van Emden's mailing list. If you have not received one, write to Puff'N Company, Box 1387, West Caldwell, New Jersey 07006. The closing date for this auction, which consists of 402 lots, is September 15, 1980.

Although this column is generally devoted to auction sales, I am going to digress at this point and mention five British dealers that offer Lundy material for net price sale and a thumbnail sketch of what they have to offer. I am attempting this as a service for LCC members, with the purpose of helping you obtain scarcer Lundy material for your collections.

--J. Sanders (Philatelist) Ltd. (5/7 Commercial Road, Southampton, SO9 4TN, England) issues a periodic list of local stamps numbered, whenever possible, according to Rosen's Catalogue of British Local Stamps. The latest list offers some pre-1951 Lundy and has a fairly complete listing of post-1951 issues, including some of the imperforate sets from the "philatelic" period. No covers are given on the list. Prices appear moderate on the December 1979 list, although, in general, they appear to be slightly higher than those on the current Puff'N Company pricelist.

--William Frazer (Stamps) Ltd. (Box 30c, Esher, Surrey, England) has some early Lundy material for sale, including "tramtickets," "large maps," the '40's overprints, etc.--both as individual stamps and multiples, and on cover. Before you get all excited, let me warn you that the proprietor, Mr. Lionel William Frazer, does not part with his Lundy material easily--that is, he is fairly expensive, and unless you are prepared to spend your money freely, do not bother to write him for his lists. Examples of two of Mr. Frazer's offerings from earlier this year: "1953 essay for 8p Provisional stamp, surcharged with the word 'Eight' as opposed to the figure '8.' Unissued. A howling rarity. Priced at 125 pounds." and "9th Anniversary, miniature sheet, 1st day used on cover, 35 pounds."

--RushStamps (Rush House, Emery Down, Lyndhurst, Hampshire, SO4 7PP, England) offers some nice 1951 to 1964 Lundy material, including some imperforate sets and several errors (for example, the 1962 Europa 1p perforate with the blue grey color omitted showing only the silhouette of the puffin, a major error, at 9.50 pounds). This company accepts major credit cards, which enables U.S. collectors to make convenient mail purchases.

--The Amazing Stamp Company (P.O. Box 103, London E11 1QD, England) offers a good stock of the basic Lundy locals from the 1950 to 1979 period, including some imperforate sets, at relatively moderate prices. Its most recent price list offered some pre-1950 material, such as two values of the Atlantic Coast Air Services "large map" set at the slightly escalated price of 10 pounds. This company uses Rosen's Catalogue numbering and, for those of you that do not have a copy, offers the latest edition for sale.

--Argyll Etkin Limited (55 New Bond Street, London W1Y 9DG, England) had in its stock as of late July 1980 several Atlantic Coast Air Services "tramtickets" and interesting postal history

items, including GPO Lundy postmarks on post cards and Pitman and Phillips-prepared "special event" covers. Before writing to Argyll Etkin and requesting a list of items available and their prices, you should be warned that this dealer is even more outrageous in its prices than Mr. L. W. Frazer! Examples of what I consider to be "outrageous" prices include 20 to 40 pounds each for mint "tramtickets" and 25 pounds for a used example on piece, 150 pounds for a GPO Lundy-postmarked post card, and 15 to 35 pounds each for the Pitman and Phillips covers.

Before I bring this rather lengthy column to a close, let me tell you about what I think was the Lundy bargain of the year (and possibly the decade). In an April 1980 Linn's Stamp News advertisement, a company that regularly advertises in Linn's called Imperial Albums, 203-3 Main Street, Hartford, Vermont 05047 offered the following Lundy collection for net price sale: "Early collection on album pages with write-up. First issues complete unused, on cover, and on cover with English front franking. Also includes 1st airmail on piece and on cover, Red Cross semipostals, "V" airmails, decade set, and miscellaneous extra values. NET PRICE: \$18." I telephoned the company long distance on the Tuesday evening that I came across the ad (my Linn's had arrived earlier that day), but, alas, I was informed by the proprietor that the collection had been sold that morning to a collector who lived in Overland Park, Kansas. The owner also mentioned that the Lundy lot, which was one of about 50 listed in a full-page ad, was "one of the first ones sold" (I cannot imagine why!) and that he "was rather at a loss on how to price the collection since (he) hadn't seen much of this early Lundy material, and, of course, it just isn't listed in the catalogues." At this point, I kept my mouth shut; I just didn't have the heart to tell him over the telephone that, sight unseen, that collection would have sold easily for at least 15 times what he had sold it for. Have any of you readers come across any "bargains" to top this one?

Information on the auction firms mentioned in this column:

The 1871 Shop, P.O. Box 510, Farmington, Michigan 48024. Company offers 1-year subscription to its monthly 1871 Cinderella publication, an illustrated catalogue of retail-priced material, for \$3. Subscribers will also receive illustrated mail-sale auction catalogues issued several times over the 1-year period.

Ian Whyte, 3 Fitzwilliam Place, Dublin 2, Ireland, telephone Dublin (01) 761383. Auction terms are given in the catalogues. Enclose 2 IRC's with request for initial catalogue as a courtesy.

Corinphila Zurich, Bahnhofstrasse 102, postfach CH-8023, Zurich, Switzerland. Firm's catalogues are costly--unless you are a serious buyer of Western European classics, I suggest you browse through this firm's catalogues at your local dealer.

Peter Kenedi Inc. Eastland Stamp Auctions, Concourse Eastland Center, Harper Woods, Michigan 48225, telephone 313-371-8864 or 313-371-6295. Catalogues are mailed free to serious bidders.

Roger Koerber, 605 Northfield Towers West, Southfield, Michigan 48075, telephone 313-569-1411. Catalogues for specialized mail auctions are sold on an annual subscription basis for \$10 a year. Firm accepts Master Charge and VISA/BankAmericard accounts for catalogue subscriptions and auction purchases.

Kover King, Inc., 120 West 44th Street, New York City, New York 10036, telephone 212-581-6910. Company requests \$1.00 for the initial auction catalogue, but successive catalogues are mailed free to successful or serious bidders. Firm requires personal check to clear before sending lots to new bidders. Credit is available to established customers.

Rigby Philatelic Auctions Limited, 189 Ashley Road, Poole, Dorset, BH14 9NA, England, telephone 0202 721269. Bids are assumed to be made in pounds sterling. Firm desires payment for successful bids by U.S. customers in pounds via a bank draft, which is an inconvenience.

## LUNDY--WHICH WAY DID THE MAIL GO?

by Ian Wilkinson

Having recently acquired a number of commercial Lundy covers, some of which seemed to me to have "odd" postmarks, I started looking to see if I could determine which town handled the Lundy mail at what period in time. Other than the first item mentioned, all the covers listed are OUTWARD and they exclude any special event covers which resulted from a particular boat mailing.

The earliest Lundy cover I have seen illustrated is dated February 13, 1857 (shown in The Puffin, Number 17, December 1967, page 2). This was addressed to Lundy via Clavelly, and one assumes that, at all time, all mail went that way. But when did it start to go via Instow? The amount of early material is, of course, none too plentiful, but there is a cover shown in The Puffin, Number 18, April 1969, page 6, that is dated April 16, 1899, and this, like many of the post cards seen with GPO cancels, bears the Instow postmark in addition to the Lundy one. The latest Instow postmark I have on a Lundy cover is dated August 14, 1934.

Only twelve days later on August 26, 1934 is a cover with a Bideford cancellation, and, with certain exceptions, it seems that the mail went "via Bideford" right up to 1969 (possibly later). One of the "exceptions" to this was the air mail which, both before and after the war, seemed to go via either Barnstaple or Braunton--but as far as I can determine, without any set pattern. The only variation to this that I know of, is a post card dated February 9, 1952 which carries the 1 puffin BY AIR overprint stamp on the picture side and has an Ilfracombe postmark on the reverse.

Although I have a cover showing that Bideford had an automatic cancelling machine as early as 1956 (any earlier?), all the 1961 Europa covers--both the stamps and the miniature sheets--were handled by Barnstaple, and one assumes that this was due to the large numbers posted and the larger office being better able to handle what is stated as being 20,000 first day covers. Other exceptions noted are: April 12, 1946 cover with Appledore postmark; February 17, 1964 and February 1, 1966 covers with Swansea postmarks; June 5, 1968 cover with Barnstaple postmark; December 4, 1968 cover with Cardiff postmark; August 26, 1969 another one with the Barnstaple mark. Can anyone throw any light as to the reason why these covers did not go "via Bideford" as most others seemed to over this period? (Editor's note: read Ian's explanation in the next article.)

The first day covers of the decimal definitives which were delayed by the post strike were eventually posted on April 7, 1971, and this seems to be the start of mail going via Ilfracombe. Of course, the meter-franked mail can only be handled by the office indicated. I have a cover dated October 28, 1973, which I assume was handled by Ilfracombe, but this bears a "NORTH DEVON" machine cancellation. This I understand is used on mail that is passed back to a central office for sorting.

So, to sum up, can anyone supply evidence to show that the mail from Lundy went: via Instow earlier than April 16, 1899; via Instow later than August 14, 1934; via Bideford earlier than August 26, 1934; via Bideford later than November 1, 1969; and via Ilfracombe earlier than April 7, 1971? And, finally, can anyone explain why, on certain dates, the mail was handled by Appledore, Barnstaple, Cardiff, Milford Haven, and Swansea? Also, does anyone know of any other towns that handled the Lundy mail in addition to those mentioned?

\* \* \* \* \*

Ian Wilkinson, a member of the LCC and avid Lundy philatelist, originally published this article in the October 1979 Newsletter of the British Private Post Study Group of the Cinderella Stamp Club of London, England. The article is reprinted in the LCCPQ by kind permission of author Ian Wilkinson and Newsletter Editor John Holman.

## A POSTSCRIPT TO "LUNDY--WHICH WAY DID THE MAIL GO?"

by Roger S. Cichorz

Earlier in the year I wrote Ian and inquired if any of the BPPSG membership had added to his research. He replied: "I regret I had no feedback from this (article) whatsoever, so I am unable to update it. However, having now read Felix Gade's book My Life on Lundy, I now understand why there was no consistency during the 1950's as this was the time when they had no boat of their own and had to rely on the mail being carried by any boat that happened to call." (Personal correspondence, Wilkinson to Cichorz, May 26, 1980.)

My keen interest in Lundy postal history prompted me to review the covers in my collection to see if I could either answer any of the questions Ian posed in his article or offer additional findings. The results of my review form the basis of this article.

First of all, I found all five of my outward air mail covers from Lundy, dated between November 16, 1935 and June 12, 1939, were postmarked either Barnstaple (3), Bideford (1), or Braunton (1). An additional cover, dated October 27, 1936, which originated from R. T. Boyd in Barnstaple (having A.C.A.S. labels but no Lundy locals on the back), was postmarked Braunton. Two 1951 Lundy outward air mail covers had circular datestamp Braunton (March 10) and Barnstaple (June 10) cancellations, respectively. Thus, all eight of these covers are consistent with Wilkinson's findings.

Among my other outward covers from the 1940's, I came across another example of one of the "exceptions" Ian had noted (Swansea) and five additional "exceptions" of two types (Instow and London) to add to Ian's findings. The Swansea example is a cover mailed from Lundy Agent Donald T. Heaysman to a collector of British Commonwealth stamps who resided in San Francisco, California. This cover has a Lundy 4p definitive on the back tied by a Lundy circular datestamp (February 17, 1948) cancellation. The British definitive stamp on the front is tied to the cover by a circular "28 Feb 48" Swansea, Glam. (Glamorgan County, Wales) datestamp cancellation, indicating it took 11 days to go that 44 (or thereabouts) miles by sea from Lundy to Swansea. The significance of this Swansea-postmarked cover is that it predates Ian's example by 16 years.

Four of the additional "exceptions" are WWII covers, two of which were examined by censors (dated June 13, 1940 and July 21, 1940, respectively) and two of which were not apparently subjected to censor examination (dated February 1, 1940 and July 26, 1940, respectively). All four of these covers have a circular datestamp "--Instow-Bideford, Devon--" cancellation. This postmark type indicates the mail went "via Instow" rather than "via Bideford" because it is the town name of Instow that appears at the top of the circle and this postmark differs from the circular Bideford datestamp postmarks that were in use at that time (see the accompanying illustrations in Figure 1).

FIGURE 1. Postmarks of Instow and Bideford, Devon, Circa 1940.

Instow  
1940Bideford  
pre-1940Bideford  
post-1940

The other additional "exception" is a cover postmarked on Lundy on February 23, 1942 and addressed from Felix Gade to Oakland, California. On the back are three boxed "Lundy Lights and Leads" cancellations in black, tying a complete set of the "V + Plane"

overprinted issue to the cover, and a circular Lundy "23 Feb 42" datestamp in black. The 2½d Great Britain definitive on the front of the cover is tied by a circular "London W.1., 1 Apr 1942" datestamp and wavy lines cancellation. This cover appears to have been diverted to London in order to undergo censor examination by the British Philatelic Association Ltd. It has on the front an oval BPA censor mark in purple and an octagonal British censor mark (Gibbons type RXC31) in pink, but no other postmark than the "London W.1." is present on the front. It seems peculiar that this cover was delayed for five weeks before being sent on to the United States.

During a July 12, 1980 telephone conversation, George Fabian informed me that examples of the Instow and Swansea cancellations on Lundy outward mail in the 1930's through 1960's are not that uncommon. Those cities apparently were regular stops on the Trinity House Corporation boat routes for lighthouse matters, and during stops on Lundy, the Trinity House employees frequently, as a favor, took mail from the Lundy inhabitants to post at their convenience once they arrived back on the British mainland. If the Trinity House workers were delayed, for example while tending to lighthouse repairs, their earliest "convenience" for posting the mail conceivably could have been a week or two. This might explain the 11-day journey for the Swansea-postmarked cover I mentioned earlier in the text.

By analogy, during the WWII years while air service to Lundy was suspended, Lundy mail possibly could have been accepted by representatives of the Admiralty who came to check on the Old Light, or by servicemen in the Royal Navy or Coast Guard during their routine stops on the Island, and likewise later posted from any city or town on the mainland that happened to be visited next.

Prior to my submitting this article to the LCCPQ, I had asked Ian to review my findings. He is in agreement with the Swansea and Instow "exceptions" but offered an alternate explanation to account for the "London W.1." cancelled cover--simply that it could have been taken to London by Mr. Harman (or for that matter, by anyone else who might have had business on Lundy at that time) and posted there. Ian writes: "The reason I say this is...I have a letter from Tony Langham, and he gives an explanation for some of the 'funny' postmarks that can turn up on Lundy mail. He tells me that on a number of occasions when visiting the Island, he has brought back urgent letters for people on the Island and then forgot to post them when he got to the mainland. He has then remembered them while driving home to Surrey, stopped the car, and posted them in the first postbox he came across. This could account for Lundy mail with Great Britain postmarks from Somerset, Wiltshire, Hampshire, Surrey, and, I guess, even from Berkshire. As I don't suppose he is the only person who has brought Lundy mail back to the mainland a similar situation could arise almost anywhere." (Personal correspondence, Wilkinson to Cichorz, July 12, 1980.)

In summary, my findings are generally supportive of the conclusions Ian presented; therefore, the designated routes for outward mail from Lundy for the time periods discussed in the Wilkinson article are essentially correct. The most notable "exception" examples of the 1930's and later can be explained by the mail being accepted by employees of the Trinity House Corporation who came to Lundy to work on the North or South Lights and then later posted that mail from some convenient route stop on the mainland.

During the 1950's when the Islanders had no boat of their own, Lundy was dependent on the mail being carried by any vessel that happened to call; consequently, any mainland shore city could have served as the posting origin of Lundy outward mail. Other "exceptions" during any time period in Lundy history simply may have been due to "informal" mailings on the mainland by visitors to Lundy who offered, as favors, to post the letters written by the Islanders. The 1942 London-postmarked cover may have been diverted for censorship after arriving on the mainland or, alternatively as Ian suggests, simply taken by anyone who had

business on Lundy and posted in London after returning to the mainland.

Ian and I certainly do not profess to have presented in our articles the "final words" on the subjects of Lundy postal history and Lundy outward mail routes. We feel that additional "discoveries" still can be made by anyone who takes the time to examine Lundy outward covers. If any Lundy postal historians wish to "enter the arena" and comment on any of the conclusions or explanations put forth in either of the articles, or if any Lundy Collector Club members have or know of Lundy outward covers that are other examples of "exceptions" to our findings, please feel free to communicate with either author: Ian Wilkinson, 17 Germaines Close, Chesham, Bucks, HP5 1JJ, England, or Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A.

#### MY FAVORITE LUNDY COVER

This feature, initiated as a contest sponsored by LCC President George Fabian in the Winter 1979 LCCPQ, appeared for the first time in the Spring 1980 issue with two interesting covers submitted by LCC members Larry Dodson and Roger Allen. Since then, several more covers along with their "stories" have been received. These will be presented in this issue of the LCCPQ on the following pages. LCC members are still encouraged to continue the tradition and mail in a photograph or photocopy of your favorite Lundy cover, along with the "story" that goes with it, to Roger S. Cichorz. This feature will continue as long as "favorite" Lundy covers continue to be submitted by LCC members!

#### AN AMUSING COVER

by Ian Wilkinson

Illustrated is a cover that might amuse you as it did me. We went for a short holiday to Weymouth on our South Coast in late May, and this is the cross channel port for the Channel Islands. I have in the past posted myself covers with either Jersey or Guernsey stamps on and then have received a nice cachet "Channel Island Stamps Invalid in the UK." My hope was to get this on a cover bearing Lundy stamps. I thought that perhaps the Post Office employee who handled this might have thought Lundy was one of the small Channel Islands like Herm. But I got someone who knew much more than that--as you will see by the manuscript "20 puffins to pay"--and it was in fact surcharged 20p!



MY FAVORITE LUNDY COVER (Continued)

IMPERFORATE LUNDY STAMPS ON A NON-C.T.O. COVER

by George Fabian

Most of the 1962 Europa first day covers were mailed to Albion Harman and cancelled on September 26, 1962, both on Lundy and at Barnstaple. My favorite cover was addressed to Denmark and cancelled September 26, 1962 on Lundy, but on September 29, 1962 at Bideford, and has the "Delayed by Storm" cachet. But the really interesting thing about this cover is that the Lundy stamps used were the imperforate Europa stamps and not the regular perforated ones. The 1962 Europa issue are the only imperforate Lundy stamps that I have ever seen used on a non-C.T.O. cover. Has anyone ever seen other Lundy imperforates used on real (non-C.T.O.) covers?

(Address replies either to the LCCPQ Editor or to LCC President George Fabian, 230 Fir, Park Forest, Illinois 60466 U.S.A.)



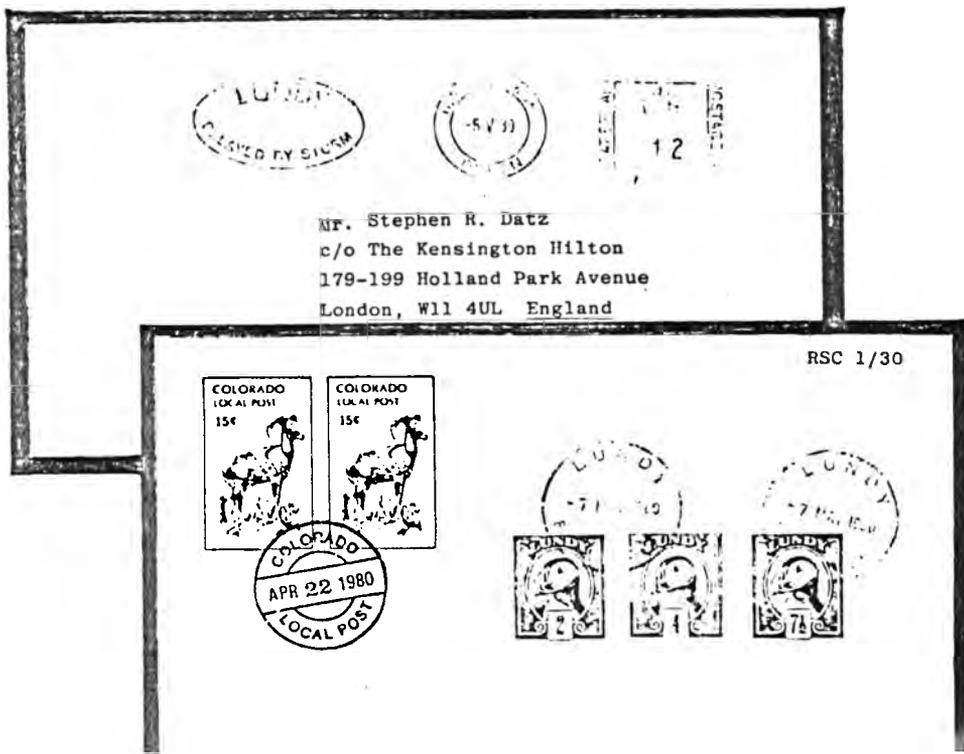
MY FAVORITE LUNDY COVER (Continued)

STAMPS OF TWO LOCAL POSTS ON THE SAME COVER

by Roger S. Cichorz

Although the cover shown below probably will never have any great collector value, it is still one of my favorites. It is obviously "philatelic" in the sense that it was not mailed directly from the U.S. to Lundy to London. But, in a sense, it was! I was involved in the preparation of 30 identical covers that were sent to me by the Proprietor of the Colorado Local Post, Stephen R. Datz. I, in turn, sent them on to Barry Chinchon at his residence in Eastleigh. And he, in turn, posted them from Lundy via Ilfracombe back to Mr. Datz who was in London attending the 1980 International Philatelic Exhibition.

The cover's special meaning to me is threefold. First of all, I reside in Colorado and being a publicist at heart, I had written an article on the Colorado Local Post stamp issues for The Cinderella Philatelist. Secondly, as a result of that writing endeavor, I got to know Stephen Datz--who some of you might recognize as the author of the Datz Philatelic Index and Western States Region representative for the Scott Philatelics firm. Stephen is very involved in promoting philatelics in Colorado and has in the past three years brought two major, annual stamp events to Denver (PhilaFair and the Denver A.S.D.A. show) that complement the established, veteran ROMPEX exhibition. I like Stephen for one other reason: this Spring he obtained for me a beautiful collection of Lundy stamps and covers, which included a postally-used set of the elusive 1940 Red Cross surcharges! And finally, this cover makes an interesting conversation piece both to my Lundy-collecting friends and to my nonphilatelic friends in Colorado. After I drag out the cover and show it to them, Lundyphiles will invariably ask me about the Colorado Local Post, and the Coloradans will invariably question me about Lundy. Either way I get to tell a long-winded story!



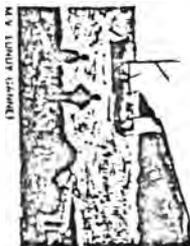
LUNDY EPHEMERA: A SOUVENIR MATCHBOOK

by George Fabian

A souvenir folder of 130 book matches featuring Lundy was first available for retail purchase at the Island souvenir counter about 1972 or 1973. The matchbook was produced in a "limited edition" of 10,000 by Mainstikku, B. Aladin, "who make the world's best book matches for D. & R. van der Plank, The Cornish Match Co., Haissetown, St. Ives, Cornwall." (Text is continued at the top of the following page.)



LUNDY - Isle of Enchantment



SHOVELS ABOUT A PM

THE OLD LIGHT

BEACH IN OLD MILLCOMB

THE OLD COVE

MILLCOMB HOUSE

THE BIRNOS, EAST COAST

LUNDY, BRISTOL CHANNEL

The matchbook includes eight photographed scenes of the Island (Puffins, Lundy itself, The East Coast Sidings, Millcombe House, Dead Cow Point, Beach Road at Millcombe, The Old Light, and the M.V. Lundy Gannet), a map of the Bristol Channel area drawn by John Dyke, and about 300 words of text on Lundy written by Felix Gade. The matchbook is number 1028 in a series of "collector" matchbooks produced by Mainostikku.

**LUNDY by F. W. Gade.**

The Island of Lundy, once the haunt of pirates, is now owned by The National Trust, who will preserve it in its present unspoilt beauty. The Island is 3 1/4 miles long and 1/2 mile wide at the widest point, and lies 11 miles due north of Hartland Point and 24 miles from Ilfracombe. Mariners for centuries have found shelter in the lee of LUNDY from westerly gales but, until the North and South Lighthouses were built, it was also responsible for many wrecks.

There is much to interest the discerning visitor in LUNDY. Archaeological investigations have shown that Lundy was a Christian colony in the 6th or 7th Century, and the remains of a 12th Century castle are still to be seen. The presence much earlier of a Celtic man, The Keeper of the Castle, built in AD 1242, still stands, and the ruins of an earlier castle, built in AD 1136, have recently been excavated. The Church of St. Helena should be visited, also the old Lighthouse.

Wild life of all kinds abounds, from trap door spiders on flat island, through to the nesting seabirds, wild goats, Sika deer, Soay sheep and the famous Lundy ponies.

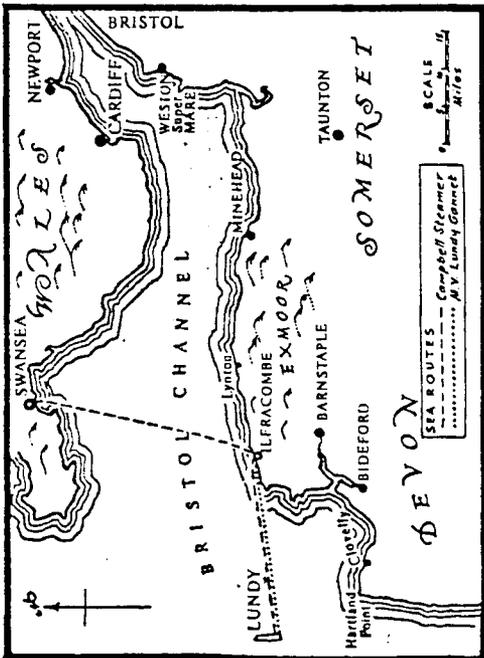
There is also very much to interest the botanist, and students of other branches of natural science. The area is fringed from cliffs along the east coast, and covered in May and the west coast is almost entirely covered with carpets of sea-pinks. The Mardoc Tavern and refreshment gardens provide for visitors, and souvenirs, postcards and the special postage stamps can be purchased at the General Stores.

There is limited accommodation on LUNDY, and anyone wishing to stay at the only hotel or rent a holiday cottage should address their enquiries to: — The Agent, Lundy, Bristol Channel, via Ilfracombe, Devon.

For those who would like to keep in touch with Lundy all the year round the Island publishes its own quarterly magazine The Illustrated Lundy News, which can be purchased on the Island for 15p or forwarded by post (home or abroad), £1.00 for 4 issues.

If you like this match book and would like to receive a copy of this illustrated quarterly magazine, please write to us. We will send you a complimentary copy of this match book to give you a really useful souvenir if you think we can improve it in any way. . . . . DO NOT BE HASTY.

Speciality produced by Mainostikku, B. Aladin, who make the matchbooks, and the matchbook cover, by the British Match Co., Ipswich, Suffolk, England. Telephone BR 1105 8704.



Copyright The Lundy Company. Designed by John Dyke Lundy

No. 1028 This match book is a limited edition of 10,000. In the future it will become a collector's piece. Contents 128

## LUNDY EPHEMERA: "OLD APPROVAL SHEETS"

by Roger S. Cichorz

The 5½-inch by 8½-inch approval sheet pictured on the following page had been offered from the early 1950's by many United States mail "approval houses," including the Littleton Stamp Company, Tatham Stamp Company, Kenmore Stamp Company, and others. Two types are known to exist: those with the name of the approval firm on the bottom of the sheet and those without (as pictured).

Two similar approval sheets with the six Lundy definitives were offered in the Puff'N Company's second mail auction which closed on June 1, 1979. The first sheet was torn unevenly at the bottom edge and had the stamps stuck down; it realized \$10 against a \$5 estimate. The second was completely intact and had the stamps hinged; it realized a whopping \$17 against an \$8 estimate. The third Puff'N Company mail auction, which closed September 5, 1980, offered a sheet of the first type (with "Littleton Stamp Co., Littleton, N.H." printed at the bottom of the sheet) with the six Lundy definitives stuck down. This item was given a \$10 estimate, which is not that unreasonable when the prices realized for the first two sheets are considered.

I wrote Mr. David M. Sundman, who is the Vice-President of the Littleton Stamp and Coin Co., Inc., for information about these approval sheets. He replied that he remembers the sheet himself as a boy and that the firm has sold quite a few over the years. His father, Mr. Maynard Sundman, the President and Founder of the Littleton firm, recalls that Littleton originally purchased the stamps and sheets around 1951-53 from the H. E. Harris & Company wholesale division. David Sundman suggested that I write Mr. Robert A. Bowse of that Boston, Massachusetts company for additional particulars.

Mr. Bowse responded to my request by offering the following information: "It was just 30 years ago that we first purchased the Lundy Island stamps (from 8/31/50 to 12/18/53). All our purchases were directly from Mr. Martin C. Harman. Besides the Littleton Stamp Co., we also sold some quantities to the Kenmore Stamp Co. Of course there must have been many other small dealers to whom we sold, but our records would not show this."

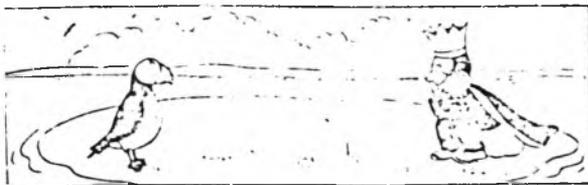
David Sundman reports that the Littleton Company still has a few of the approval sheets and Lundy definitives in pristine condition and has graciously consented to offer them to LCC members for the reasonable price (in light of their auction realizations) of \$4.00 each postpaid. Please send your requests for these approval sheets directly to the attention of Mr. David Sundman, Littleton Stamp and Coin Company, Inc., Littleton, New Hampshire 03561, U.S.A., and be sure to tell him you read about this special offer in the Lundy Collectors Club Philatelic Quarterly!

Since David Sundman was so helpful and considerate in responding to my inquiries, I would like to put in a "plug" for his company. The Littleton Stamp and Coin Co., Inc. is essentially a family business, founded by Maynard Sundman in late 1945 in Littleton, N.H. after he completed a 4-year stint in the U.S. Army. The company has since been joined by his sons, David and Rick, and currently employs 182 people. Another son, Donald, runs the Camden, New Jersey-based Mystic Stamp Company, which employs an additional 40 people. The Littleton firm has attempted to shed the old "approval house" image and has expanded into a rare coins division and investment service that has grown rapidly over the past two years. David Sundman states the secret to the success of the Littleton Company has been providing "good value and service to our customers over the years" and that the firm has "never taken advantage of anyone" in its philatelic or numismatic dealings. Because of his kind offer to LCC members, I certainly cannot dispute him in what he says. Thanks, David! Maynard Sundman added: "If you happen to be in the Littleton area, drop by and give us a call. We'll be most happy to show you our plant."

## LUNDY EPHEMERA: "OLD APPROVAL SHEETS" (Continued)

Example of an approval sheet of the second type (omitting the name of the approval company from the bottom of the front of the sheet):

Sheet is folded in thirds by arrows and dash lines.



### THE STAMPS OF LUNDY ISLAND

— and the Strange Story of the Man who Thought he was King of Puffinland



These stamps tell an extraordinary tale — about a man who set himself up as king of an island off the coast of England only a few years ago.



The story begins in 1925, when a wealthy Englishman, Martin Harman, purchased the tiny 3-mile-long island of Lundy off the coast of Devon. Presently Mr. Harman had an idea. "Since I am the owner of this island", he mused, "why shouldn't I also be king?" The idea seemed to make sense to Mr. Harman, and like an intelligent ruler, he proceeded to coin money and issue postage stamps for use by the island's inhabitants. The stamps and coins bore a picture of the puffin, a paunchy bird with a supercilious expression which inhabits the island in great numbers.



At first all went well with the Lilliputian kingdom. But in 1931 the British government got wind of what was going on. By Jove! Chap coining money, don't you know. Bear looking into, and all that, eh what? The result was that "King" Harman was summoned to court, and charged with unlawfully coining money. A justice of the King's Bench fixed a stern eye on the monarch of Lundy.



"If *ho* did you say is sovereign of Lundy?" asked the judge.

"I am!" stated Mr. Harman emphatically. "And as sovereign of Lundy I coined puffins and half-puffins as I have a right to do".

But the court took a dim view of His Majesty King Harman's regal pretensions. King Harman suddenly found that he was an ex-king, was fined 5 pounds, and was ordered to relinquish his royal prerogatives.

Today, Lundy is part of the British Empire, and former King Harman is an ordinary subject of King George. But the stamps remain, a fascinating item for collectors, unique in postal history. For they are the only British stamps ever issued — not by the British government, not by a British dominion, commonwealth, colony or possession — but by a now private citizen. His Exalted Ex-Royal Highness, King Harman I, Ex-Monarch of Puffinland!

Front

### EXTRA-SPECIAL OFFER!

K-8

### The Extraordinary Stamps of Lundy Island

These stamps, issued by his Imperial Highness the Unrecognized Potentate of Puffin, are the only stamps in British postal history issued and used within the British Empire by a country which was neither a dominion, colony, commonwealth or possession — or actually even a country at all!

Since these unique stamps will never be cataloged, and are not provided for in any album, we suggest an interesting way to add them to your collection. Paste the circular to the inside front cover of your album. In this way you can incorporate these interesting and unusual stamps into your album, and at the same time have a story to go with them which will make the stamps even more interesting.

•LUNDY ISLAND, Set of 6 Vars. .... Price, 50c

The name of the approval firm appears here on the first type of sheet. Back

A POSTAL HISTORY OF LUNDY  
PART 1: VICTORIAN AND EDWARDIAN TIMES

by Barry N. D. Chinchin

Communication with Lundy before the arrival of the British Post Office in 1886 must have been carried out using passing vessels or boats owned by or under contract to the residents. In 1857 letters seem to have been collected from Clovelly post office for delivery to the island.

From January 1870 a diary was kept by the daughters of William Hudson Heaven, the owner of Lundy: Amelia Anne Heaven, Marian Elizabeth Heaven, and Cecilia Harriett Heaven. This is a useful source of information about the period before and after the British Post Office arrived.

Letters about telegraphic communication were received in March 1870, and in April a Captain Chapman arrived from Bideford to negotiate about the establishment of a Marine Telegraph Station between Lundy and the mainland. In March 1871 the arrival of a telegram is recorded.

Mail appears to have been brought to the island in a box and the boat remained anchored for long enough to accept replies. Letters from the island were also sent by giving them to anyone calling at the island before returning to the mainland. This practice has probably continued to the present day. When I have stayed on Lundy, I have seen visitors pass letters to steamer day-trippers for reposting, as this was quicker than waiting for the island boat. Mr. Gade sometimes made use of Trinity House vessels to carry mail which had been correctly stamped and posted. This resulted in some very odd postal markings--some from inland post offices if the lighthouse keeper going on leave took the mail to his home town.

The arrival of mail was an event of importance to the islanders and they though nothing of getting up in the night in order to send replies by return.

According to the archives of the British Post Office, it had considered accepting responsibility for the mail service to and from Lundy on a number of occasions but was unable to justify the expense involved. In 1886 Trinity House and Lloyds supported an application for the establishment of a regular postal service, and on June 25 a British Post Office official came to inform the islanders that there was to be a sub-post office at the store.

At that time the British Post Office was efficient and achieved the efficiency by strict rules and by minimizing expenditure. It did not take into consideration the weather or people involved.

There was to be a weekly exchange of mail bags each Wednesday. No time was allowed for answering letters by return, and the steam-tug from Cardiff which was to carry the mail was inadequately remunerated and so had to double as a trawler. It seems that the islanders carried on as before, sending letters from Appledore or Instow. The Cardiff tug was accused of having taken the mail to sea whilst towing other vessels or trawling for fish so that it arrived several weeks late. This may be an exaggeration as the weather would not make a regular service throughout the year possible. However, as the shipper received only about five shillings for each return voyage, it is not unreasonable that other business was given priority.

A cancellation datestamp (Figure 1) was issued to Cardiff in December 1886, and it is assumed that this was sent to Lundy and used even when the mail contract was transferred to Captain William Dark of Instow. This time the arrangements were more realistic--he agreed to carry mail to Lundy and back once a week, wind and weather permitting, and



Figure 1.

to wait two hours at the island to collect replies. He was paid about one pound for each return trip. He took the first mail officially on March 27, 1888.

The Post Office required that a sub-postmaster on Lundy would open his office between 9 a.m. and 10 a.m. and again between 5 p.m. and 6 p.m. each day. He was to receive nine pence each week for carrying the mail to and from the beach and his annual salary was five pounds. In spite of this generous wage, there were difficulties in keeping a staff, and the Post Office was faced with a problem.

The store, which became the Lundy Post Office, was a house owned by Mr. W. H. Ackland who was a grocer in Bideford. He employed assistants to manage his Lundy branch. This house may have been what is now Signal Cottage. Mr. Ackland himself found a way around the Post Office's problem. He suggested that he should be appointed sub-postmaster of Lundy rather than his ephemeral shop assistants.

A private cable between Lundy and the mainland had been laid in 1884, and a telegraph service was operated by Lloyds in cooperation with the Post Office. A telegram canceller (Figure 2) was registered on July 20, 1892, but by this time the cable had broken, causing the closure of Lloyds office, and the canceller was never issued to Lundy.



Figure 2.

A cancellation date stamp (Figure 3) very similar to the first was registered on August 4, 1893 and sent to Barnstaple. At this time the Post Office was showing renewed interest in Lundy. It was laying its own marine cable from Croyde in North Devon to Lundy. A cable-testing hut was built on land leased from the owner of the island, and poles and wires were run from the shore to the hut and then on to the post office.



Figure 3.

In October 1896 Mr. F. Allday, having retired from the Royal Navy, went to Lundy in charge of Lloyd's Signal Station which must have reopened. In June 1898 he was appointed sub-postmaster of Lundy, a post which he held until 1926. At one time he had a donkey to carry the mail up and down the cliff path, but this was not as successful as it had been hoped. The animal soon learned to recognize the mail boat and would retreat to an inaccessible position, leaving Mr. Allday to carry the mail bag by himself.

It seems that Lloyd's Signal Station and the Post Office were both situated at Signal Cottages. In 1909 Lloyd's Station was transferred to the Admiralty, and the coast guards took over responsibility for the telegraph. A telegram canceller (Figure 4) was registered for them on July 31, 1909. At about this time the Post Office was moved to the Cable Hut, built for cable testing in 1894. This was a stone building with a corrugated iron roof, built against the north wall of the keep of Marisco Castle. It contained a table, a counter, pigeonholes for sorting mail, and provision for keeping stationary. By 1910 two bunks and a cooking stove had been added to accommodate linesmen sent to service the telephone wires which linked the North and South Lighthouses from that time.



Figure 4.

This has now been modernized and is an attractive holiday accommodation known as Castle Cottage, with a marvelous view through a large picture window of the South Lighthouse and the Devon coast.

The bulk of the mail from this period which survives is from 1906 when the H.M.S. Montagu was wrecked on Lundy. Postcards sent then were kept as souvenirs.

## A POSTAL HISTORY OF LUNDY (Continued)

Editor's comments: This installment is the first of what is hoped to be a regular, continuing series of articles on Lundy postal history by Barry N. D. Chinchin. The author of this article is probably the world's foremost authority on the stamps of Lundy. He is the author of A Catalogue of Lundy Stamps, which, in your Editor's opinion, is the definitive work on Lundy philately having been published to date. In May 1958, Mr. Chinchin took over the editorship of The Puffin, Newsletter of the Lundy Specialists' Society, which was started by Michael Wendeatt in January 1957. Mr. Chinchin continued as Editor of The Puffin through the 1971 "Special 21st Edition" that was issued to commemorate the 15th anniversary of the Lundy Specialists' Society, which, unfortunately, went defunct in 1975 after the publication of the 24th and final (then called) The Puffin Journal.

During the 13-year period that Mr. Chinchin served as Editor, The Puffin grew from a 4-page typewritten club newsletter into a substantial journal of more than 50 pages an issue. Much of the groundwork research on Lundy philately utilized by Barry in his Catalogue first appeared in the pages of The Puffin, and the journal is still considered an indispensable record by serious Lundy philatelists and by postal and communications historians.

Mr. Chinchin no longer collects the stamps of Lundy--several years ago he donated his sizable and significant collection of Lundy stamps and covers, along with much valuable archival material, to the British Library. Barry is still well known to contemporary stamp collectors of Lundy (or at least he should be!), since he currently serves as administrator of the Lundy Philatelic Service in behalf of the Landmark Trust. Recent Lundy stamps are available directly from Mr. Chinchin through the Lundy Philatelic Service, Lundy, ILFRACOMBE, Devon, EX34 8LA, England.

## NEWS OF MEMBERS OF THE LUNDY COLLECTORS CLUB

Congratulations to LCC Vice President Jim Czyl who took the grand award at the annual exhibition of the Park Forest, Illinois, Stamp Club (American Philatelic Society Chapter Number 522) for his exhibit of "The World of Locals."

Roger S. Cichorz's article on the "Mexico 'Rocket' Commemorative Overprint of 1961" appeared in the July 1980 issue of The Cinderella Philatelist, the quarterly journal of the Cinderella Stamp Club.

LCC members, please submit any news of your philatelic awards, achievements, successes, publications, presentations, etc. to the LCCPQ Editor for mention in this journal. The Lundy Collectors Club is your organization; consequently, good news about its members is always welcome!

## COMING UP IN THE NEXT ISSUE (FALL 1980) OF THE LCCPQ:

- Lundy Bibliography Addenda by Roger S. Cichorz
- More "My Favorite Cover" Examples by George Fabian and others
- Counterfeits of Lundy Definitives by Roger S. Cichorz
- Another "Lundy at Auction" Column by Roger S. Cichorz
- And More!

Keep those articles, cards, and letters coming in to the LCCPQ Editor, Roger S. Cichorz, so he can keep busy!



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