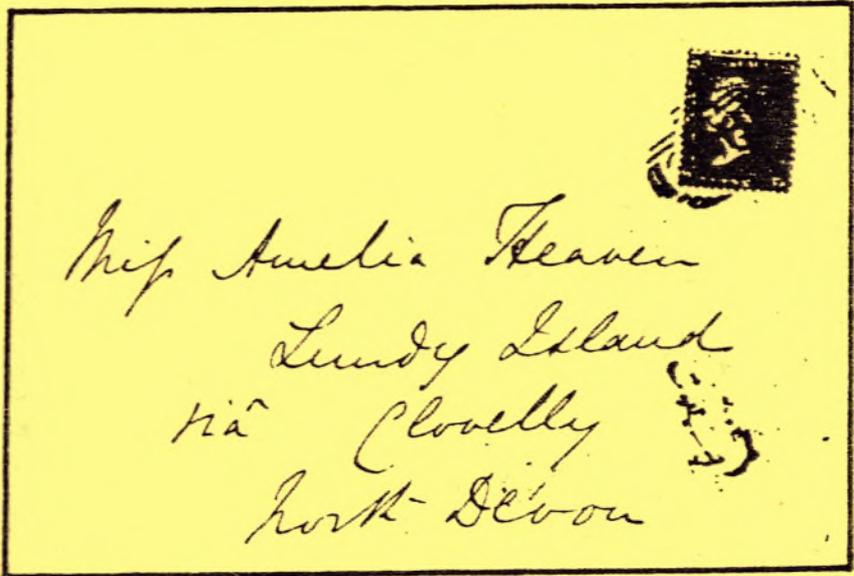


PHILATELIC QUARTERLY



EARLIEST KNOWN LUNDY COVER
FROM RYDE, ISLE OF WIGHT, FEBRUARY 1857

SPRING 1985

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

L.C.C. 1985 MEMBERSHIP DUES NOTICE

Lundy Collectors Club members are requested to mail in membership dues for the 1985 calendar year as soon as possible to L.C.C. Secretary/Treasurer Duane Larson, Lundy Collectors Club, 2021 Ridge Road, Homewood, Illinois 60430, USA.

Because of increased postal mailing rates and printing costs for the *LCCPQ*, membership dues will increase by \$1 for the year. Membership is currently \$9 for U.S. and foreign surface rate and \$13 for foreign air mail subscriptions.

Only paid-up members will receive copies of the Spring 1985 *LCCPQ* and 1985 L.C.C. Members' Mail Auction Catalogue. So, don't miss out on these and why not help out Duane and get your 1985 dues payment in the mail today while this notice is still fresh in your mind! Thank you.

Please pay in U.S. funds, drawn on a U.S. bank.
Enclosed please find:

- \$9 for U.S. or Canadian membership dues
- \$9 for foreign (surface mail) dues
- \$13 for foreign (air mail) dues

Name _____ L.C.C.# _____

Address _____

Mail this notice with your dues remittance to:

Duane Larson, L.C.C. Secretary/Treasurer
Lundy Collectors Club
2021 Ridge Road
Homewood, Illinois 60430, U.S.A.

LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 7, Number 1 (Whole No. 25)

Spring 1985

LUNDY COLLECTORS CLUB

*Affiliate Member 121 of the American Philatelic Society (APS)
Member Organisation in the Council of Philatelic Organisations (COPO)
Member Club of the Aerophilatelic Federation of the Americas (AFA)*

L.C.C. Officers:

George Fabian, *President*
James C. Ceyl, *Vice President*
Duane Larson, *Secretary-Treasurer*
Richard Barnes, *Art Director*
Roger Cichorz, *L.C.C.P.Q. Editor*

Editorial Office Address:

Roger Cichorz, 3925 Longwood Avenue,
Boulder, Colorado 80303, U.S.A.

L.C.C. Headquarters Address:

Duane Larson, 2021 Ridge Road,
Homewood, Illinois 60430, U.S.A.

Membership in the Lundy Collectors Club is open to any person interested in the collecting and study of Lundy stamps, covers, and postal history. Dues of \$8 per year (U.S., Canadian, and foreign surface rate) or \$12 per year (foreign airmail rate) include a subscription to the *L.C.C. Philatelic Quarterly*.

Letters to the Editor

Information on Lundy Map and Lundy Churches

"Perhaps I can help with the query about the ancient Lundy map on page 8 of the Fall 1984 *LCCPQ*. The map dates from 1765 and is the work of Benjamin Donne, a famous cartographer, and Lundy is shown in an insert at the top left-hand corner of a very detailed map of Northwest Devon. As I said in my article—"The Early Maps of Lundy" published in the *Lundy Field Society Thirteenth Annual Report (1959-60)*—the Island details were 'most probably based on secondhand information...possibly...gained from a visiting ship which had, nevertheless, recorded the sea depths and hazards clearly.' I have this map hanging in my Surgery (you call it an 'Office' I think), and the wording says: 'Ruins of St. Ann Chapel.'

Keith Gardner (who did so much archaeology on the Island in the 1960s) and I sorted out the names and sites of Island churches to our own satisfaction. We reached the view that the original Celtic church on Beacon Hill was dedicated to the Celtic St. Elen and that a medieval church dedicated to St. Elens existed near the medieval cemetery known as the Giants Graves—this site being dated by pottery never earlier than the 12th Century and never later than the early 17th Century. The site seems to have been then abandoned and a new chapel built on Beacon Hill and dedicated to St. Ann. This would be characteristic of Thomas Bushell who held Lundy from about 1640 until 1646. This church in turn fell into disrepair, and when the Heaven family built the present church in 1896, they tried to copy the earliest name and mistakenly dedicated it to another lady, St. Helena.

Not much else to report. Forthcoming 'Lundy' dates are: Lundy Field Society Annual General Meeting, Exeter, Devon.: March 2, 1985. Lundy Field Society Annual Excursion by P.S. *Waverley*, Ilfracombe: June 8, 1985."

--Tony Langham, Reigate, Surrey, England (January 17, 1985)

Anthony F. Langham is the coauthor of the book Lundy, the second edition of which was published in 1984 by David and Charles (Publishers) Ltd. and reviewed in the Winter 1984 LCCPQ. Tony is a recognised expert on Lundy history and archaeology, and over the years many of his writings have appeared in various publications of the Lundy Field Society. --RSC

Additions, Corrections, and Comments

"Just received my Fall 1984 *LCCPQ* and have two small points to raise. My 'Rat Island' covers: Just to repeat what I think I mentioned in a previous letter, all the covers were first carried to the summit of Rat Island before being carried by Pat Penny to the Office for cancellation. The 'Rat Island/Dependency' bogus, was (perforce) affixed and cancelled beforehand, but of course the actual Lundy stamps were cancelled only after the expedition had taken place. Also, Wendy Puddy herself cancelled them and therefore was aware of what they consisted of. I think this makes them fairly genuine, particularly as they had the enthusiastic support of Peter Cole (L.F.S.)

LETTERS TO THE EDITOR (Continued)

Secretary) and Tony Langham. The numbers of Rat Island covers printed were 50 (like the 'Absent Friends'), and this will be seen to make up the exact number of 200 covers in all, as reported. I honestly only have about 10 'Rat,' 10 'Absent Friend,' and 20 of the basic covers left.

The other point is in reference to your note on the 'Russian puffin cover.' You mentioned that the cover emanates from 'Karelian, U.S.S.R., a small town...' In fact, I suspect that the name of the town is contained in one of the postmarks and that the initials 'U.S.S.R.' should read 'S.S.R.' Karelia is that part of Russia bordering on Finland and is one of the autonomous republics in the union called 'the Karelian S.S.R.' (Soviet Socialist Republic). Readers will need to know the town in Karelia in order to obtain this cover.

I hope you enjoy the BPPSC Newsletter of January 1985. It contains an article based on Jim Cysl's 1982 research into the large value definitives (Chinchen #234-244). I have illustrated each flaw, which I hope will be useful to readers. I actually borrowed two sheets of each value from Wendy again, so I repeated Jim's work but did not in fact look for other errors."

--Roger E. Allen, London, England (January 9, 1985)

Editor's comments: If, in the opening paragraph of his letter, Roger means "them" and "they" to be the souvenir covers he prepared to mark his "Rat Island Expedition" (refer to pages 5, 7, and 8, Fall 1984 LCCPQ), I wholeheartedly agree that these are "fairly genuine" Lundy Field Society event covers. However, if he was referring to the "Rat Island/Dependency"-overprinted Lundy definitives he had prepared, I disagree. While these overprinted stamps might have been "recognized" by the present Lundy postal agent, Mrs. Puddy, and "cancelled" with a rubber-stamped cachet prepared for the event, these stamps were not approved by the present Lundy-stamp-issuing authority (the Landmark Trust officials) and never available for purchase by collectors from the Island Office or from Barry Chinchen of the Lundy Philatelic Account Service. These overprinted stamps (that I termed "bogus") can not be in any way considered a "legitimate" Lundy issue. I'd term them "privately overprinted" and, when used on cover—as in the instance of Roger's 1984 Lundy Field Society expedition event items—"favor cancelled" or "tied by cachet"! Roger's "enthusiastic support" by Peter Cole and Tony Langham, who both have close ties with Lundy through the Lundy Field Society, is a pleasant endorsement of Roger's activities, but hardly lends any "legitimacy" to the overprinted stamps. I rest my case. (Sorry, Roger.)

Roger is correct about his information on the Karelian S.S.R. (see note at bottom of page 9, Fall 1984 LCCPQ for what prompted this comment). I printed this information verbatim as received by Bill Rowcroft without consulting my atlas. According to my *Encyclopedia Americana*, the Karelian Autonomous Soviet Socialist Republic lies on the border of Finland between the White Sea, Lake Onega, and Lake Ladoga. ("A land of lakes and woods, it has an area of 87,000 square miles and a population (1983) of 673,000.") For readers who have become frustrated in your efforts to obtain one of these covers, you might try writing the American Philatelic Society Representative of the American Society of Polar Philatelists (which publishes the *Ice Cap News* as its official bimonthly journal): Bernard V. Coyne, 8700 Darlina Drive, El Paso, Texas 79925, U.S.A. (Be sure to mention that the cover was illustrated in the January-February 1980 issue of *Ice Cap News*, so he has some idea of what cover you are inquiring about.)

As most of you already know by now, Roger E. Allen is the Editor of the Newsletter of the British Private Post Study Group of the Cinderella Stamp Club (London). For further information about the article on constant plate flaws and Roger's latest philatelic activities, refer to the "News of L.C.C. Members" appearing elsewhere in this journal. --RSC

Announcements

Call for L.C.C. Auction Consignment Material

Lundy Collectors Club Auctioneer Austin Dulin has made a request for consignment material for the 1985 L.C.C. members' mail auction (#5 of this annual event). Austin requests that consignors indicate the estimated values or reserves for stamps, covers, ephemera, literature, etc. consigned for this auction. Please send your consignment material soon by insured or registered mail to the L.C.C. Auctioneer, Austin Dulin, Post Office Box 980, Oak Park, Illinois 60303, U.S.A.

(More announcements are given at the top of the following page.)

ANNOUNCEMENTS (Continued)L.C.C. Members' Convention to be Held at AMERIPEX '86

The Lundy Collectors Club will be one of the 45 philatelic organizations that have reserved space and will hold a members' convention during AMERIPEX '86, the international stamp exhibition to be staged May 22 through June 1 at the O'Hare Exposition Center, Rosemont, Illinois—a northwestern suburb of Chicago. Duane Larson, L.C.C. Secretary/Treasurer, has made tentative arrangements for a club meeting room through James E. Duffy, President of AMERIPEX '86. More detailed information will be published in future issues of this journal as particulars on the arrangements become available. This convention will give L.C.C. members and Lundy collectors from all over the United States, Canada, Great Britain, and the rest of the world who are attending this international stamp exhibition the opportunity to personally meet with L.C.C. officers. If you are planning to attend AMERIPEX '86, don't miss this opportunity to meet with fellow L.C.C. members and exchange "war stories"!

Lundy Periodical Available from the Island

Wendy Puddy reports that Volume 2, Number 1 of the *Lundy Island Chronicle* is now available for 50p plus postage costs. It was the only issue published during 1984; consequently, the next issue will be numbered Volume 3, Number 1. To order a copy, write Wendy Puddy, Lundy, Bristol Channel, via Bideford, North Devonshire, England.

Lundy Guidebook Offer

L.C.C. member Gary W. Pentress managed a fortunate acquisition of 25 copies of the 21-page pamphlet, *Lundy—The Official Guide*, and is offering these to LCCPQ readers on a first-come, first-served basis for \$1 each (postpaid, book or surface rate). Please, only one *Guide* request per person so that every "early bird" has an opportunity to obtain one for his library. Hurry, order your copy today from Gary W. Pentress, 4750 Natick Avenue, Apt. #8, Sherman Oaks, California 91403, U.S.A.

Articles Wanted and "Favorite Cover" Feature to Be Revived

Way back in 1979, Duane Larson, then Editor of the LCCPQ, asked readers of this journal to submit illustrations and explanatory texts about their "favorite Lundy covers." This feature was a big hit among readers, and eight covers were illustrated over three consecutive issues in 1980. Since then, several readers have sent in additional illustrations and texts about their favorite covers, and these are included among the current backlogged material for future publication. The present Editor will be reviving this feature and publishing in future issues one or two of these "favorite Lundy cover" pieces at a time. So, if you have a cover that is *unusual*, or has a *story* connected with it, or has *special personal meaning* to you, or is simply one that you haven't seen discussed or illustrated before and want to bring to readers' attention, please submit it or a clear photocopy along with a few lines (or paragraphs) of text on why it's among your favorites. (Any covers sent for illustration will be returned promptly by insured mail. All submissions will be acknowledged by letter accompanied with a surprise "gift"!)

Even though at this time the LCCPQ Editor has "a few" backlogged *reprint* articles, he is in need of original contributions for publication in this journal. No submission is too small or insignificant, so please pick up your pencils and send your ideas and contributions to Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A. Rough drafts in handwritten form are perfectly acceptable, as the Editor is willing to work with any contributor to obtain an end product pleasing to both of us!

Coming in the Summer 1985 Issue...

- Barry N. D. Chinchin's fourth installment of "A Postal History of Lundy—The War Years": the long-awaited continuation of the series of articles that have appeared in the LCCPQ over the past five years, by the foremost Lundy postal historian.
- "Ephemera: Cigarette Cards": Bernard Stanley and Ian C. Wilkinson share with us numerous examples of memorabilia from a bygone era that pertain to puffins, Lundy, and other North Devonshire locales.
- Great Grandfather Paul S. Seybolt presents some interesting Lundy "odds and ends" from his personal archives.
- The revival of the "My Favorite Lundy Cover" feature: one with personal meaning.
- Perhaps...some *answers* on the questions about the *identities* of Messrs. Rigby Hall and Rigby-Hall.
- The usual "Letters..."(?), "Lundy at Auction," and "News of L.C.C. Members."

?... Questions And Answers ...!

Some Findings on the 1943 "Wright Brothers Biplane" Overprints

This is a response to the previous discussions about the "narrow" (17½ mm) and the more common "wide" (18½ mm) overprint settings (as well as discussions on several other varieties) of the 1943 "Wright Brothers biplane" overprint issue [refer to the Winter 1982 LCCPQ, pages 4-5; Spring 1984 LCCPQ, pages 12-13; and Fall 1984 LCCPQ, page 15]. L.C.C. member Gary W. Fentress supplied photocopied of complete lower right and left panes of both the 4p value (Chinchen #57) and 1p on 6p value (Chinchen #58) that he has in his collection. Gary did some preliminary flyspecking of these panes and was able to solve several questions asked in previous LCCPQs. Some of the answers will be detailed in the text that follows.

• The "narrow" (17½ mm) setting occurs across row three of both the left and right lower panes (thus, stamp positions 11 through 15) of both the 4p and 1p values.

Data supplied by George H. Ulrich, Jr. on his holdings of "narrow" settings of all values in this set indicate that the "narrow" setting probably occurs in that same row (three) for all values of this issue; consequently, only stamps from positions 11 through 15 of the lower (and possibly the upper) two panes will have the "narrow" setting. [Gary also confirms this for the 14p on 9p value (Chinchen #59): "I have a block of eight—stamp number 16 is the 'damaged tail' and numbers 11-14 are 17½ mm setting—seems to be uniform."] These will be transfer types "a" through "e" for overprinted 4p and 1p definitives (i.e., the 4p, 6p, 9p, and 12p values) and only transfer types "a" and "f" for overprinted 6p, 9p, and 12p definitives (i.e., the 4p, 1p, 14p, 2p, 3p, 5p, 7p, and 8p values). All the possible transfer types for the "narrow" setting are given in the table in the inset to the immediate right. George Ulrich throws a caution into the preceding analysis by stating it "is based on the guess that the positions of the 17½ mm variety occur on row three of the two upper panes as well. Probably so, but we can't be 100 percent sure until panes are actually seen. I can tell you that my strips of 20 across (rows 5 and 6) of the upper panes of the overprint values 1p, 14p, 2p, and 3p second printing (as well as a strip of ten of the 3p first printing upper left pane only) have only the 18½ mm spacing. This leaves all the other overprint values for rows 5 and 6, and rows 1 through 4 of all overprint values in question. I do not have any multiples with upper selvages, so I can't help there.

• The overprint typesetting on the left and right lower panes of the 1p value is more uniform than on the left and right lower panes of the 4p value. For example, the "3 touching 4" variety for the 1p value occurs on stamp numbers 1, 2, 4, 6, 12, 13, 25, and 28 of both panes; however, the "3 touching 4" variety for the 4p value occurs on stamp numbers 6, 13, 14, and 28 of the left pane but only on stamp numbers 13 and 28 of the right pane. (Gary Fentress pointed out that on his panes of the 1p value, stamp numbers 1, 2, 4, and 6 appear to touch on visual observation but actually do not under 10X magnification, but the amount of inking could affect this.) Since the "3 touching 4" variety occurs on different stamp positions of the 4p values than of the 1p values, no definitive statement can be made about where this minor variety occurs on the other values of this issue without examining complete panes. George Ulrich cautions "inking makes a difference and it would take a lot of comparison of virtually nonexistent sheets to draw much in the way of conclusions about which '4' and which '3' are playing 'footsie' with each other!"
(Discussion of this overprint issue continues at the top of the next page.)

"Wright Brothers" Overprint Issue "Narrow" (17½ mm) Setting Variety

Overprint Value	Transfer Type					
	a	b	c	d	e	f
4p on 12p					**	**
1p on 6p					**	**
14p on 9p					**	**
2p on 6p					**	**
3p on 9p					**	**
4p on 4p	*	*	**	**	*	X
5p on 12p					**	**
6p on 1p	**	*	**	*	*	X
7p on 6p					**	**
8p on 12p					**	**
9p on 1p	**	*	*	*	*	X
12p on 4p	**	*	**	*	**	X

Key:

A blank space indicates the transfer type does not exist for the value.

* indicates the transfer type should exist for the value (assuming setting is "constant" for all values in the set).

** indicates the transfer type is known (GHU or GWF collection).

X indicates "f" transfer type is nonexistent for the value.

QUESTIONS AND ANSWERS (Continued)

• Because the overprint type arrangement seems to differ slightly from the left and right lower panes of the 1p value and more so from the left and right lower panes of the 4p value (and even more significantly when comparing panes of the 4p value with those of the 1p value), the location of "minor varieties" and "constant plate overprinting flaws" (such as the "dropped 'u' in 'Puffin'" of the 2p on 6p value, mentioned on page 13 of the Spring 1984 LCCPQ) cannot be determined without examination of entire panes of all values of the set.

• Gary also pointed out another minor "variety" of the 1p value that previously had not been mentioned. Stamps number 22 of both the left and right lower panes have both the "9" and "0" of "1903" and the "9" and "4" of "1943" joined or touching. Stamps number 26 of the left pane and stamp number 30 of the right pane have the "9" and "0" of "1903" touching, but not the "9" and "4" of "1943." This minor "variety" does not exist for the 4p value.

• Gary also pointed out that several stamps of the lower panes of the 4p and 1p values have *breaks* or *nicks* in letters and numbers of the overprints that do not appear to be constant by position, and he ascribes these to inking (or the manner in which the ink took to the paper during the overprinting operation). Perhaps the "broken '0' of '1903'" variety of the 3p value discussed in two previous articles falls into this category after all. (Although this still may be a *legitimate* constant plate variety for the 3p value, one cannot actually say without having full panes available for examination.)

More Discussion on GPO-Era Lundy Outward Covers

In the discussion of "Additional Information on Lundy Postal Routes" (Spring 1983 LCCPQ, page 9), Ian G. Wilkinson pointed out that, according to *The Post Office Guide* for 1915, mails from Lundy were dispatched on Mondays to Bristol and on Wednesday to Instow (i.e., that outward mail went via both Bristol and Instow). Lundy GPO-era (1886-1927) covers either bear the "Lundy Island" circular datestamp alone (with no other mainland postal markings) or in combination with a GPO "Instow" datestamp. Because no covers have been reported with both GPO "Lundy Island" and "Bristol" datestamps, Ian conjectured that covers with only "Lundy Island" datestamps might have gone via Bristol while those going via Instow received the additional "Instow" postmark. An examination of seven GPO-era Lundy outward covers with no mainland markings indicated they were postmarked Thursday through Monday--consistent with servicing after the Wednesday boat left for Instow and then being transported on the Monday boat to Bristol--hence, supportive of Ian's conjecture. Ian, however, was quick to add a note of caution to this analysis; specifically, that the GPO *Guide* giving these sailing days was for the year 1915 during the 1914-18 war when mail was most likely being carried by the Royal Navy and that this situation could well have been different before or after the war.

After this discussion appeared in the Spring 1983 LCCPQ, 24 additional Lundy GPO-era covers from several sources* were brought to the attention of the LCCPQ Editor, and the following tabulation of the days of the "Lundy Island" circular datestamp strikes was made:

	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Total
Lundy + Instow datestamps	0	0	2	8	5	1	1	17
Lundy c.d.s. only	2	0	1	4	7	0	0	14

(* Cover sources: 1980-84 Puff'n Company and I.P.P.A. auction lots, covers reported from three L.C.C. members' collections, and covers illustrated in several issues of *The Puffin*. None of these 24 covers was a duplicate of one another.)

The covers bearing both Lundy and Instow postmarks were mailed during the years 1902 through 1911 (16) and 1920 (1), and the covers with only a "Lundy Island" postmark were mailed during the years 1907 through 1913 (5) and 1920 through 1925 (9). Of the 17 covers bearing both Lundy and Instow postmarks cited above, ten had the same date on the Lundy and Instow datestamps while seven had the Instow postmark dated one day later than the Lundy c.d.s. Two covers had the identical date (Thursday, August 17, 1911) on the Lundy datestamp; however, one had only the "Lundy Island" c.d.s. while the other had both Lundy (8/17) and Instow (8/18) postmarks! (What conclusion can be drawn from this?)

The following excerpts of Lundy postal history were taken from Barry Chinchin's discussion in issue number 21 of *The Puffin* [1971 (no month given), pages 32 and 46]:

"In 1911 contracts were renegotiated and by June 1912 the Bideford & Bristol Steamship Company carried mail twice weekly between Instow and Lundy, and

QUESTIONS AND ANSWERS (Continued)

Bristol and Lundy on the S.S. *Devonia*. The arrangements for the first World War are unknown, but Lundy is said to have been virtually uninhabited--only the Farmer and Trinity House staff were left on the island (and the post office might have been evacuated). I suspect that at this time the GPO Lundy canceller was lost or withdrawn as a new one appeared in 1920. From January 21, 1919 until April 20, 1920 mail was transported via Milford Haven Naval Base on the trawler *Robert Davidson*. When mail passed through the Milford Haven Naval Base, we do not know what postal markings were in use, but from April 20, 1920 a canceller was needed--the old one had probably been destroyed when the post office on Lundy closed for the war--so by September one had been produced."

The analysis of the 31 covers cited supports Barry's beliefs that the GPO post office on Lundy was closed during the WWI years as there were no covers in that grouping postmarked between 1914 and 1919. Roger S. Cichorz's initial analysis in the Spring 1983 *LCCPQ* discussion (which supported Ian's conjecture that GPO-era outward covers with only "Lundy Island" datestamps were routed through Bristol) is invalid since none of these covers were from the WWI years. Ian's conjecture may still be correct, but the data from the 31 covers do not correlate with the dispatch days cited in the 1915 *Guide*.

There are several conclusions that can be drawn from the postmark data from the 31 covers cited, but all are incidental to the original discussion. [Readily apparent conclusions include: (1) The majority of the 31 covers (88%) were postmarked on Lundy on either Wednesday, Thursday, or Friday. (2) Pre-WWI covers bearing both Lundy and Instow postmarks are relatively more common than post-WWI covers with both postmarks. Conversely, post-WWI covers with only the "Lundy Island" c.d.s. are more common than pre-WWI covers with only the "Lundy Island" c.d.s. (3) If one includes the 17 additional covers without mainland markings that Ken Gibson alluded to in the Spring 1983 *LCCPQ* article, Lundy GPO-era covers without mainland markings are more common than those with the additional "Instow" postmarks (65% versus 35%). (This runs contrary to 1980-84 auction offerings in which postcards with both Lundy and Instow postmarks have outnumbered the "Lundy Island" only items eight to two!)]

So, were all GPO-era items with only "Lundy Island" postmarks routed through the Bristol post office and all those double-stamped Lundy and Instow routed through the Instow post office? (As Ian previously wrote, "I don't expect we will ever know.") But what about a GPO-era outward cover having both a "Lundy Island" c.d.s. and a "Bristol" datestamp? Does such an item exist? --RSC

In Pursuit of "Lundy" Postmarks...

Jean Wade's letter lamenting the closing of the Lundy post office in Scotland (Summer 1983 *LCCPQ*, page 1) prompted one reader to send in a page from an unidentified British guidebook that contained the following entries:

- LUNDIE - Tayside 73 Fl vil 3m/5km S of Newtyle. NO 2936
 LUNDY* - Devon 6 Al granite island at entrance to Bristol Channel 11m/18km NW of Hartland Pt. Ham at S end. Scheduled boat service from Bideford. Island is NT property. SS 1345
 LUNDY - H'land 74 C4 r in Lochaber dist running W into R Lochy 2m/3km NE of Fort William. NN 1276
 LUNDY GREEN - Norfolk 39 F5' loc in E of Fritton. TM 2492

The *LCCPQ* Editor is aware that the Island listing (* above) has had and still has its own postal markings (otherwise we would not be publishing this journal!), but do any of the other three locations have a GPO station which might provide an alternative "Lundy" postmark? --RSC

More Discussion on Felix Gade's Appearance on a Lundy Stamp

The controversy about whether or not Felix Gade has ever been depicted on a Lundy stamp continues! In the Winter 1982 *LCCPQ* (page 5), it was erroneously reported that Felix Gade was illustrated (shown backside carrying the Lundy post bag over his left shoulder) on the 114-puffin value of the 1979 "50th Anniversary of the Lundy Post" issue (Chinchen #231). In the Summer 1983 *LCCPQ* (pages 2 and 3), Jill Davis pointed out (correctly) that this was Frank Cannon, not Felix Gade, and it was concluded that Felix Gade in fact had never been depicted on a Lundy stamp and that "the record had been set straight"! Well, sharp-eyed reader Paul S. Seybolt wrote me shortly thereafter: "The record has not been set straight, alas!" Paul pointed out that Mr. Gade

QUESTIONS AND ANSWERS (Continued)

(and his wife) were depicted in the design of the 16p value of the 1976 "Christmas" issue (Chinchen #206, shown in the inset to the right), which designer John Dyke had entitled "The Old Light." In the design of this stamp, a hiking couple apparently headed toward the Old Light is shown at the bottom left (and blown up in the inset to the right). In January 1977, Paul had written to Mr. Gade about his presence on this stamp, and in a reply dated February 10, 1977, Felix had this to say about the matter:

"Thank you very much for your letter dated January 28th and for the Christmas cover and mint set of the stamps emitted by Lundy (the 1976 "Christmas" set of three). You are right, I believe, about the two figures to the left on the 16p stamp. Having regard to the relative stature of the late Mrs. Gade and myself, John Dyke might well have had us in mind when he drew the design. Only you, so far, have made any remark similar to [this]."



Alas, it turns out that the hiking couple is not Felix Gade and his wife, Edith Irene ("Rene") Gade, after all. When John Dyke was contacted recently and asked who he had in mind when he designed this stamp, he replied that it was not Mr. Gade, not anyone he knew, just a couple walking! So, to date, Felix Gade has never appeared on a Lundy stamp! (Sorry, Paul. The record had been set straight!) --RSC

Information About Lodging on Lundy

From time to time the LCCPQ Editor receives queries about information on bookings on Lundy. In 1984 the Landmark Trust issued a broadsheet that contains this information:

"Far out in the approaches to the Bristol Channel, Lundy (the property of the National Trust) is a little over three miles long, commanding a tremendous view of England, Wales, and the Atlantic. There are no 'attractions'; but the sea, the space, the silence, and the life of the island and the natural world make a stay a rare experience, which all who find their way here share and treasure--whether they come for field studies, or simply to refresh their spirits. There are some eighteen places in which you can stay, ranging from Millcombe House, a plain classical building of about 1835, which provides full board and lodging for up to twelve people; through The Castle, The Old Light (1819), and various extremely comfortable houses and converted buildings in which you look after yourself; to The Barn and The Quarters for parties of about 12 people each. It is also possible to camp. For further information and bookings, please telephone Littlewick Green (062 882) 5925/3431, or write to The Landmark Trust, Shottesbrooke, Maidenhead, Berkshire SL6 3SW, England."

Odds and Ends

Earliest Recorded Cover to Lundy: From Isle of Wight, February 1857

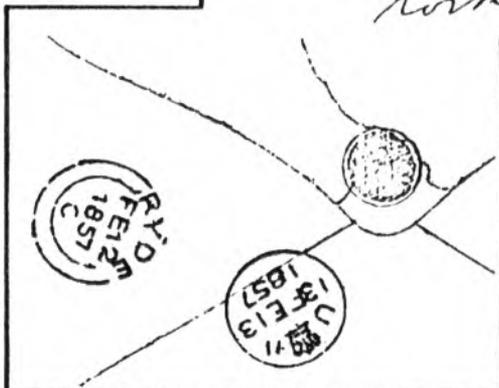
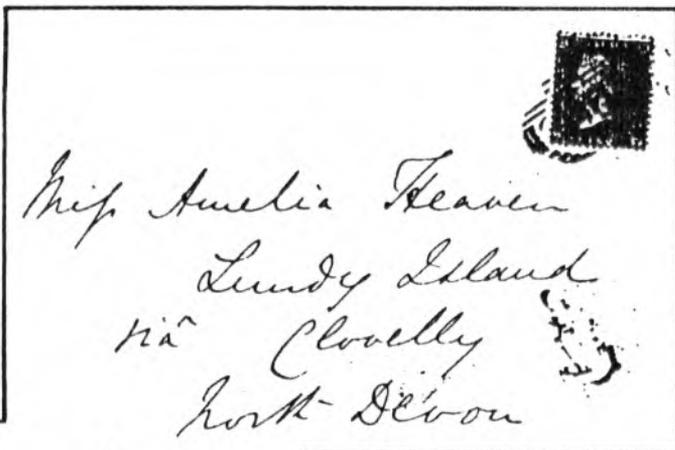
Stanley A. Newman passed along a photocopy of both sides of the earliest known inward "Lundy" cover (illustrated at the top of the following page). The cover is addressed to Miss Amelia Heaven, daughter of the then-owner of Lundy, William Hudson Heaven, and was posted from Ryde, Isle of Wight, on February 12, 1857. It has two circular datestamps on the backside (the "Ryde" mark in black, the other in red) in addition to a black "mute 16" (?) on the front that ties the QVI "one penny red brown" definitive. There may be another postal marking on the front at the lower right, but this is indecipherable.

This cover had been illustrated on page 2 of *The Puffin*, issue Number 17, December 1967, and is still in the possession of Mr. R. Hewlett, who was the President of the Herefordshire and Mid-Wales Philatelic Society in March 1967 when he first brought it to the attention of Barry Chinchen, then Secretary of the Lundy Island Study Circle. At that time, Barry was not familiar with early Lundy postal history and wrote Mr. Hewlett the following reply in response to his request for information:

"Many thanks for lending me the rare and interesting Lundy cover. I had it photocopied this morning. I cannot make anything of the marking on the front, and I have never seen nor heard of such an early Lundy cover, so I

ODDS AND ENDS (Continued)

The earliest known Lundy inward cover, sent from Ryde, Isle of Wight, in February 1857, to Miss Amelia Heaven, daughter of the then-owner of Lundy, William Hudson Heaven, is illustrated to the right. The reverse side of the cover (below left) has been "cropped" to excise portions that have no postal markings.



(text of Mr. Chinochen's letter continued from the preceding page)

have no idea what to expect. The Lundy Granite Company was quarrying about this time, and their barges (or whatever they carried the stone in) may have delivered letters." The 1851 and 1861 census returns in the Public Record Office, Chancery Lane, should tell you more about Amelia Heaven and who was on Lundy at this time. Sorry, I cannot give any information about the cover. You have shown me something I did not know existed."

(B. W. D. Chinochen, March 23, 1967)

('According to the Langhams' *Lundy*, the Lundy Granite Company did not commence quarrying operations on Lundy until mid-1863, so Barry was mistaken on this point. Another conjecture: Could the letter have been delivered by a Trinity House Corporation ship during one of its "Old Light" maintenance visits or change-of-keeper trips? Perhaps, some reader may have knowledge of the significance of Clovelly as a forwarding port and can offer a plausible explanation! --RSC)

Miss Amelia ("Milly") Anne Heaven (1833-1905) was the fifth of ten children by William Hudson Heaven and his wife Cecelia Jane Grossett. Amelia Heaven was the third daughter (but second surviving daughter as the first-born daughter Maria died in 1804) and main contributor to the Heaven Family diaries kept from 1870 to within a few days of her death. Myrtle Langham wrote of Amelia Heaven in *A Lundy Album*:

"Her (*Heaven diary*) entries are marked by occasional ironic wit and inventiveness of language (for example, a butterfly was 'frivolous about'). Despite a delicate constitution she had a lively humour, and seems to have been a particular favourite among family and friends. She wrote articles and stories, based on Lundy, which were published in domestic magazines. She was well-read and knew French, German and Italian, which were useful in communicating with the crews of foreign ships that put into the Bay. She was artistic and played the piano well, and she was fond of riding. She taught the island children in both day and Sunday schools, and managed the household after her sister's death. Life on Lundy was relieved by visits to relations and friends, and receiving them as guests during the spring, summer and autumn. Her poor health caused her to break her engagement, and she never married.

The following extracts from her entries in the diaries indicate both the wit of her style and the occasional languor of the family life: 'Skiff

ODDS AND ENDS (Continued)

came...skirmish as usual and every round thing in every square thing's place'...'Fog like a maked feather bed...' ...'Everyone did nothing in particular and the rest looked on...' ...'Nobody doing nothing and no-one helping.' Her notes about the nature of the wind were something of a family joke; on 1.5 1901 she writes, 'Wind ESE and E and then perpendicular.'"

(Reference: *A Lundy Album*, compiled by Myrtle Langham, published privately by Myrtle Langham, Reigate, Surrey, England, 1980, page 15.)

Lundy Appears on a Great Britain Stamp

by Ian G. Wilkinson

For the first time ever, Lundy has been included within the design of a Great Britain postage stamp--but only just! This is on the 20xp stamp in the "Greenwich Meridian" set that was issued June 26, 1984. The same design, of course, is depicted on the PHQ card* showing this stamp. (*The PHQ card is illustrated to the right and Lundy is circled; see arrow!*) Unfortunately, the printing methods used for both the stamp and the card are such that when examined under a magnifying glass, the printing breaks down into dots and is less clear than when viewed with the naked eye.

The basis of the design of the stamp is a navigation chart of 1872 showing the English Channel and the Bristol Channel, both of which are covered with figures denoting the depths of water, and there is an almost continuous line of these figures from Lundy into Bideford Bay. Again, these figures break down when viewed under a glass. Perhaps, one of our readers can tell us where the original of the map can be found.

* © A British Post Office Picture Card, Series PHQ 77(b)6/84, printed at The House of Quetta, London, England SE5 7TP (price 13p).



PHQ Card. The text on the card backside reads:
Greenwich Meridian
(Navigation — Chart of the English Channel)
Reproduced from a stamp designed by Sedley
Place Design and issued by the Post Office
on 26 June 1984

Change of Post Town

by Ian G. Wilkinson

Since Lundy started using a franking machine in 1974, the post town shown in the meter mark has been Ilfracombe, the mainland base of the Island's supply ship, the *Polar Bear*. At the end of 1983 the *Polar Bear* moved to Bideford for a trial period, and in June 1984 it was decided that the move should be permanent. During this time presumably the mail was still taken to Ilfracombe for handing over to the British postal authorities. Obviously this was a situation that could not continue for long, and arrangements were made to change the post town to Bideford. Anticipating that this change would occur sooner or later, I sent a small supply of covers to the Island to be posted on the first day of use of a new die. It seems that my covers and the die both arrived on the same day--June 9, 1984. On my covers the

ODDS AND ENDS (Continued)

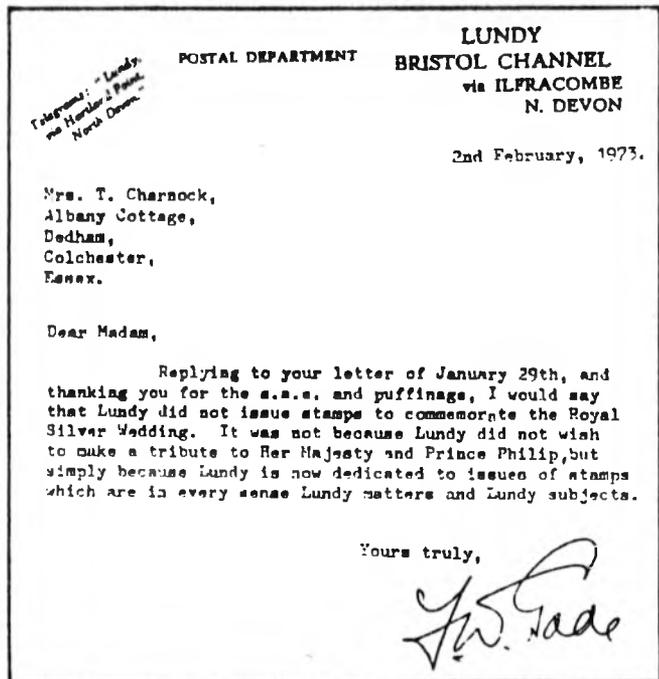
Lundy stamps were cancelled with this date, but this was a Saturday and they would not be handed over to the Great Britain post office until the Monday, so the meter date was June 11, 1984.

On arrival on the mainland these covers were passed from Bideford to the North Devon MLO (mechanized letter office) which I understand is at Barnstaple. There they received the phosphor coding dots and were promptly misdirected to Milton Keynes in Buckinghamshire. Milton Keynes very kindly backstamped them by using their well-inked machine canceller which effectively obliterated the Lundy datestamps. But, at least, we do know that they are genuinely "postally used"!

Editor's note: This is Ian's "formal" account of the change to "BIDEFORD" in the Lundy franking machine datestamp die slug. Some of this information appeared in Ian's June 25, 1984 "Letter to the Editor" that appeared on pages 5 through 7 in the Fall 1984 LCCPQ. An example of one of the "postally used" covers Ian alluded to in the article above was illustrated on page 8 of the Fall 1984 LCCPQ. --RSC

Lundy Stamp-Issuing Policy in 1973 Mentioned by Felix Gade

L.C.C. member Bernard Stanley sent a copy of the letter written by Felix Gade in 1973 that is illustrated immediately below. How ironic it was that shortly thereafter (in 1976 after someone in the Lundy postal administration had foolishly agreed to a stamp-



marketing arrangement with the now-defunct Lundy Stamp Bureau operating from Montville, New Jersey) Lundy began issuing commemorative sets of non-Lundy-related topics such as the Bicentennial of the United States Declaration of Independence (Chinchen #199-203), the Silver Jubilee of Queen Elizabeth II (Chinchen #207-212) and associated souvenir sheet (Chinchen #213) [albeit the latter was overprinted for the Lundy visit of the Queen and members of the Royal Family on August 7, 1977], and the 25th Anniversary of the Coronation (Chinchen #220-223)—popular thematic issues designed to enter Lundy into the philatelic mass-marketing arena and money into the Lundy Stamp Bureau

coffers! The Lundy Stamp Bureau did several things to entice potential Lundy collectors, including publishing attractive Lundy stamp album pages and advertising in the U.S. philatelic press. The Lundy Stamp Bureau ceased its operations December 31, 1979 and might have had a minor effect at getting a few collectors interested in Lundy stamps. (The LCCPQ Editor reports it was a full-page Lundy Stamp Bureau advertisement in a 1976 issue of *Linn's Stamp News* that prompted him into collecting Lundy.) --RSC

Another "Missing Biplane" Stamp Reported

Stanley Newman recently acquired a 1943 "Wright Brothers" overprint 5-puffin value with the biplane overprint completely missing. Two 2p stamps of this issue (Chinchen #60) with missing biplane overprints previously had been reported (refer to page 9 of

ODDS AND ENDS (Continued)

the Summer 1981 LCCPQ and page 8 of the Winter 1981 LCCPQ), but this is the first 5p value with the biplane omitted. Since the biplane was not known to be omitted from any of the 30 positions on the pane overprint settings, the "missing biplane" variety is most likely to be an example of deliberately produced printer's waste. --RSC

Update on the "Bring a Puffin Home" Project

L.C.C. member William Rowcroft sent a clipping of an article that appeared in the Sunday, December 2, 1984 edition of *The New York Times*. This article, which is reprinted verbatim below, is a follow-up of the National Audubon Society's "Bring a Puffin Home" Project's efforts to re-establish the puffin on Eastern Egg Rock Island off Southern Maine. The story of this project was serialized in the Summer, Fall, and Winter 1981 issues of the LCCPQ as an article entitled "The Puffins Come Home."

PUFFINS ARE MAKING COMEBACK
ON ISLAND OFF SOUTHERN MAINE

PORTLAND, Me., Dec. 1 — A three-year attempt to re-establish the puffin, a northern sea bird with an outsize yellow, red and blue beak, on an island off the coast of Maine is showing signs of success.

At least 49 puffins, seven of them unbanded, have been observed on Eastern Egg Island, halfway to Monhegan Island in Muscongus Bay off southern Maine.

Dr. Stephen W. Kress of Ithaca, N.Y., director of the Fratercula Fund of the National Audubon Society, said the number of unbanded birds "suggests that native puffins are an increasingly important part of the new colony." It is the largest number of unbanded birds seen thus far at the island.

The banded puffins on Eastern Egg Rock are transplants from Newfoundland, Dr. Kress said that he was not sure where the unbanded birds came from but that they were probably from Matinicus Rock, about 20 miles east of Monhegan, or Machias Sea Islands, a group of islets off Maine and New Brunswick.

Dr. Kress said that at least 14 pairs of puffins bred at Eastern Egg Rock this year equalling the highest number of breeding pairs seen at the island since the colony was re-established in 1981. Previously, puffins had not bred at Eastern Egg Rock for nearly 100 years, when they were practically exterminated in Maine by hunters who sold their feathers for decorations on women's hats.

It has been a 10-year effort to re-establish the puffin on Eastern Egg Rock. Efforts have also been made to restore the bird in Western Egg Rock, an islet about a mile west of Eastern Egg Rock.

About 100 puffins have been released each year on Eastern Egg Rock; last summer, the puffins were transplanted from Great Island, Newfoundland. The chicks were raised in sod burrows and fed a diet of thawed smelt with vitamin supplements. Ninety-eight of the 100 chicks successfully fledged.

In 1986, when these birds are 2 years old, decoys and tape recordings of puffin calls will be placed on Western Egg Rock in an effort to attract some of the returning young birds to that nesting island.

"Approval Sheet" from Zenith Stamp Co. (Nassau St., New York City)

GREAT BRITAIN, LUNDY ISLANDS - FABULOUS PRIVATE KINGDOM ISSUE -
SET OF 6 BIRD STAMPS - A ZENITH BARGAIN SPECIAL - PRICE 30c

THE MOST FANTASTIC KINGDOM IN THE WORLD

Lundy is a fantastic island off the coast of England. It is privately owned by Mr. Martin Coles Harman who proclaimed himself King of Lundy and exercised his sovereign right to coin money and issue stamps. His stamps picture the many very unusual birds that inhabit the island and the currency (Puffins) is the name of the most peculiar of these bird inhabitants. These stamps are absolutely unique in the world. The only case in modern history of civilized man attempting to set up a private country. The stamps, of course, were a very limited issue and the few that found their way to the U.S.A. were sold at much much higher prices!

LUNDY'S LIGHTHOUSES

by Gwyneth White

The island of Lundy's position athwart the mouth of the Bristol Channel, for hundreds of years, has presented a hazard to shipping proceeding to and from the ancient Port of Bristol. While in daylight and clear weather it was a welcoming signpost to incoming mariners, in darkness or shrouded in mist it became the bane of vessels inward or outward bound where many a hopeful venture had been lost. The toll in lives has been heavy, and the old Devon rhyme "From Hartland Point to Lundy Light is a sailor's grave by day or night" can be as true today as then, despite navigational aids for the eye and ear, ancient or modern.

It was some of the astute merchants of Bristol who mooted the idea of a lighthouse for Lundy in 1786 and who laid foundations for it a year later on Beacon Hill, the island's highest point at 470 feet. The project lapsed for 33 years until Trinity House, that Brotherhood which became the Nation's conscience for seamen, lit the lamps around the coasts of Britain and finished the job on Lundy in 1819, with its highest beam set in what is now known as Old Light. But its very altitude proved its worst handicap owing to the island's tendency to magnetize to its upper regions any fog or mist in the area, so that all too often the light was invisible. It was as a counter-measure that the Battery was built in 1863 a quarter mile to the North and three parts of the way down the precipitous western cliffs, with two 18-pounder cannons installed as fog signals, one being fired every ten minutes.

The keepers and their families were housed in the cramped, box-like quarters clinging to ledges and embrasures in the cliffs above the guns' platform, the sea another 100 feet below. I have often thought existence for the two women—one of whom raised 11 children there—must have been veritable hell in fog, as they were penned only a few feet above the cannons' mouths. At all times, it was a most dangerous place for small children, whom their mothers must have kept tethered like goats! Picturing those Victorian women, laboring up and down that 300-foot zigzag path in order to obtain the barest necessities of life and their boots and long skirts constantly soaked in the moisture-laden grass of cliffs and fields, I think they deserved the Order of Merit for endurance and survival. Old Light is a beautiful construction of the island's own grey granite, as are its keeper's quarters, palatial compared with the Battery's.

Unsatisfactory as both these warnings proved, it was not until 1896 that Trinity House decided to supplant them with two new lights at North and South Ends which, fortunately, have promontories little more than 100 feet above the sea (and more or less below the fog line) on which they could be perched. By 1897 they were *in situ*, South Light having an explosive gun cotton fog warning and Lundy North a powerful horn which, incidentally, scared off the gannet colony then remaining, never to return. North Light was subsequently augmented by a radio beacon mast emitting a call sign at five-minute intervals, useful to both shipping and aircraft. When South Light's apparatus changed from paraffin to electricity in 1962, gun cotton was given up for an electronic sound-off whose superiority I question after an experience we had in 1979, though perhaps sleepers at the Hotel and Signal Cottages suffer less shattered slumbers, bereft of the "bangs"!

South Light's position immediately above the Landing Cove means it is far more often visited by the day trippers from the steamer (at least by those energetic enough to climb the 200 odd steps from the beach) in the time allowed ashore than the much more isolated "Lundy North."

The Lametor peninsula on which South Light is built is connected to the island by a narrow rock "saddle" of shale below the precipice crowned by the Marisco Castle. Through this gap roars the wind whether it be Sou' West or Nor' East, so that it can be quite unnerving to gain the ridge of the "saddle" and cross the narrow footbridge crowning it in even half a gale to reach the final flight of steps and safety of the walled compound. Even on a relatively calm day, South Light must be the draftiest spot on the island, wind seeming to come at one from all directions at once, and what it must be like in a force 10 or 12, I shudder to imagine!

At least the keeper "crew" of South Light need never be bored, overseeing as they do all that goes on below at the landings and departures from the Cove; everything that moves on the beach road and sometimes the road itself moving! They are always ready to dash down to help in any "Easterly" excitement or emergency, as Mr. Gade found for over half a century.

But it was Lundy North that became our favorite lighthouse on our stayover Lundy visits after the War. The magnificent western cliffs drew us like a magnet with North End their natural goal and turning point, but not before the long descent of

LUNDY'S LIGHTHOUSES (Continued)

steps to the light and traverse to gaze into fascinating Kittiwake Gully. There from the rail to the final flight of steps descending 160 feet to water level (where relief crews land), one can watch the dainty kittiwakes, razorbills, and guillemots on their nesting ledges only a few feet away across the gulf--they serene in their security. Seals can be watched in the deep, green water below, though, alas, the former population of nearby Puffin Slope has dwindled from thousands to mere tens or dozens of pairs. The cliff slopes, ledges, and crannies are clothed in thrift "cushions" which, in May and June when these sea pinks bloom, give the appearance of the whole area having been dusted with pink powder.

North Light, when one looks down on it, gives an impression of being sheltered and tucked away in its niche, as it looks out on the wider waters across to Wales. Anything *but* sheltered though when a Nor' West gale blows and the churning "race," whose turbulence is evident even on a calm day, is transformed into a veritable maelstrom, illustrating the tremendous force of the tidal currents surrounding the island. Brooding over the Gully and filling the view East from the lighthouse quarters' windows, towers the huge granite outcrop named "The Constable," which from all angles resembles a cloaked, hooded figure. Sinister, when first seen by strangers, yet, to the lone keeper on watch, I feel sure "he" soon became a companion in moonlight or dawn.

Over the years we made friends with a whole series of keepers, always kindly and hospitable with teapot aid for our parched throats. It became my habit to repay in kind with my rather special milk bread rolls, or toothsome lemon meringue pie, made at home on the eve of the trip down. And though the latter could be counted on to be light and frothy, the box and glass dish containing the confection felt pretty weighty at the end of the three-mile hike to the head of those 200 steps!

Our host on the first of these occasions was Principal Keeper Cecil Tresize, a Cornish name, but hailing from Welsh Swansea, whose lights could be seen in good visibility. Everyone liked Cecil; for many years part of the island and in off-duty hours he had been of great help to Mr. Gade, bereft of farm labor during the War. Sadly, Cecil died of pneumonia a few years later, while on shore leave at home--rather ironic after surviving the exposure of Lundy North's winter winds for so long.

He was replaced as "P. K." by Fred Gregory, not long returned to Britain having served 11 years in distinctly warmer climes at Europa Point, Gibraltar, the only light outside Great Britain over which Trinity House holds jurisdiction, due to the Rock's Naval standing. Fred and his wife had set up home in Cardiff, her birthplace, and subsequently we often met them on his shore leaves. The Assistant Keeper, young Eddie Bell from Liverpool, was a fine photographer, but probably even better at capturing on film the island's animals and its seabirds in flight--a tricky art. He shared my enthusiasm for recording the Lundy scene with a camera, was vastly my superior when the subjects were birds or animals, and favored me with many splendid shots of them.

Keepers were as varied in character as the many other "rock" stations, some famous, in which they had done "time," but it grieves me to have to record that it was an Assistant Keeper of Lundy North--*not* one of the aforementioned gentlemen--who committed the cardinal sin, in the eyes of the Elder Brethren, of letting the light go out! I shall not mention his name nor initials, only to say that after a convivial evening at the Marisco Tavern and to a certain extent refreshed by the long but familiar walk back along the central track, he duly reported on time for his "watch," which I think was from 2:00 a.m. to 6:00 a.m. Unfortunately, he nodded off in his chair, and the winding apparatus at the required time went unwound and the beam failed. Even more unfortunately for him, it was a clear night and a passing ship noted the omission and reported it by radio to Swansea, that being the Trinity House headquarters for the area. Out came the Superintendent bright and early in the Trinity House vessel *Albert*. The culprit was "carpeted" and though not sacked, lost seniority and some pay and pension rights and, no doubt, was "ribbed" by his colleagues ever after.

In recent years Lundy North has become automatic--no longer manned--and switched on electronically from Lundy South. I fail to see how such efficient watch and ward can be kept over that wider sweep of the northern channel minus the human eye and with the mainland coastguard strength much reduced. At least the advent of relief crews being delivered to and taken off rock stations and lightships by helicopter is an innovation approved by the men. It results in saving the men days tossing about in stormy waters from one end of the channel to the other, with often hazardous transfers in open boats.

Lundy's long connection with lighthouses was appropriately marked by Martin Coles Harman when he chose a motto to be embossed round the edges of his puffin coinage in 1929. It is: Lundy lights and leads!

UP IN THE AIR FOR MEAT

by Randall Hyman

Randall Hyman is a free-lance journalist from St. Louis, Missouri. He speaks Icelandic and covered this story on special assignment for International Wildlife. This article first appeared in the May-June 1982 issue of International Wildlife and is reprinted here by kind permission of the Editor, Bob Strohm. (Copyright 1982 by the National Wildlife Federation.)

Bjarnarey Isle, off the southern coast of Iceland, is ringed by towering cliffs. It looks like an impenetrable fortress, but Hlodver Johnsen, 63, and his comrades manage to climb up with ropes. Each day, they station themselves at special spots along the cliffs with a long-handled net called a háfur. When a puffin innocently flies by, they whisk up this 12-foot catching pole from a concealed position to snag the bird in midair. Then, they wring its neck.

Other puffins are lured to the site by a deceiving row of dead birds propped up in a lifelike manner with welding rods. Before long, a pile of carcasses builds up, and the birds are tied together in groups of five. In the evening, they are cast into the ocean below to be picked up by a waiting boat. Icelanders eat puffins smoked or broiled, and sometimes use the feathers and down as bedding material. In the old days, the birds' remains were dried and burned—as coal for heating homes.

Bjarnarey is one of 15 isles in the Westmann group. Only one, Heimaey, is inhabited. In 1973, a volcanic eruption buried one-third of the town under ash, but the islanders returned and rebuilt their village to its present population of 5,000. Heimaey is Iceland's most important fishing port, but it is also the center of the world's largest puffin colony. Eight million of the birds return to Iceland each summer from the open sea, and the major concentration of them is in the Westmann Islands.

During the summer months, puffin hunters live on each of the Westmann Islands in small huts. "I began spending my summers on Bjarnarey Isle when I was eight years old and have been coming back ever since," says Hlodver Johnsen. "This is what we live for throughout the year. Hunting puffins on the outer isles is a Westmann Islands tradition."

Over a six-week period, Hlodver and his friends will take about 20,000 of the birds on Bjarnarey—one-fifth of the Westmann Islands' total catch. Yet, the island seems no less overrun by these demure, clownlike fellows, nor the sky less full of the thick clouds of circling birds. Indeed, the hunt has less effect on the puffin population than one might expect.

Flocks of puffins at the colonies fly repeated, circular routes. The hunters capitalize on these wheeling flights, but the birds that make the circuits in mid-summer tend to be young and immature, an advantage in conserving the species. "Breeding adults have no time for playing around," explains ornithologist Petersen. "They fly straight out to sea from their burrows and catch fish for their chicks. Ninety-three percent of the catch we've measured in the Westmann Islands is made up of juvenile nonbreeders."

This wasn't always so. In years past, Icelanders netted puffins at their burrow entrances, taking a larger percentage of breeders, the most important sector of the population. A dramatic decline of the puffin colony after the mid-1800s prompted the introduction of the háfur from the Faroe Islands back in 1875.

Icelandic scientists believe that the puffins are now out of danger and even thriving in most of the country's colonies. But ominous happenings in Norway's Lofoten Islands cast a shadow on the comeback. Since 1969, the large puffin colony on Rost Island there has been in trouble. Between 1977 and 1981, nearly all of the half-million chicks that hatched on Rost starved to death in their burrows; their parents could not find enough small fish to feed them. Overfishing by people is the most probable cause.

For now, puffins in the Westmann Islands are breeding quite well, and on Heimaey the chicks provide great sport for the town's children. On August nights, when the chicks (Article concluded at the bottom of page 18.)

On Bjarnarey Isle off Iceland's southern coast, Hlodver Johnsen and his comrades kill about 80,000 puffins each year. Using a net with a 12-foot handle, he snags the birds in midair as they fly past his cliff-top perch. Women clean the birds before selling them to stores. The puffin is a clownlike bird. About eight million summer in Iceland, and the big colonies can apparently sustain the harvest. Icelanders eat the meat smoked or broiled.

IN SEARCH OF THOMAS BUSHELL

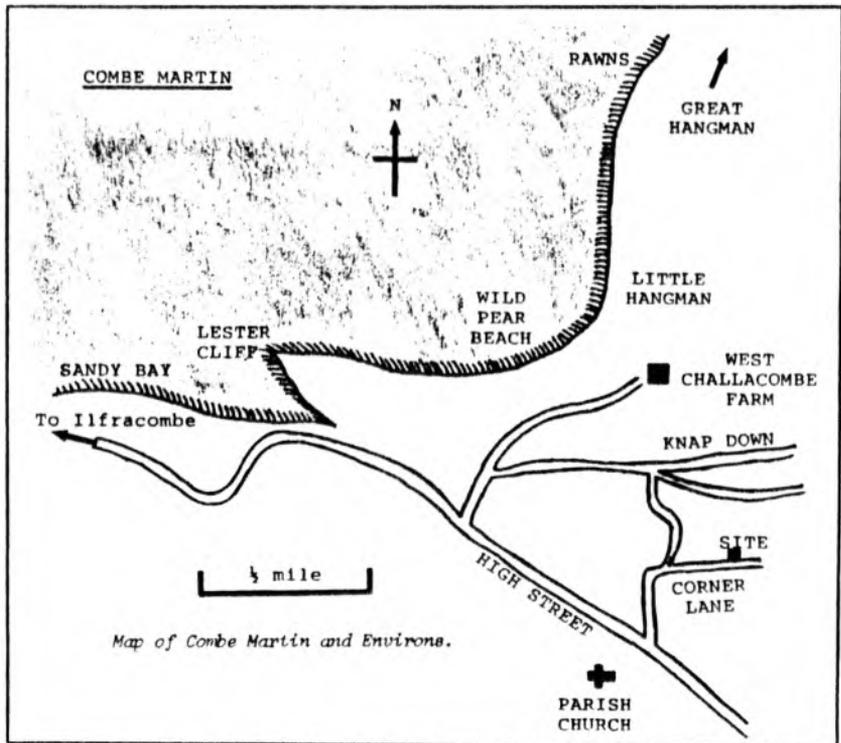
by Roger E. Allen

On Thursday, September 1, 1983, Patrick Penny and I drove to the North Devon town of Combe Martin to explore the area for remains and reminders of the activities of Thomas Bushell, the mining engineer who held Lundy for the martyred King Charles I against the Commonwealth forces from 1643 to 1647. Only after receiving permission from the King did Bushell hand over the Island to William Fiennes, son of the first Lord Saye and Seal, to whom Lundy was then granted for the duration of the Commonwealth.

It was long taken for granted that the Royal coinage dated 1646 and bearing the mint mark of the three plumes was minted by Bushell on Lundy, but recently this has been discredited and it is generally believed that the coins were minted elsewhere. The three plumes have always been associated with the Royal mint at Aberystwyth. Wyndham H. Boundy in his rather incoherent little volume entitled *Bushell and Harman of Lundy* (1961, published by the Gazette Printing Service, Bideford, Devon), takes the position that the coins were indeed minted on Lundy, but this is probably more wishful thinking than anything else. Nevertheless, his book is an excellent and compact means of obtaining most of the available information on the Bushell and Harman coins. It is well illustrated and still available from the Island at its original price of 15/- (75p).

Bushell was most anxious to leave Lundy in 1647 in order to start work on the dilapidated mine workings at Combe Martin, or *Cumartin* as it was then called. The silver-mining aspects of the area had been neglected for copper and lead, which were needed for ammunition during the Civil War. It was the silver that interested Bushell, and although he continued up to his death to make attempts to revive silver mining in Combe Martin and elsewhere, he never really recovered his pre-Civil War success and eminence in the field. He was financially embarrassed almost continually up to his death at the age of 79 in 1674.

Combe Martin (a map of which is illustrated immediately below) is surrounded by mine workings dating from all periods. Immediately to the north of the little



IN SEARCH OF THOMAS BUSHELL (Continued)

town are the two coastal landmarks called Great Hangman's Hill and Little Hangman's Hill. Between and on either side of these great cliffs are several little coves, now mostly very difficult to access. Silver was mined from Rawn's Beach, Sandy Bay, Golden Cove, and Lester Cliff, all within two miles of the town center. Copper was found at Wild Pear Bay and Rawn's Beach. Silver was obviously the metal for which the area was most famous, but other important ores were also extracted: copper, lead, and iron. It is said that the Phoenicians were the first to locate and work these mines, but documented evidence exists for continual mineworking from the 13th Century A.D. to 1848 when the mines were finally abandoned.

Southeast of the Little Hangman Hill and just above the town lies the farm called West Challacombe with its ancient manor house serving as the farmhouse. It is believed that Thomas Bushell lived here after he left Lundy, and it would certainly have been a convenient location for the mineworkings on the coast and also for the mines to the southwest of the farm in Combe Martin town itself. We visited the farm of West Challacombe but other than its location were unable to see anything that gave any clear evidence of Thomas Bushell's residence there.

The best-known mine ruins at Combe Martin are those on Knap Down on the hillside just above the town--situated, incidentally, just below a plot of ground where, according to a strange local group, Jesus Christ landed in a space ship after his crucifixion. At Knap Down mines, which date from the 18th and 19th Centuries, a chimney stack and other masonry can be seen together with piles of slag which still reveal traces of silver ore.

Of more interest to Patrick Penny and myself were the less obvious remains situated not far off the High Street of Combe Martin in Corner Lane. This lane is no more than six feet wide, exceedingly steep, and bounded by high damp banks covered with moss and ferns. In winter it must resemble a river bed. We were following the path already trodden in 1965 by Douglas Stuckey, a history student who wrote up his theories and archaeological findings in the *West Country Handbook* in an article which he entitled "Adventurers' Slopes." He dates his findings at Corner Lane from the Bushell period. There is comparatively little to see, but what there is was found by Patrick and myself. We found the remains of the little stone building (marked by Stuckey) at the corner of a field and jutting out into the lane. We also paced out the dry-stone-walled terrace about fifty yards square, creating a flat area at the top of an otherwise steeply downward sloping field. Other walls and masonry remains which Mr. Stuckey indicates have either gone or are completely hidden by hedge growth. On our way back to the High Street, Patrick and I were rewarded by the discovery in the narrow lane of several pieces of rock in a lighter colored strata that clearly showed flecks of shining metallic matter.

Although Thomas Bushell certainly did a considerable amount of building and rebuilding on Lundy, there is no evidence that he engaged in actual mining activities there. The various adits at sea level around the Island coastline date from much later periods and were the result of exploration rather than actual mining activities. The best known of these man-made caves is at Long Root on the northwest of the Island. It penetrates the cliff for about thirty yards, and in the gloom the copper traces in the walls can be clearly seen gleaming luminously in a torchbeam. Benson's Cave, just below the Castle, certainly dates from at least the Bushell period, and Tony Langham has suggested that while not a mine itself, it could have been used in connection with the mining or minting activities of Thomas Bushell.

Patrick Penny intends to write up in much greater detail the subject of Thomas Bushell and his connection with the Combe Martin mining industry for the Lundy Field Society, either for its *Annual Report* or for the *Newsletter* edited by Ann Westcott.

UP IN THE AIR FOR MEAT (Concluded from Page 14)

must first test their wings by plunging from the cliffs into the dark sea below, some glide instead toward the town, attracted by its lights. The chicks are stranded where they land, and the town's children save them from certain starvation by collecting them from the streets each night and releasing them to sea the next day. Thus, the Westmann Islanders save--as well as take--the lives of their puffins. The life cycle comes full circle as another summer of rebirth and harvest ends in Iceland.

News of LCC Members

LUNDY COLLECTORS CLUB MEMBERSHIP NEWS

Welcome to these new members:

- 157 Gordon Coyne -- Waterloo, Ontario, Canada
- 158 R. C. Wilson -- Ashcroft, New South Wales, Australia
- 159 Richard Crowe -- Chicago, Illinois
- 160 Bryan G. Robson -- Lakeside, Seven Oaks, Kent, England
- 161 Michael Bale -- Ilfracombe, North Devonshire, England

Membership summary: As of January 11, 1985, the Lundy Collectors Club had 123 members in good standing. The geographical distribution of the membership is as follows: United States (65), Great Britain (37), Canada (8), Australia (5), Sweden (2), West Germany (2), Norway (1), Iceland (1), Lebanon (1), and Japan (1).

- Longtime member Thomas K. Reeves, Jr. (L.C.C. #042) of Clarksburg, West Virginia recently became a life member of the American Philatelic Society. As of November 30, 1984, the A.P.S. had 53,111 members in good standing, making it the largest philatelic society in North America. (If you are interested in joining the A.P.S., Roger Cichorz, the L.C.C. Affiliate Representative to the A.P.S., will be happy to send you a membership application upon request.)
- Alan Grossman (L.C.C. #154) had an inquiry letter published in the "Collector's Forum" section of the December 17, 1984 issue of *Linn's Stamp News*. Perhaps one of our "cinderella experts" can help Alan on his questions: "I collect cinderellas and would like to know if special stamps and postmarks were used for the Polish army and navy in Britain, Italy, and North Africa. Also, I have seen Russian stamps with 'Pol. Korps' inscribed on them. What was their purpose? In addition, I would like some more information on stamps marked 'Suez Canal'." (Write Alan at Box 17384, Phoenix, Arizona 85011, U.S.A. Any help would be gratefully appreciated.)
- John R. Holman (L.C.C. #097) has assumed editorship of *Gibbons Stamp Monthly* during January 1985, moved from Dartford (18 miles outside London) to Ringwood, Hampshire (near Southampton), and hopes to be settled in a new home by Easter. John mentioned that two British periodicals had ceased publication during 1984—*Stamp Collecting* (started 1913) and *Philatelic Magazine* (started 1911)—and that he still writes under a pseudonym a column on British locals which appears sporadically in *Stamps*, another British periodical—this in addition to his articles on thematic in *GSM*. John also mentioned that the Cinderella Stamp Club celebrated its 25th anniversary in 1984 with a pleasant party and that he was pleased to see Ian Wilkinson (L.C.C. #045), Bernard Stanley (L.C.C. #069), and some of the other members of the British Private Post Study Group in attendance. John, good luck on your new editorship!
- Jill Davis (L.C.C. #090) sent a newsy letter at Christmas 1984. She still has no definite word to pass along on the *Lundy Sketchbook* by artist and Lundy stamp designer John Dyke (L.C.C. #135) which she plans to eventually publish. (Latest word is that because of other commitments for John, it may be another two years before he can complete the artwork and an additional year to get the book published.) Jill hopes to meet with John at the A.M.G. of the Lundy Field Society in Exeter this Spring and discuss progress on their project. Jill and her husband Roger spent a lovely weekend with Ken Thompson (L.C.C. #118) and his wife Tricia last August—"up until the early hours looking at Lundy slides." Jill lamented that "Ken has done a really good job putting his Lundy stamps in order" but "as you know, stamps are at the bottom of my list, so I gave Roger the job of sorting mine out, but it's never been done, so most of mine are still in the packets as they were purchased and in no particular order..."
- The Austin (Chicago, Illinois) Philatelic Club sponsored a free philatelic school during February through May 1985 to help beginning collectors understand various fields of philately. Two L.C.C. members participated by conducting classes: L.C.C. Auctioneer Austin Dulin (L.C.C. #066) taught a course on "Paper and Printing Processes" on March 20, and L.C.C. Vice President Jim Czyl (L.C.C. #002) taught a course on "Forgeries and How to Detect Them" on April 4.
- A special section of 50 frames will be set aside at AMERIPEX '86 to illustrate the variety and enjoyment that one can derive from stamp collecting. Each frame will feature a different area of interest (such as cinderellas, picture postcards, town cancellations, maximum cards, coils, first day covers, topicals, etc.). Members of the Park Forest (Illinois) Stamp Club have volunteered to put this noncompetitive exhibit together and each member has been assigned one subject. L.C.C. President George Fabian (L.C.C. #001) and Vice President Jim Czyl (L.C.C. #002) are coordinating this section for AMERIPEX '86. (How about a Lundy frame, fellows?)

NEWS OF L.C.C. MEMBERS (Continued)

- Roger S. Cichorz (L.C.C. #022) had a one-page illustrated article appear in the November 1984 issue of *The Channel Islands Reporter*, the quarterly journal of the Club of Channel Islands Collectors. The article described a Burhou Island "local" prepared by Ken Gibson (L.C.C. #082) to commemorate his bird-watching tip to Burhou (an island about 1 1/2 miles WNW of Alderney in the English Channel) on June 13, 1983, and the label's subsequent "servicing" on a postal cover posted via Guernsey. (Any collectors of Channel Islands material wishing a copy of this article should write Roger and he'll be happy to mail you a reprint.)
- Honorary member Herman ("Pat") Herst Jr. is one of four United States commissioners to ISRAPHIL '85, the world exhibition to be staged May 14-22 in Tel Aviv, Israel.
- Nildo Harper (L.C.C. #151) has written to several philatelic periodicals seeking collectors with an interest in Bhutan. "I am a new collector with a strong interest in the postal history of Bhutan. I would like to correspond with other collectors or societies interested in Bhutan, especially the 'weirdies'—the 3-D, plastic stamps, mini-record stamps, etc., used on cover. Also, I would like any information on issues, designers, etc. All letters will be answered." So, if you have an interest in Bhutan philately or know of someone who could help Nildo with his questions, please write him at 560 Main Street, D701, New York City, N.Y. 10044, U.S.A.
- Roger E. Allen (L.C.C. #046) continues to serve as Editor of the *Newsletter* of the British Private Post Study Group of the Cinderella Stamp Club (London). In issue number 31 (January 1985), a two-page, illustrated article by Roger appeared on the "Constant Varieties in the 1982 Lundy Definitives." Roger duplicated the *flyspecking* exercise first performed by L.C.C. Vice President Jim Czul during Jim's August 1982 visit to Lundy and confirmed his findings of 30 different varieties. (Jim's findings appeared in *Puffin 26*, pages 7 and 8, in an illustrated article by A. F. Langham entitled "Constant Varieties of the 1982 'High Value' Lundy Definitives.") Roger is in need of articles about any aspect of British private posts (such as island locals, airway and railway letter stamps, bus parcel stamps, Christmas charity posts, strike posts, etc.) and would appreciate contributions for inclusion in future BPPSG *Newsletters*. Please put your writing talents to work and send articles to R. E. Allen, c/o Inspection Dept., Lloyds Bank International Limited, 40/66 Queen Victoria Street, London, EC4P 4EL, England. (For membership information on the Cinderella Stamp Club and the British Private Post Study Group, write Roger S. Cichorz or Roger E. Allen.)
- Richard M. Langworth (L.C.C. #068) has been elected Chairman of the Board of Directors of the International Churchill Society for 1985-86. Dick continues as Editor of the ICS's first-rate quarterly journal *Pineat Hour* and encourages anyone with an interest in or admiration of Sir Winston S. Churchill to become a member of this organization. Dues of \$15 per year for United States residents are deductible from itemized federal income tax returns because of the ICS's recognized exempt, nonprofit status. (Membership information about the ICS is available from Roger S. Cichorz on request.) Dick and his wife Barbara will be leading another foray into "Churchill's England" in September 1985 in what has become an annual ICS tour. Congratulations, Dick—keep up the good work for ICS!
- Bill Warren (L.C.C. #099) captured a silver award at WESTPEX '84 for his exhibit of "Sonora - The White and Green Seal Issues in Sheets." Congratulations, Bill, for the fine showing!
- Former member Stephen R. Datz (ex-L.C.C. #081) has purchased all assets held by Sanabria Publishing Inc., including the rights to the *Sanabria Catalogue*, known for its comprehensive listing of worldwide airmail stamps (including Lundy airmails and ACAS and LACAL adhesives). Steve hopes to resurrect the *Sanabria Catalogue* which has been out of print since 1972. (The LCCPQ Editor will offer his assistance with the preparation of any future *Sanabria* listings of "Lundy.") Steve is a former vice president of Scott Philatelic Corporation and author of the *Datz Philatelic Index*. When the Scott firm was purchased by Amos Press of Sydney, Ohio recently and relocated the Scott operations to the new parent firm's location in Sydney, Datz opted to remain in his hometown of Loveland, Colorado. (*Editor's notes:* It is generally accepted by Lundy philatelic historians that it was John D. Stanard who was instrumental in the early 1940s in getting Nicolas Sanabria to list "Lundy airmail locals" in the *Sanabria Catalogue*. The "Sanabria" name lately was associated with Georges Medawar (ex-L.C.C. #070) who made an offering of some excellent 1950s Lundy material to LCCPQ readers in 1981 through a classified advertisement. Georges' father, Antoine Medawar, was involved with retailing Lundy stamps during its "philatelic period" in the 1950s and is prominently mentioned several times in connection with Lundy stamps in Felix Gade's *My Life on Lundy*. --RSC)

Lundy at Auction

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

Channel Island Stamp Company Postal Bid Sales

The best lot in the October 31, 1984 auction of the Channel Island Stamp Company (C.I.S.C., 20 Smith Street, Guernsey, Channel Islands; telephone 0481-25560)—an imperforate ACAS "large map" reprint double impression in violet on cream paper—sold for 6 pounds against its estimate of 5 pounds. C.I.S.C. offered seven Lundy lots with a cumulative estimate of 82 pounds in its November 30, 1984 postal bid sale number 3. Included among these lots were two sets of complete mint sheets of 25 of the 1962 Anti-Malaria issue estimated at 30 pounds and 20 pounds, respectively (the cheaper lot had folds down the vertical perforations of one row). Additionally, an unused ACAS "large map" weakly inked green on white paper reprint was estimated at 5 pounds, and 1939 mint NH LACAL 4d and 1d airmails (the 1d value having offset printing on the backside, Newman #20b) were offered as a lot estimated at 4 pounds.

C.I.S.C. offered three Lundy lots in its December 31, 1984 postal bid sale number 4. A black and white photographic postcard of nesting guillemots on Lundy sent from Lundy to London, having a Lundy 4p definitive tied on the picture side by a weak boxed postmark and a G.B. KGV 1d definitive on the message side tied by an Instow circular postmark dated July 23, 1931, was very conservatively estimated at 5 pounds and fetched 8 pounds. A similar postcard of nesting kittiwakes, bearing a Lundy 4p definitive tied on the picture side by a boxed postmark and a G.B. KGVI 1d definitive on the message side tied by a July 29, 1937 Instow circular datestamp, was conservatively estimated at 5 pounds and realized 6.50 pounds. The third lot was the 1962 Europa set in complete mint NH sheets of 50 with a horizontal fold across the perforations estimated at 20 pounds. Only two Lundy lots were offered in C.I.S.C.'s January 31, 1985 postal bid sale number 5. Mint NH examples of the 1936 ACAS "large map" 2d and 3d values were estimated at 4 pounds each. L.C.C. member Derek Tomlin, C.I.S.C.'s licensed auctioneer, has started incorporating *Newman Catalogue Numbers* in his Lundy lot descriptions—a helpful measure for prospective bidders—and he is to be commended for this thoughtful consideration!

Collector's Fare (Twyford) Auction

Collector's Fare (Twyford) [15 Wessex Gardens, Twyford, Berkshire, RG10 0BA, England; telephone Twyford 340663 and 341443] held its October 28, 1984 auction and mini-fair at London Hall in Twyford. There were 24 lots of Lundy material offered with a cumulative estimate range of 937 to 953 pounds. Of these, 11 lots with an estimate range of 494 to 506 pounds sold for 579.25 pounds. Most of the realizations were in the following three lots: a mint NH imperforate se-tenant block of four of the 1967 R.S.P.C.A. "Save the Seabirds" issue with the "DE LA RUE" margin imprint sold for 52 pounds against an estimate of 50 pounds; a mint NH 1969 "APPEAL" overprint stamp sold for 80 pounds against an estimate of 50 pounds; and a mint NH block of four "APPEAL" overprint stamps (with the overprint offset to the left and the bottom left corner folded over on the bottom left stamp prior to the silkscreening operation, so that its bottom left "1" value and two-line obliterations are completely missing—"probably a unique item") fetched a whopping 380 pounds against an estimate of 350 pounds. Surprisingly, a complete mint imperforate sheet of the R.S.P.C.A. issue (six se-tenant blocks of four), estimated at 300 pounds, did not sell. On the date of this auction, 1.00 pound sterling was worth U.S.\$1.22.

Cinderella Stamp Club Members' Mail Auction

The Cinderella Stamp Club of London held its first-ever members' postal auction with a closing date of March 18, 1985. This is an experimental postal auction and, if successful, perhaps will become a regular annual feature. Lundy was well represented among the 1070 total lots, comprising 91 lots with a cumulative estimate/reserve of 850.50 pounds. Most of the Lundy material was from two collections and placed in the auction catalogue as consecutive-order lots numbering 29 and 60, respectively.

Some of the more interesting lots (with estimates or reserves given in pounds within the parentheses following their descriptions) included: LACAL 1939 1d airmail complete sheet of 48 with mixed pin perforations and small and large roulettes (16); mint LH "1929-1939" overprint set of five (reserve 1.50); mint 1943 "IX Anniversary" overprint set of eight (35); mint 1951 "8 and 3 bar, BY AIR" narrow-setting double

LUNDY AT AUCTION (Continued)

overprint in black (unlisted by Newman or Chinchin, variety of #78) (10); mint 1953 2p "BY AIR" double red overprint, one inverted (Newman #71Bb) (20); mint 1953 "8 and 2 bar, By Air" double overprint in black (Newman #78Aa) (22); 1953 "8 and 3 bars" overprint in black and "BY AIR" overprint in red (Newman #78Ca) (25); mint 1954 "Postal Jubilee" imperforate color trial of 12p surface issue, green frame, black center, red puffin and value (Newman #99A) (11 reserve); mint 1957 set of six definitives (10); 1972 3p British stamp and air mail label both "puffin" embossed (lot description did not indicate whether mint or used on piece) plus the Lundy Philatelic Service's 40p "trial booklet" and the leaflet distributed to L.P.S. account holders at that time (10); and mint 1977 14p turquoise essay (Newman #228E1) (15 reserve).

L.C.C. #4 Members' Mail Auction Results

The fourth annual Lundy Collectors Club members' mail auction, which closed on October 6, 1984, offered 234 lots of stamps, fakes, covers, and postal history with a cumulative estimate of \$1180. 176 lots sold, realizing \$1058.50 against estimates of \$1011.75. A tabulation of the auction results immediately follows:

lot types	lots		number		prices	
	offered	estimates	sold	estimates	realized	
stamps	158	\$ 909.00	114	\$ 760.25	\$ 780.00	
"fantasies, fakes, and reprints"	13	39.00	11	35.50	51.50	
covers and postal history	63	232.00	51	216.00	227.00	
	TOTALS	234	\$ 1180.00	176	\$1011.75	\$1058.50

Better stamp lots included (estimates followed by the realizations are given in parentheses after the descriptions): 1940 mint NH "Red Cross" 3p value (\$25/\$26.50), 1940 mint NH "Red Cross" 4p value (\$30/\$36), mint but hinged chocolate "V + plane" overprint 12p value (\$9/\$12), 1953 "8 and 2 bar, By Air" red overprint revaluation issue mint NH block of four (\$100/\$75), and a complete mint LH set of six 1957 definitives (\$35/\$33). A Crown Agent "Royal Wedding" omnibus design, privately overprinted "LUNDY" and "20p" on thick paper without gum, sold for a whopping \$10.50 against a rather modest estimate of \$3.

A 1937 inward cover having an untied ACAS 4d "tram" from roll 1 (#00281) sold for only \$29 against an estimate of \$40; a 1937 inward cover addressed to R. T. Boyd and having an ACAS "large map" 4d value tied by appropriate postmark fetched \$22.50 against an estimate of \$28; a Phillips-prepared 1937 Coronation cover realized \$18.50 against an estimate of \$20; a 4p "BY AIR" value on a cacheted FDC signed by pilot sold for \$39 against an estimate of \$36; and a registered 1961 inward cover from Germany with the 1957 1p definitive fetched \$13 against (what I feel was too high) an estimate of \$13. Two "Pentothal" advertising postcards from Abbott (the "doctor" cards) fetched \$15.50 and \$13, respectively, against rather modest estimates of \$4 each. An interesting postcard imprinted with "F. W. Gade/Lundy Agent," having a handwritten message and Mr. Gade's signature and rubber stamped "c/o DEVON AIR TRAVEL..." (but no postal markings), sold for \$5.25 against an estimate of \$2. An interesting lot, consisting of five covers and a newspaper clipping, resulting from my quest in 1981 for Lundy-related postmarks from United States post offices, realized \$6.25 against an estimate of \$3.

Odds and Ends...

- Beck Stamp Auctions (Box 2216, Mesa, Arizona 85204, U.S.A.) offered three Lundy lots in its December 29, 1984 mail auction. A 1/1/39 "Stanard" cover, with the LACAL "5-line" overprint (Chinchin #18) and Lundy 4p and 1p definitives all properly tied by appropriate cancellations on the cover backside, was estimated about right at \$10. A 1953 Coronation set on two FDCs was estimated at \$12-15 (too much if C.T.O. as I suspect). Four 1955-65 covers (two with complete sets and a "very interesting lot" according to the catalogue description, but no additional information to help a prospective bidder make an informed bid) were estimated (I suspect too high) at \$30-35.
- Kover King Inc. (120 West 44th Street, New York City, New York 10036, U.S.A.; telephone 212-575-7744) offered one Lundy lot in its postal history public auction #120 which closed December 4, 1984. The lot consisted of the familiar "Pentothal" advertising postcard, this one posted Lundy 4/16/62 via Bristol 4/17/62 to the U.S.A., and estimated at \$15.
- Next time: The prices realized on the Lundy lots in the Cinderella Stamp Club's mail auction and a summary of Stanley Newman's latest (March 22, 1985) I.P.P.A. Lundy Collectors auction #7. Also, our old friend the Lundy zeppelin flight cover to Rio de Janeiro resurfaces in a New York City auction.



L C C T - S H I R T S

we still have a few LCC T-Shirts for sale to Club members only. The new shirts are Haines "Beefy-T's" in the traditional powder blue, with the twin puffin design as shown above printed in dark blue. Cost to LCC members is \$6.50 U.S. postpaid. (Overseas orders add \$1.00 to cover postage and handling.)

In addition to T-Shirts, we are able to supply unlined nylon windbreakers in same design & color for \$17.50, postpaid. (Overseas add \$1.50)

Please specify size S M L XL

Order from LCC Sales Division,

2021 Ridge Road

Homewood, IL 60430 USA

(Please submit in U.S. funds, drawn on a U.S. bank.)

LUNDY

COLLECTORS CLUB

**2021 RIDGE ROAD
HOMewood, ILL. 60430**

