

# *Puffin 22*





**LUNDY SPECIALIST SOCIETY**

**HON SECRETARY  
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97 CHAMBERLAYNE ROAD  
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**HON EDITOR  
B R SHERWOOD  
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CARSHALTON BEECHES  
SURREY**



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I am indebted also to Mrs J.Wade for illustrations, and to the help and assistance of the following among many for the background information included.  
Mr. B.N.D.Chinchen, Mr. A.F.Langham, Mr.P.Harman-Jones  
The records staff of the Post Office, Mr. F.Gade  
Mr. J.Dyke and other residents of Lundy.

## Editorial

It has now been a year since the last issue of the puffin was circulated. This is I think you will agree a long period.

I can only say the reason for this is two-fold. Firstly, it has not been easy to take over full production of the publication. Apart from the additional work Mr. Chinchin and I have had to do to re-organise same, I have been constantly concerned that the style and quality should not fall below that achieved in the past, and now expected of this publication. This has I think been maintained; with as you will see, only slight alterations in format. You will note I have started to introduce a two part publication. This is for very practical purposes. The Articles for the bulk of the newsletter come in over a period of time; while the items in part one have to be a last minute rush to be up-to-date. I am hoping with the new presentation to be able to work fairly continuously on the next issue through the coming months with no great build up towards the end.

The second reason is I am afraid more serious, in so much as it is beyond my control. Many members in the past have had a reticence in submitting material or research for publication. I do hope that more of you will assist, and whenever possible send what you can. This is after all your society magazine and it relies on your interest and support to maintain it. The future issues, due to differences in reproduction facilities between Mr. Chinchin and myself will rely more on the use of screen printing for the production of headings, illustrations, and the like. This will I hope enable more use of color into the newsletter which should increase your enjoyment further. I would like to take this opportunity, also to ask for your comments on the 'Puffin'. I have tried to maintain a balance between philatelic material- dependent on availability- current Lundy information, and general background, to enlarge the general scope and interest of your collecting. If you would like any further material of any type, or feel any alteration in the balance is required please let me hear from you. Lundy is moving forward with the new lease of life from the Landmark Trust; over the years this Newsletter has grown also; I hope we will continue to grow in the future.

I have now only finally to thank you for your interest and to hope you enjoy this issue. I look forward to hearing from you in the months to come.

Best Wishes,

Bryan Sherwood. Hon.Editor.

65 Carshalton Park Rd. Carshalton Beeches, Surrey, England.

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COVER PICTURE.

Clovelly, at the turn of the Century. Gateway to Lundy, and centre of the feather plucking industry.

23rd. February 1972.

Dear Fellow Members,

For the first time in many years I have had the pleasure of reading a copy of the "Puffin" which had not become stale by over-exposure during the course of production. I congratulate Bryan Sherwood on his extremely interesting edition which I know has meant a great deal of work. I also thank him for relieving me of the arduous task of editing this newsletter while I am studying.

The most significant philatelic event for Lundy since the last "Puffin" has been the retirement of Mr. Gade which took us rather unawares. He has done more than anyone else to make Lundy stamps philatelically acceptable and has built up a world-wide reputation of personal interest and fair dealing for his philatelic service. I am sure that all Lundy Specialists' Society Members will join me in wishing Mr. Gade a long and happy retirement and look forward to meeting him when visiting the island.

The future looks promising for Lundy stamps. The policy of the landmark Trust appears to be one of producing attractive stamps of genuine local interest and avoiding 'fashionable' topics which though profitable in the short term damage the reputation and tend to diminish enjoyment.

One thing that particularly struck me about the decimal issue was the peculiar balance in the quantities of stamps printed. We all know that the lower ones are always in much greater postal demand than the higher ones, yet more of the higher ones were produced.

Actually Mr. John Smith has been looking at a brilliant plan to enable local stamps alone to be sold on Lundy. This could eventually lead to a greater use of the higher values if the right loopholes in G.P.O. regulations exist. I have probably said more than I should have done about this already so I must not divulge any more details at present as it would be undesirable to prejudice any negotiations which might be necessary on this matter.

Details of the Auction are printed elsewhere but I should emphasise that anyone not contributing to the sale should send a S.A.E. or reply coupon for a catalogue or air-letter list respectively. This is to keep the cost and work to a minimum. As the Puffin is being issued later than anticipated it is possible that the dates quoted will be put forward by one month to ensure that the fullest participation is still possible. I would also like to mention that copies of my Catalogue are no longer available in spite of the mention on Page V, though the additional pages and gummed correction sheet are obtainable free on receipt of a stamped addressed envelope. (8½ x 12½ or smaller if folded sheets are acceptable.) The 1648 Bushell booklet is likewise free on receipt of a S.A.E. (7½ x 5½ inches minimum. Naturally addressed envelopes and reply coupons are also acceptable.

I hope that you all continue to get pleasure from your Lundy Collections.

Yours sincerely,

BARRY CHINCHEN. Hon. Sec.

97 Chamberlayne Rd, Eastleigh, Hants. SO5 5JJ. England.

## Society News

### REGISTER OF MEMBERS.

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Work is progressing on the register, and it is hoped to be able to begin production shortly. Delays have been experienced due to the diversity of members locations and the delay in the postal service. Should any member not have returned the form we would be obliged if they would do so as quickly as possible to help ease the situation.

### THE LUNDY SPECIALIST PHILATELIC SOCIETY. Canada.

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One interesting sideline of the register was discovered when we had a reply from Mr. Andre Dufresne of Quebec. It appears he is the Hon. Sec. of a Lundy Society in Canada. The membership is small, but it caters for a group of French-Canadians interested in the island and its Postal History.

### SOME ACCOUNT OF LUNDY.

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As an addition to the last issue of the Puffin, I requested any information obtainable was required on the Harman reprint of Steinmans 'Some account of the History of Lundy' published as a limited edition in 1947. Some copies have been accounted for but should any member own a copy, or know where one is situated would they please contact the Hon. Editor.

### PROPOSED MEETING 1972.

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Mr. John Martin from Linthead has suggested in joining with the Field Society on their annual visit to Lundy in the spring or early summer of next year. It would be interesting to know how many members would be likely to join in such a trip. The visit this year was open to non-members; and some members of the Field Society are members of the Specialist Society also; but should there be a sufficient response we will try and make some arrangements.

If you are interested please contact the Hon. Sec or Hon. Editor as soon as possible.

### PHILATELIC MONOGRAPHS.

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There is in preparation at present three of a series of specialist monographs devoted to a particular aspect of Lundy's Philatelic History. These monographs will contain all the known information available at the time of production, on their subject. Some of this will be abstracted from back issues of the Puffin, and other society publications; the remainder will be new information and pictures not previously published.

The format will be I.S.O. A4. (8½ x 11" approx.)  
 Paper covered and bound. The price will be  
 dependant upon production costs, and vary with each  
 issue. They will be numbered and a limited edition  
 only will be printed.

#### ADDITION TO THE CATALOGUE.

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For those members who have not been informed a further  
 page has been prepared for the additional issue etc.  
 to bring the catalogue up to date.  
 Copies of this page and copies of the original catalogue  
 are still available from Barry Chinchon.

#### NORTH OF ENGLAND MEETING.

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Mrs. Wade informs us that she has not had an adequate  
 response to her notice of a proposed meeting of society  
 members in the north of England.  
 Should any members be interested in such a meeting Mrs.  
 Wade will certainly reconsider same. Members should  
 contact her direct at:

32, Cockersand Ave., Hutton, Preston. PR4 5EL.

#### POSTAL AUCTION.

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Several members have suggested the idea of a postal  
 auction or exchange packet in the past. Now Mr.  
 Chinchon has undertaken the task of arranging same, I  
 trust most members will contribute to this and that  
 all will in some way benefit.

Full details will be found on page VI.

#### TRAMTICKET REGISTER.

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The Hon. Editor. would still like to hear from any  
 members who can contribute further to the register.

#### A LIMITED PUBLICATION.

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Barry Chinchon has reproduced a limited edition copy  
 of:

"A Brief Declaration of the several passages in the  
 treaty concerning the surrender of the Garrison of  
 Lundy. Formerly commanded by Tho. Bushell Esq."  
 Printed in the year 1648.

Members interested in these fascinating letters and  
 papers may obtain a copy of the re-print by contacting  
 Mr. Chinchon direct.

## AUCTION OF LUNDY STAMPS &c.

It seems that an Auction would be welcomed by a number of members, and as I have been relieved of much of my previous responsibility by Mr Sherwood I am prepared to take this on . I foresee considerable expense in stationery and postage and though I have no wish to make a profit out of it I do not wish to suffer loss so I have worked out the following plan.

1. Send material for sale to Mr Chinchin, 97 Chamberlayne Road, Eastleigh, Hants. England. SO5 5JJ together with a note of any reserve price. (If there is a reserve price please include a remittance to cover return postage and packing which will be allowed for if the lot is sold.) An estimate of value would assist. Final date of arrival: 29th March 1972
2. No receipts will be sent, but those sending material for sale will automatically receive a catalogue (or airmail list). Others must send a stamped addressed envelope (large) for the catalogue or 2 international reply coupons for an airmail sheet.  
Proposed date: 5th April 1972
3. Bids received until. 12th May 1972
4. Results sent to vendors and successful bidders immediately.
5. Lots posted by surface-mail on receipt of remittance. (Bidder can pay for air-post as I will try to include details in the catalogue)
6. Transactions must be complete by: June 30th 1971
7. After this time lots and money will be returned and payments made. A 'commission' will be taken to cover normal postage and packing costs and catalogue production. It will be small except on heavier lots.
8. Results and financial accounts will be published in the next Puffin.  
(23)
9. Note: Material will not be insured but every care will be taken.

Successful bidders will be charged just over the second highest bid or estimate in the absence of other bidders.

Payment from overseas must be by a cheque drawn on a British bank or London Branch of an overseas bank. Alternatively payments may be made by international money order, or international Giro where there is a reciprocal service.

Cheques drawn on foreign banks are subject to negotiation charges which reduce the amount of your remittance.

The timing of this auction may be too long drawn out but should it prove so it can be remedied on a future occasion.

## Members News

The following information has been received from members.

BO OLSSON

2nd. June 1953 Coronation Metal Stamp. Only black is mentioned in the cat. I have a FDC cancellation in blue/green, a "Very local one" addressed to the Lundy Field Society on Lundy.

I have a 1p 1292 C.T.O. first day of issue. Imprint is bad and probably from the mid 1950's.

I have also a "Lundy Lights and Leads" pink on a cover (FDC of 2p red LACAL) looking more blue than green.

Save Sea Birds Issue. Mr Gade has written the following "It is impossible to send a used parcel piece with the 6p. Sea Birds stamps, because these stamps have never been used postally" I think it is now quite clear that this issue is not Lundy postage, but charity labels. 'Used' on FDC etc like the Appeal "Stamps".

I. SCOTT WALKER.

Mr Scott Walker obtained the 1943 12p on 12p. and 22p on 6p overprints. The interesting thing is that the 6p stamp is a 'Cambridge' blue colour. He states: "The colour is so even that I do not think it could be faded, as Mr Gade mentioned in his book. Also the quality of the printing is too good to be a forgery."

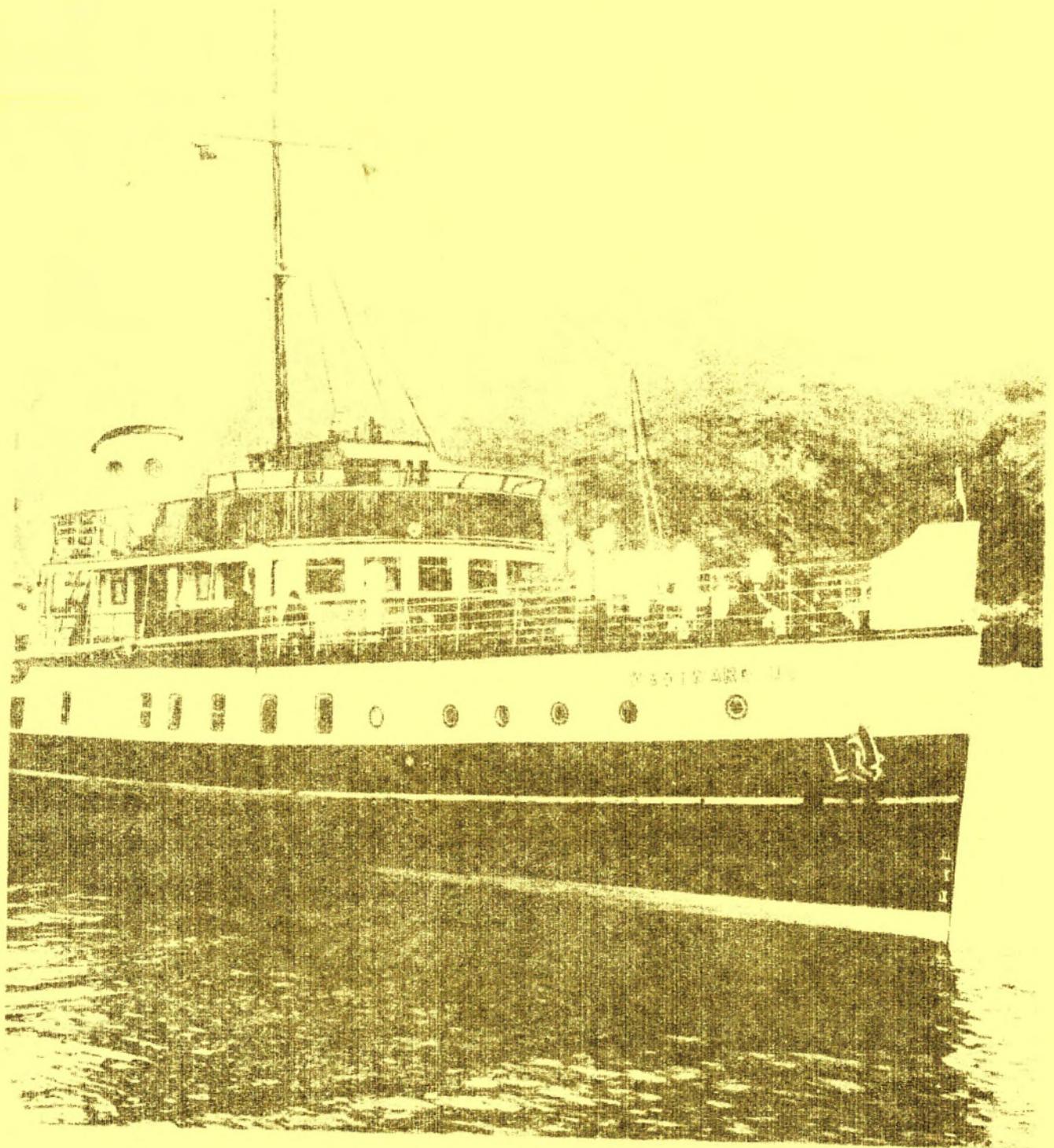
Mr Scott Walker says he is perfectly prepared to send the stamp to any member who is interested or can help.

A. DUFRESNE.

Mr. Dufresne along with some other members have informed me they never received the 'APPEAL' stamps expected although they subscribed.

Mrs. J. WADE.

Mrs. Wade visited Lundy in the summer and took some excellent colour slides, these she has used in some talks she has been asked to give and some are reproduced in Black and White in this issue.



Once again a summer has come and gone and the boats of the 'White Funnel Fleet' have brought the flocks of visitors to the island. The visitors that came this year have seen that changes are taking place, and the Landmark Trust have been working hard to achieve their intended policy for the improvement of the island.

One such of these improvements was the shipping to the island of a four feet deep hydro glass sectional reservoir. This measured 132ft. x 16ft. and gave the island 50,000 to 60,000 more gallons of water on which to draw. The reservoir was taken in sections by the Lundy Gannet and erected by Mr. I Grainger the island engineer.

Trinity House have also been involved with improvements during the year, amongst which included the modernisation of the North Light. The lamp which for some 74 years had flashed its warning has now retired, and been given a place of honour in the Lundy Museum. The new lamp of 250 watts magnifiers and motor will now be controlled by the staff of the already electric South light. The new light has a range of about 25 Nautical Miles depending on visibility.

The Summer has not past without its drama. A keeper from the south light was flown off after an accident in which he broke a rib. Others also had to make hasty departures this way, thanks to the Helicopters of R.A.F. Chivenor. The greatest of these rescue dramas occurred in August, when a Mr. Cannings on a visit suffered a cliff fall. Having fallen some 90ft, and been man-handled back up the cliff side on a bamboo stretcher, Mr Cannings must have thought his worries were over when he was placed on the 'Whirlwind' for the trip to hospital. Unfortunately however this was not the case; the helicopter developed engine trouble and "ditched" in Barnstaple Bay. Mr. Cannings described the scene in his own way " I saw the crew helping my wife out of the hatchway, and I knew I had to move fast. I managed to free my hands and wriggle out of the stretcher and dive after them. We were in the sea clinging onto the life jackets of the crew as the helicopter sank". The story has a cheerful ending, Mr Cannings was soon released from the North Devon Infirmary, his wife and crew suffered no more than a shake-up and soaking. Some days later a Naval salvage ship recovered the fuselage in 200ft. of water.

During the summer other people have been showing an interest in the water around the Island. Chief among these is a Mr. Keith Hiscock. He is a former member of the North Devon Sub-Aqua Club, and is a marine biologist. Mr Hiscock has put forward the suggestion of establishing a conservancy area in the waters around the island. He has described the sea surrounding the island as a paradise virtually unparalleled anywhere in the British Isles. During this summer a scientific team discovered a new species of Alcyonium ('Dead Mans Finger') that has been located at only four other sites in the world. Sea fans, cup corals and the myriad of tiny creatures abound here. It would appear that Lundy is also a natural marine museum.

On the land things are going well, and this summer saw the sale of six Lundy ponies. The first time these hardy animals have been included. Four were purchased by Mrs. S. Cobden who for one; a yearling albino filly, she paid a record price for the island pony of 56gns. The six in fact made a total of £195. A nice addition with each sale was the inclusion of an illuminated scroll, giving details of the ponys sire and dam, sex, colour, and distinguishing marks.

## ISLAND POST BOX.

A usefull addition to the facilities available for the visitors to the island has been the purchase of a Post Office wall post box. The photograph, from Mrs. Wade shows it soon after its arrival when it was placed temporarily outside the Linhay. It has now been housed in the wall in one of the arches a little way along from the shop, and painted a new light blue colour.



Photo. Mrs J.Wade.

## A STATEMENT OF POLICY.

Following recent communications with Group Capt. W.R. Williams O.B.E. D.F.C. R.A.F. (Retd) secretary of 'The Lundy Company' I have the following to report.

"With regard to the future policy of the Trust in relation to stamp issuing. It is our present intention to make approximately one special issue each year."

(Details of the issue for 1972 will be found on page 16 of this issue).

## Review

CATALOGUE OF BRITISH LOCAL STAMPS      Paperback 5½x8½  
B.L.S.C. Publishing Co. Ed. Gerald Rosen. Price 30p.

A notable addition to the range of specialist catalogues but not quite as its title suggests, being devoted to island issues it omits such as Court Bureau; Delivery Companies; College issues etc. It is to Mr. Rosens credit that he has been careful in the defining of the status of the various issues and includes the report of the Stamp Trade Standing Committee.

Amongst the assembly is the selection devoted to Lundy and according to the credits some of the material for this was supplied by Mr. Gade. The listing is a bald statement of the issues with date (some at varyance with those of the society) values and colours. No mention is made of the various overprint colours on issues such as the V and plane set. There are also two notable omissions, but despite these reservations the listing is very useful, as a quick reference and the size of the publication makes it an ideal check list.

INTERNATIONAL ENCYCLOPEDIA OF STAMPS      Part 6 Vol.4.  
I.P.C. Magazines Ltd. Editor-in-chief J.Mackay. 25p.

This magazine is one of the more recent part-works to come from I.P.C. This particular issue contains the reference to Lundy, and occupying as it does approx. one page of copy and illustrations is given better coverage than many other subjects. The entry is a general account of the postal history during and subsequent to the ownership of Mr. Martin C. Harman. Mention is made of many of the issues, and it is adequate for this type of work; the only inaccuracy is historic, stating as it does that Eric Bloodaxe was responsible for the introduction of vikings to the island in 954.

LUNDY. AN ARCHAEOLOGICAL FIELD GUIDE . Paperback  
The Landmark Trust. Keith S. Gardner Price 25p.

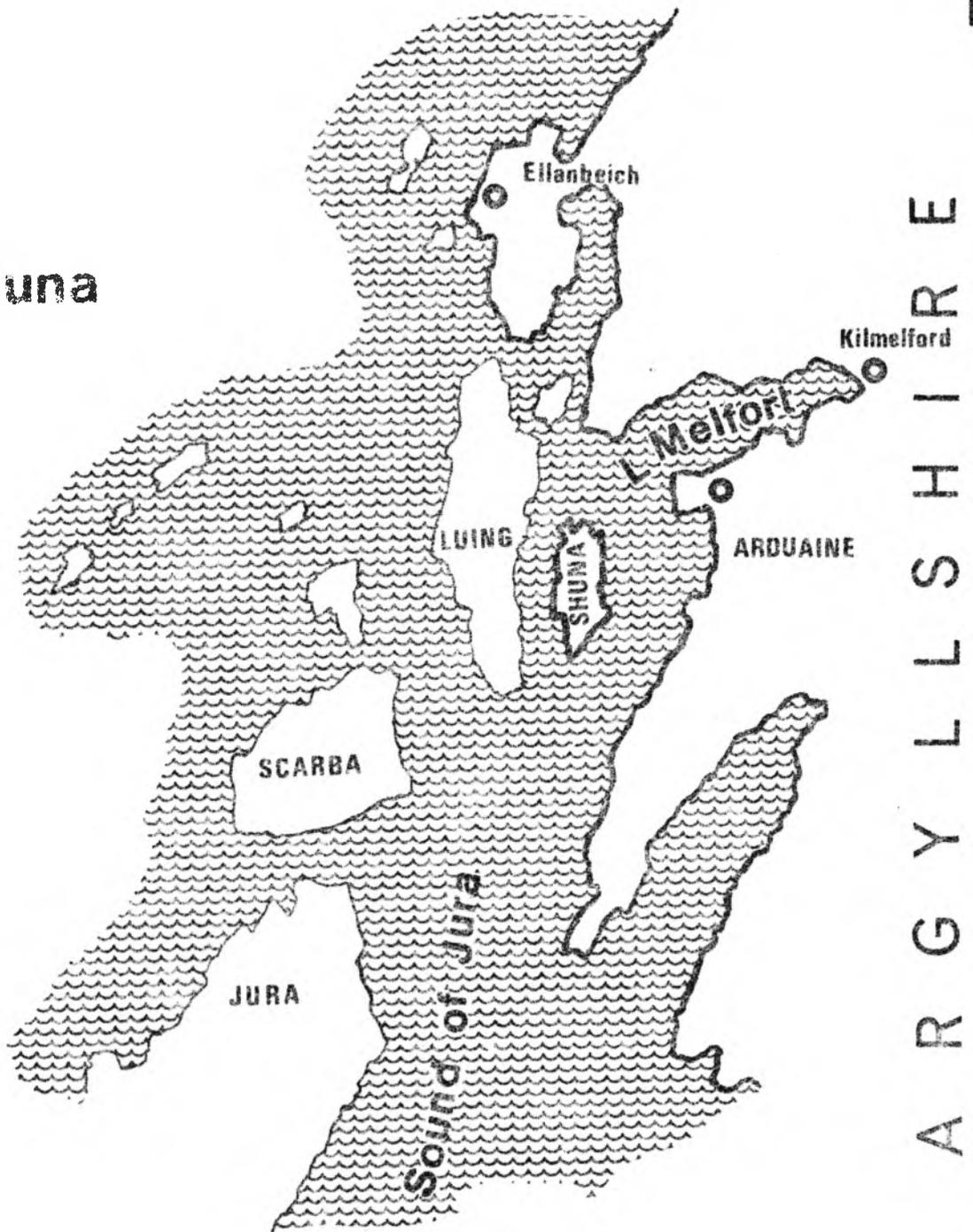
This is perhaps the best 25p. worth to have appeared about the island in a long time. Mr Keith Gardner has for many years been conducting research into the archaeology of the island, untill now no attempt has been made to put this together, a fault happily rectified. Mr. Gardner sais the guide will be of assistance to the day visitor, it will I think be more than this and be one of the standard reference books. I understand also that this is the fore-runner of a full monograph of Lundy Archeology. A prospect I for one eagerly await.

### OTHER PUBLICATIONS:-

LUNDY THE MYSTIC ISLE.      Paperback 5x7½  
Northgate Printing Works.      Author Wm. T.Baker.  
Price 25p.



## Shuna



## A Postal History

The island of Shuna occupies an area of only  $2\frac{1}{2}$  miles long by 1 mile wide, and is situated off Arduaine, Oban on the coast of Argyllshire, Scotland. At the mouth of Lock Melfort.

Used as a holiday resort during the summer months the normal winter population comprises no more than five to ten inhabitants. In the summer also, it is a popular visiting place for yachts.

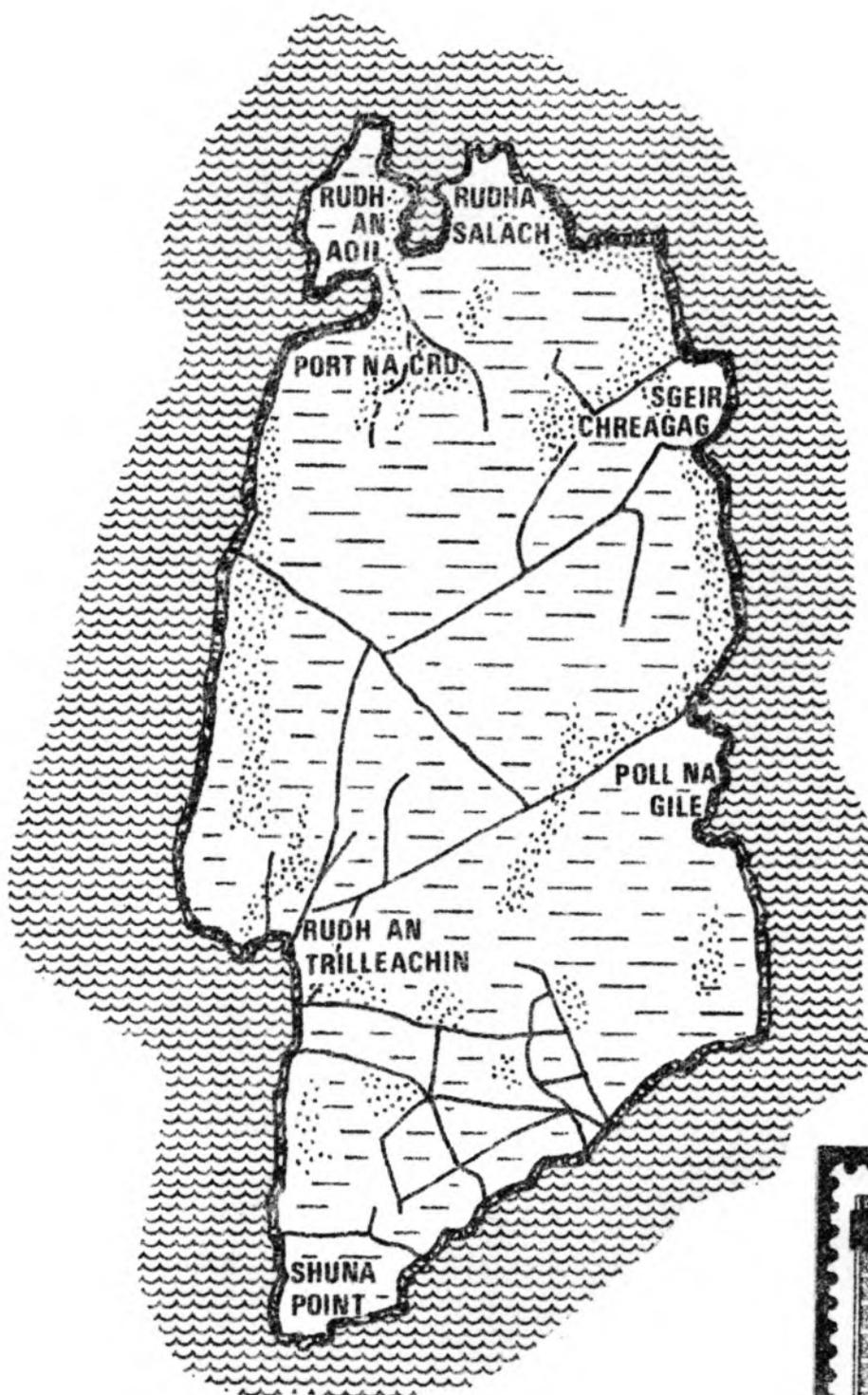
For a period from 1945 to 1949, during the absence from Lundy of Mr. Gade the post of agent was filled by a Mr. Donald Heaysman. On Mr. Gade's return and the reopening of the Hotel Mr. Heaysman left and took up the post of agent on Lady Selby's island of Shuna.

Similar problems were found on Shuna, including the lack of any G.P.O. facility. Mr. Heaysman suggested and later introduced, the first and only Shuna issue.

The design for this shows a map of the islet with the place names in Gaelic. The cost of each stamp was two-pence, the printing being in mauve. This stamp was put on sale on October 11th. 1949. The same design printed in blue with the value of £2 and overprinted "SPECIAL BOAT RUN" in red, was released later. The total printing comprising some 5,000 stamps.

The high cost of the latter issue was due to the necessity of specially chartering a boat in conjunction with carrying important letters to the mainland in time to catch the mail.

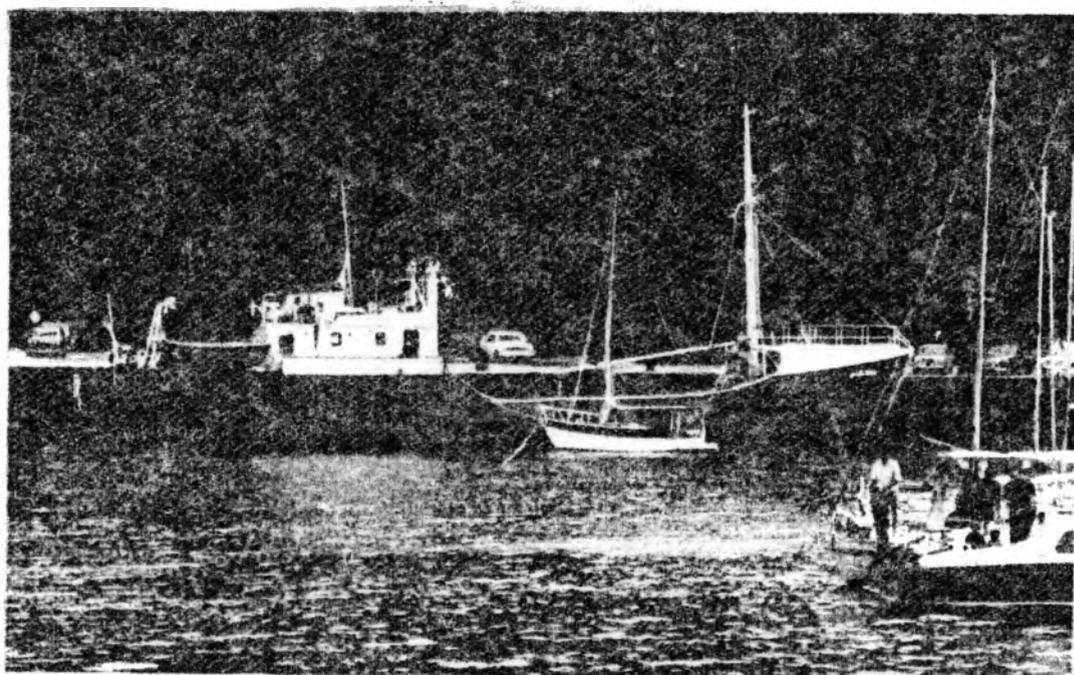
Unlike Lundy, however, this service immediately fell foul of the G.P.O. and it appears very few of these covers were ever accepted by the mainland post office.



## Polar Bear

A mighty giant along side the little 'Lundy Gannet' when tied up at the quay at Ilfracombe is the AGDLEQ.

This 115 foot long 185 ton boat re-named the 'Polar Bear' has been purchased from a Danish firm by the Landmark Trust to provide a new link between the island and the North Devon coast.



The Polar Bear was built in 1960 and has for the past ten years been in service as a Greenland coaster. The tasks planned for her now include the transportation of heavy materials to the island for use in the intended rebuilding programme.

For such work she is ideally suited, having a wide beam, hydraulic derricks and a draft of only seven feet. She is fitted also with a refrigerated hold, and unlike any of her predecessors has all modern navigational aids, including a radio-telephone enabling her to maintain continuous contact with the mainland.

She is expected to come into service shortly when work on her is completed and she has passed the Board of Trade safety regulations.



## Lundy Ffowle

"Yt lives partley in the water and partly out and soe may be called an amphibious creature" so said Miss Celia Fiennes writing in 1695: the Isle of Lundy formally the property of her grandfather the Lord Viscount William Say & Seale. Admitting she had never seen the creature herself she goes on to describe that it lays but one egg "In a place where the sun shines on, and sets it soe exactly upright on the small end, and there remains untill taken up, and all the art and skill of persons cannot set it up soe again to abide." She does not give any name to this bird and allowing for the exaggeration in the telling it could be one of the most romantic of birds ever to set foot on the island, the now extinct Gare Fowl or Great Auk.

This is one slender link of evidence that connects this interesting and remarkable bird with the island. According to available records the Great Auk was dispersed on the west side of the Atlantic from greenland to Cape Cod, and on the east side from Norway to the Bay of Biscay; Gibraltar; and the west Mediteranian. Dispite this vast area of habitat no more is now left to us than about 80 skins and about 75 blown specimens of egg.

From these it is possible to obtain some idea of the birds stature. It had the look of a very large Razorbill standing some 20 inches high with wings of normal Razorbill size, This feature obviously accounting for its downfall, making it awkward on land and quite incapable of flight. Its legs and feet were black in colour, with dark brown upper parts and head; underparts being white. Records of its capture usually by sailors for food or pleasure state that its voice "a noise like that of a Gannet but much louder" and also "when they are being killed they squark like pigs".

There are other reports of the birds existence on Lundy; one in Moores "Catalogue of the Web-footed Birds of Devonshire" 1837 as follows...

'Great Auk. Mr. Gosling of Leighton, informed me that a specimen of this bird was picked up dead near Lundy Island in the year 1829' This account was later discredited but it can be considered probable that the bird frequented the western coasts and could have put in on Lundy; and tradition naturally enough points to the bird nesting on the island.

The most recent account would appear to be a letter the Rev. H.G.Heaven wrote in 1865 to D'Urban and Mathew authors of Birds of Devon

LUNDY ISLAND

September 6th. 1865

With regard to your question whether we have ever seen the Great Auk, I must answer in the negative. There is a strong presumptive evidence, however that the Great Auk has been seen alive on the island within the last thirty years: at least, I cannot imagin what other bird it was. The facts are as follows, and I must leave it to more experienced ornithologists to draw the conclusion; In the year 1838 or 1839 as nearly as I can recollect, not, however, more recently, one of our men in the egging season brought us an enormous egg, which we took for an abnormal specimen of the Guillemots egg, or, as they are locally termed, the 'Pick-billed Murr'. This, however the man strenuously denied, saying it was the egg of the 'King & Queen Murr', and it was very rare to get them, as there were only two or three 'King & Queen Murrs' ever on the island. On being further questioned he said they were not like the 'Picked-bills' but like the 'Razor-billed Murrs' (i.e. the Razor Billed Auk); that they were much larger than either of them; and he did not think they could fly, as he had never seen them on the wing nor high up the cliffs like other birds, and that they, as he expressed it, 'Scuttled' into the water, tumbling among the boulders, the egg being only a little way above high water. He thought they had deserted the island as he had not seen them or an egg for (I believe) fifteen years till the one he bought us: but that they (the islanders) sometimes saw nothing of them for four or five years, but he accounted for this by supposing the birds had fixed on a spot inaccessible to the eggers from the land for breeding purposes. The shell of the egg was kept for some years, but, unfortunately, it at last got broken. It was precisely like a guillemots egg in shape, nearly, not quite twice the size, with a white ground and black and brown spots and blotches. We have never, however, met with bird or egg since, but the island has become more frequented and populus, it may have permanently deserted the place. The man has been dead some years now, being in middle age then, and I think he had been an inhabitant of the island some twenty-five or thirty years. He spoke of the birds in such a way that one felt convinced of their existence, and that he himself had seen them; but he evidently knew no other name for them than 'King & Queen Murr' which he said the islanders called them 'because they were so big and stood up so bold like' In colour they were like the Razor-billed Murr. Nobody, he said, had ever succeeded in catching or destroying a bird, as far as he knew, because they were so close to the water, and scuttled in so fast.

The existance of these birds has been traditional on the island. When he came to it, even the oldest inhabitants agree that there were never more than two or threecouples. He himself never knew of more than one couple at a time.

Rev. H.G.Heaven.

This incident occured about five years before; as far as is known, the last of these birds met its death at the hand of an ignorant seaman. The story of the birds slaughter is a sad one, and not to be delt with in this article.

The point which emerges is however a very important one, it is hoped that with the increasing awareness of the population at large, and the work done by the specialist societies, such a situation should never be allowed to occur again, especially on a place such as Lundy.

Had we the protectionists, in the 1830's, who knows, we may have had still a colony of "King and Queen Murrs" the amphibious fflowles of Lundy, alive today.

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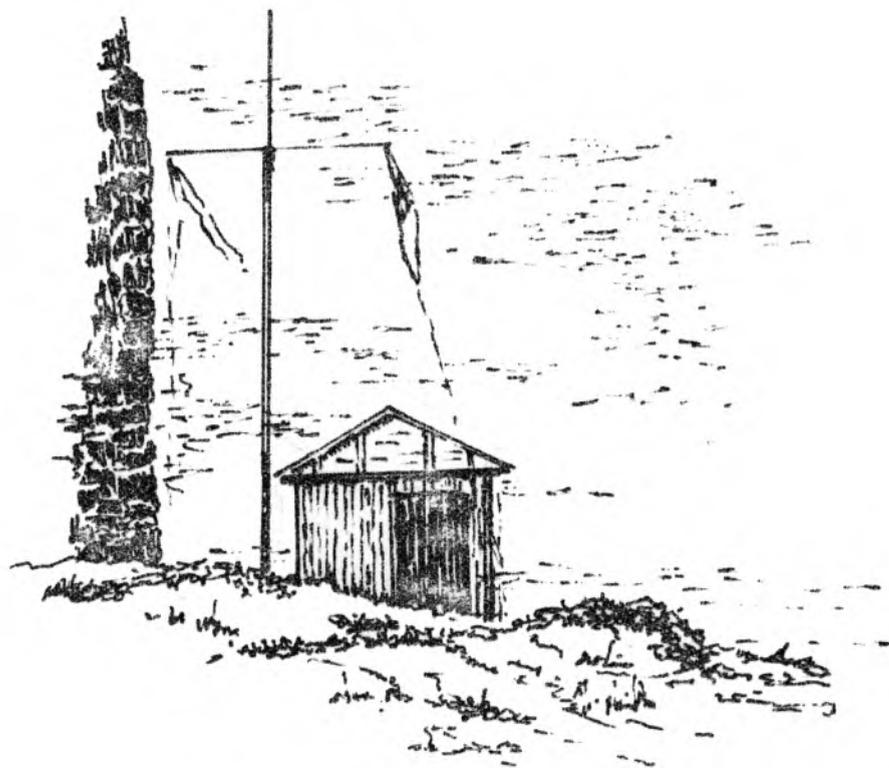
#### THE LUNDY FIELD SOCIETY.

The Lundy Field Society is now 25 years old and far from entering a period of middle age, it has found new youth and vitality. This has been largely brought about by two factors - firstly the appointment of a resident Warden whose salary and accomodation is most generously being provided by the Landmark trust, and secondly by the outstanding success of a day Excursion to the island organised by the society in June 1971. Nick Dymond as the new Warden has only been on the island a few weeks but already has made great plans for this and future seasons, and his presence on Lundy will greatly enhance the status of the society and of the island itself. The June excursion produced a handsome profit for the society and this is being devoted to L.F.S.Research Grants which are to be paid to serious students who wish to undertake fieldwork on Lundy. There has been great interest in these grants and the responce has been far greater than was expected. The 1971 Excursion was so well received that a similar visit will take place this June, and already within six weeks of the first announcement, most of the seats have been sold.

Any enquiries concerning the Lundy Field Society should be addressed to :

The Hon. Secretary.  
A.F.LANGHAM.

1. Furzefield Road,  
Reigate.  
Surrey. England.



## Signal Station Handstamp

Mr. Turnpenny sent in the interesting and mysterious addition to the list of recorded handstamps illustrated on the next page.

This, from the Post Office records has been overlooked in the past probably due to the fact it was never issued and was not even indexed.

It does however show the Post Offices intention to provide a stamp for the use of the Lloyds staff, several years before the Coast Guards took over operational duties.

The mystery that still remains unsolved concerns the date and the marginal note. This note indicates that by the date of issue the signal station was officially closed, which it was not. The Post Office circular entry mentioned (for July 12 1892) states only that the instructions current in the code book should be errased.

The Code book was till that date carrying the following:-

### LUNDY ISLAND

Transmitting or Handing over office	Hours of attendance of staff.
HDY (The code for Hartland.)	Weekdays 7am -to- 10pm. Sundays 8am -to- 10am & 5pm -to- 6pm

The interesting point about this, is, that at the time there was in fact no line to the island. The independant Lundy Cable Co. had gone into liquidation in 1887, five years earlier, (this line was to Hartland Point) ; and the G.P.O. Cable was not installed to the Croyde Bay station untill 1893.

Could it be it took the Post Office in London five years to find out that the line was no longer operative?

To what Place

Date when sent

Stamps

Lancaster

20-4-92

LANCASTER GREEN AYRE STN MID. RY ✓

Cheshire Lines Committee

"

LIVERPOOL BRUNSWICK STN C. LINES RY ✓

LIVERPOOL CENTRAL STN C. LINES RY ✓

Liverpool

"

LIVERPOOL TITHEBARN STREET STN L & Y. RY ✓

Stamp not issued. Office closed. See P.O.C July 12/92

Londonderry

"

LIVERPOOL JAMES STREET STN MERSEY RY ✓

LONDONDERRY FOYLE ROAD STN G.N.I. RY ✓

Macclesfield

"

~~LINDY ISLAND SIGNAL STATION LLOYDS~~

MACCLESFIELD HIBEL ROAD STN L & N. W. RY ✓

Cheshire Lines Committee

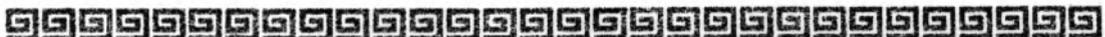
"

MANCHESTER CENTRAL STN C. LINES RY ✓

Manchester

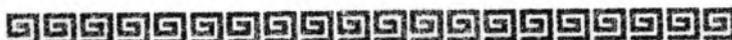
"

MANCHESTER OLD TRAFFORD STN M.S.J & A. RY ✓



# FELIX W GADE

## A TRIBUTE ON HIS RETIREMENT AS AGENT



Mr. Felix Gade the resident agent of Lundy has retired after 45 years. Now in his 81st. year he will continue to live in his cottage, on the island he first visited in 1926, when he arrived at the request of Mr. Harman to try the job for three months. Except for a short break during the war, when he had to return to the mainland, he has been responsible for general administration, booking of holidaymakers, dealing with staff and supplies keeping accounts, as well as acting as postmaster.



Mr. John Smith, chairman of the Landmark Trust told the press he had accepted Mr. Gade's resignation "reluctantly".

Below are tributes from one or two of the many people who we all know share this reluctance and wish him every happiness in his retirement.

The only other hed  
Lundy Agent.

ANTONY F. LANGHAM

Reigate.

October the 3rd. 1971 was a sad day in the History of Lundy, because it was the day Mr. Felix Gade retired from his post as Agent and at last be able to enjoy the rest of his life free of the responsibility for all that happens on the island he loves.

Felix Gade was born in Sussex in 1890 and grew up close to the Harman family. In fact his sister married Terry Harman whose brother Martin Coles bought Lundy in 1925. After schooling Mr Gade joined the army during the Great war and rose to the rank of Captain in the Machine Gun Corps. before spending some time as a prisoner of the Germans. Time passes slowly on Lundy and only a few years ago his greatcoat with its three pips and 'M.G.C.' flash hung in the hall outside his office. After the war he worked for a time with the Ford Motor Company but in 1926 the then Agent Mr. Laws left and M.C.Harman asked his old friend if he would care to succeed.

The early years were difficult because Mr. Harman was implimenting his ideas for Lundy and with the dismissing of the G.P.O. and the introduction of the Lundy stamps and coins, Mr. Gade was kept very busy indeed. The 1930's bought a happy decade to Lundy but on the outbreak of was in 1939 most of the inhabitants left thereby adding loneliness to wartime problems.

In 1945 at the end of the war they left for the mainland where their daughter Mary was at school. They managed a Hotel at Hartland Quay from where Lundy is clearly visable. This proved too much of a draw and in 1949 Mr. and Mrs Gade returned and helped rebuild the community after the neglect of wartime years.

When Lundy passed from the Harman family in 1969, all the friends of Lundy wondered what would become of Mr Gade, but now, in the evening of his years he is to be retired on full pay, by the generosity of the Landmark Trust and plans are well advanced to live in a specially built bungalow, only a few yards from the High Street, still near to the centre of things. If I know Lundy at all and if I know Mr. Gade at all, his advise and experience will be invaluable.

We all wish him much happiness in his retirement. For Lundy Lovers it is a most happy thought that we shall have him there still.

PETER HARMAN JONES

London.

I have had the happiness of knowing Felix Gade since 1938 when I first visited the island home of Ruth Harman, whom I was to marry.

He has played many distinguished parts during his years on Lundy. As postmaster he has gained a worldwide circle of friends and as Agent, with its countless subsidiary activities, he has created with his wife a legend of warmth and devotion to Lundy, to which they have given so much and which is so much part of them. They are held in especial affection by the Harmans and their families with whom they have shared and experienced much over many years.



Lundy's long history is enriched by his good stewardship and deep knowledge of its lore and nature. May their retirement - happily on Lundy - hold all that we wish for them.

Mr. Gade was also mentioned in the press.

THE TIMES MONDAY SEPTEMBER 6 1971

Retiring after lifetime as island agent, Mr Felix Gade has no intention of leaving his beloved rock

## Lundy has lost some of its remoteness

From Trevor Fishlock  
Lundy, Sept 5

Mr Felix Gade's patch of earth is the enduring granite island of Lundy. He does not own it, but as its resident agent over the past 45 years he has been chief citizen, village elder, spokesman and host, and has become as much a part of it as the puffins.

For many years he has been the oldest inhabitant and, at 81, has an old man's stoop, almost as if, like the wily trees, he has had to bend to the Atlantic gales.

Now he is retiring, "on full pay, like an admiral", says the Landmark Trust, which now runs the island on a lease from the National Trust. But he has no intention of leaving.

In a tribute to Mr Gade, Mr John Smith, chairman of the Landmark Trust, said it had accepted his resignation reluctantly.

Mr Gade, a Londoner, became agent in 1926. The owner asked him to try the job for three months. He fell in love with this mysterious island, former refuge of smugglers and pirates, and the love has not yet worn off.

"Every time I have returned from a journey to the mainland—gone ashore, as we say—I have been glad to step back on Lundy. I have felt this granite rock under my feet and have had the feeling of being home.

"People want to live here because they seek a kind of escape,

because they like solitude, primitive countryside, adventure, a simpler life. There is an atmosphere of peace, a sense of history, a freedom from crowds, traffic, noise and other pains of modern living.

"But things have changed. When I first came here Lundy was primitive, remote, difficult and challenging. Today—well, I have this UHF radio on my desk and we have many modern comforts. It is progress, but something has gone from Lundy, its quality of complete remoteness."

Lundy's 30 people make their living from farming, from the thousands of day trippers who arrive in steamers, from the naturalists, escapers and those with island fever who stay in the 21-room hotel and the handful of holiday cottages.

Mr Gade, still active and with a phenomenal memory, said: "There has been a change in the kind of people who come to settle on Lundy. In the old days they were agricultural labourers who did not find life here very different from the life of their remote villages in Devon, where the big event was Barnstaple fair.

"Everyone went away in the war. Only my wife and I were left. The only man I could get for the farm was ineligible for war service: a one-handed Scottish shepherd.

"People began coming back to Lundy after the war, but today's

community is different—better educated, more sophisticated. There is another difference: In the old days we were so cut off that we hardly ever caught a cold. Now the germs come over with the visitors and we go down like flies like everyone else."

Mr Gade left Lundy in 1945 because a doctor told him to do no more manual work. He could not run the farm without doing manual labour, and he and his wife went to manage an hotel on the Devon coast, from where they could see Lundy in the distance. They returned in 1949. "It was a homecoming."

Today the Landmark Trust is working on a programme of improving buildings and facilities. The long-term aim is to make Lundy self-supporting while maintaining its tranquil way of life and rugged beauty.

Lundy remains out of reach of such irritating bureaucratic matters as licensing laws and income tax. It retains a faint air of independence.

"But much of that old spirit of independence has gone", Mr Gade said. "Mr Harman, who was owner when I came here, had strong views about independence and official interference and considered that Lundy was outside Britain. Recently we had a planning officer here to look at some building proposals. A planning officer . . . Mr Harman would have gone mad."

## Dial L.I. for Lundy

The Summer of 1921 saw the arrival at the office of the Postmaster in Barnstaple several letters from Mr. C. Herbert May of Shirwell, North Devon. He was the leasee of Lundy and was making great efforts to develop the island as a holiday resort. During this summer he had had a large number of visitors on the island, many of whom had, presumably, requested the use of telephone facilities. The line then in existence was used as a limited service between the signal station and the Post and Coast guard officials on the mainland. The only means of communication available to the private individual was by telegraph.

The short commings of this service are outlined by Mr. May in one of his letters.....

"Owing to the brevity of the latter mode of communications mistakes occur to the disadvantage of the residents, and under these circumstances, on behalf of the islanders, I wish to make application to the Post Office for the installation of a private telephone call office on the island, thus enabling private residents to communicate with tradesmen and subscribers on the mainland".

Following these requests, a rather loose arrangement of a semi-official nature came about where the public could make calls from the coastguard station to Barnstaple, or places within five miles of it for a fee of 3d. This money went to the G.P.O. and no commision was paid to the coastguards.

This system lasted till the autumn of 1922 when Mr. Furse SC&T Barnstaple, was called from his sorting office one evening to the counter telephone. He was immediatly asked "Can I get through to Lundy?" Mr. Furse enquired to whom he was speaking; and was met, so he reported with the reply "What the hell has this to do with you? Say yes or no". The subscriber would not give any information and kept repeating the demand. Probably to preserve the pease he was connected. Mr. Furse being enraged by his manner was mover to make an official complaint and a request that the position regarding calls to Lundy be put on a proper footing.

This the Post Office did, and not wishing to operate a public call office on the island the surveyor made enquiries of the officer in charge on the island if he would operate a telephone express delivery service. This he accepted to do, the extention was officially opened and the information circulated.

PLACE	DISTRICT	NATURE OF EXTENTION	EXCHANGE CODE	DATE OF OPENING
Lundy Island Coastguard Station	Exeter	Call office	L.I.	31-12-21

TRUNK COMMUNICATIONS obtained through Barnstaple exchange limited to the following areas. Braunton, Ilfracombe, South Moulton

Unfortunately within a few days the service line broke and the service was interrupted for several months.

## New Decimal Puffin



Due to the mainland postal strike the first day of issue of the decimal definitives was delayed.

The revised first day of issue being the 16th. day of March 1971. The designs for this issue are depicted below.

$\frac{1}{2}$  New Puffin. The Battery Red and Grey/Blue 20,000



1 New Puffin. Templar Rock Mauve and Grey/Blue 20,000

3 New Puffin. P.S. Balmoral Blue and Grey/Blue 50,000

$3\frac{1}{2}$  New Puffin. Gannet Rock Green and Grey/Blue 50,000



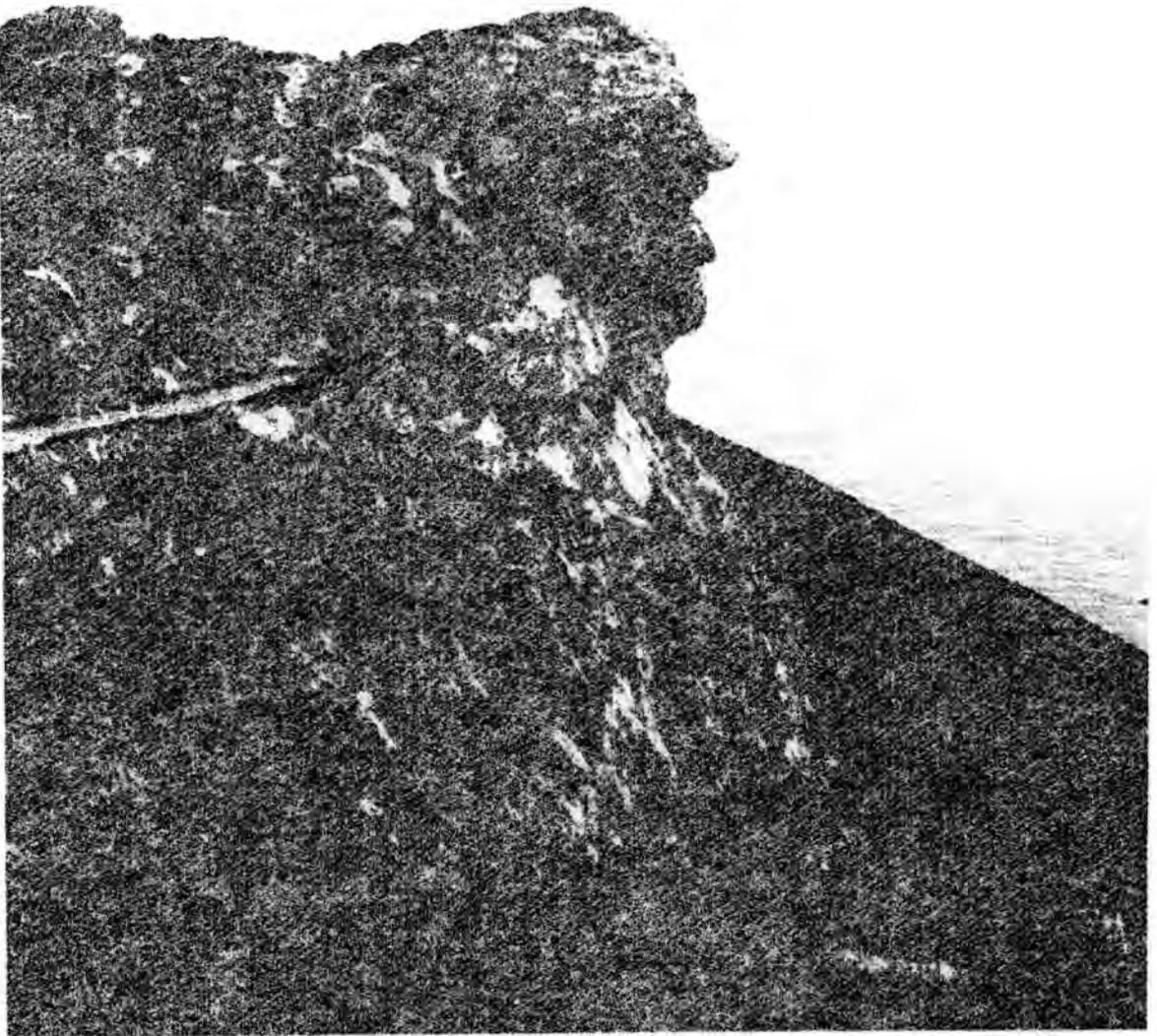
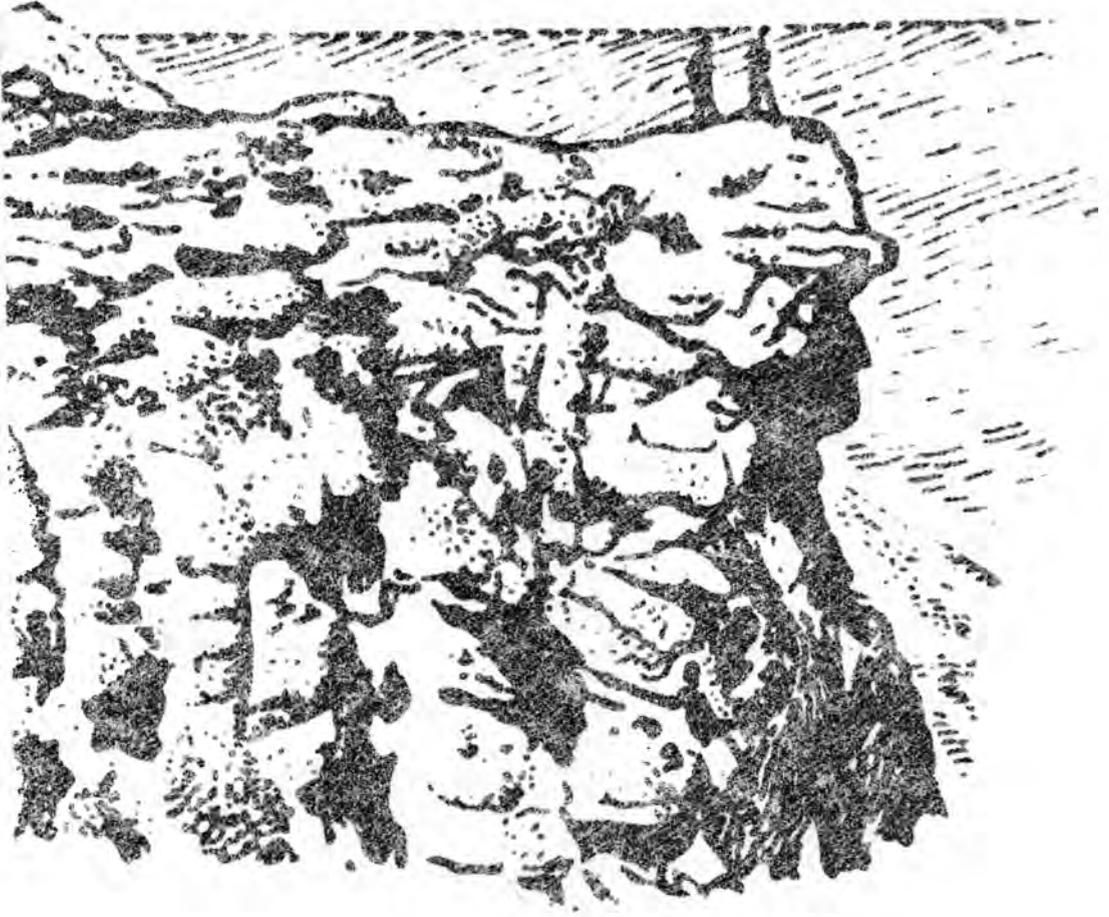
4 New Puffin. Mannor Farm and the church. Brown and Grey/Blue 50,000



### DESIGN NOTES

The designer of this issue was Mr. John Dyke, who has now been responsible for the best of the Lundy designs over the past twenty years.





Again he has shown his skill combining literary truth with a degree of artists licence. Using the play of light and shade to give an illusion of form and depth, whilst being selective in the choice of accented feature that makes the design most telling. The subject matter has to be varied but even so the designs hold together well as a set, which is one of the chief requirements of a definitive issue.

#### SHEET LAYOUT.

Only one sheet layout was adopted for this issue. The sheets of 100 stamps being cut into panes of 50 prior to issue. A certain amount of confusion arose at first due to an error in this cutting.

#### PRINTING NOTES.

The printers were Bradbury Wilkinson & Co. who have had a long association with the islands issues. These designs were printed in two operations by two different processes. This was on the instruction of Mr. Dyke as he felt this was the best method. The Grey/blue borders were recess printed on Bradburys own intaglio press and are common to all values. The pictorial vignettes were printed by Photo-lithography. This combined technique was used on one former occasion by De la Rue when they printed the Churchill issue, but it is not a common method, due to the high cost involved. (It is in fact the most expensive method of production). The press used for the litho printing was a "Mann's Fast Three". The paper used was a chromo coated Esparto ( Made from a type of African flax); the adhesive, a synthetic Poly-vynol Alcohol ( P.V.A.) The issue was perforated 15 x 14 through out. With this involved method of production the total duration of the work from artwork to finished stamps covered a period of six to eight weeks.

#### ERRORS AND VARIETIES.

As yet no major errors or varieties have been recorded on this issue. The printing of the intaglio borders have produced a number of very slight flaws especially in the lettering of the word Lundy, at the top of each stamp. This being due to the method of printing rather than plate errors, it has not been established that these are in any way constant.

## Forthcoming 75<sup>th</sup> Anniv. Issues

The accompan

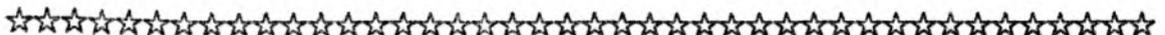
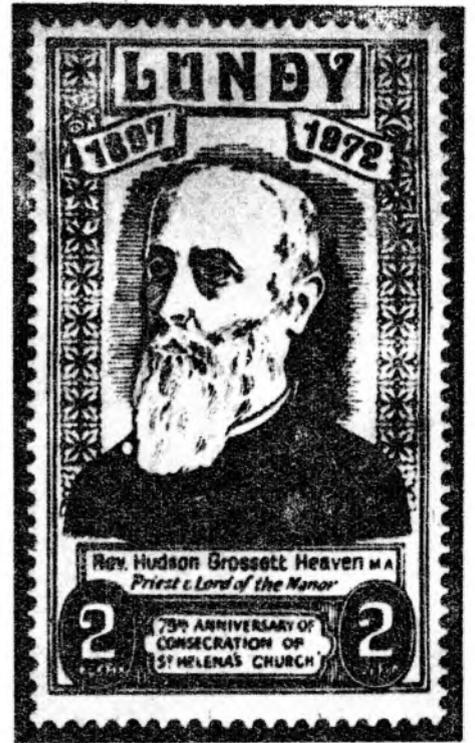
The illustrations p

The illustrations depict two of those designed for the issue to be released in 1972. to celebrate the consecration of St. Helena Church.

The issue will comprise five values as follows:-  
1p; 2p; 2½p; 3p; & 3½p.

The pictures will show the interior and exterior of the church, a statue of St. Helena, and a general off-shore view. The remaining value illustrated above a portrait of the Rev. Hudson Grossett Heaven M.A. priest and lord of the Manor of Lundy through whos effort and determination the church came to be built. The issue has been designed by John Dyke and will be at the usual large size.

Photographs of these designs by courtesy of Mr. Scot Walker.



There is also a projected issue for 1973 which will mark the anniversary of the north and south Lights. It is at present suggested that four values be issued. One of the Old light, and another of the Old Light with Keeper; the other two will depict the North and south lights which replaced it.

## Bogus Issues



The appearance of the bogus 'Specimen' overprints was touched upon in the last issue. There are, however more varieties than was at first suspected.

They are listed below for reference:

TYPE ONE.           Wide spacing  
                          32mm long.

Printed in Black or Blue/black.

Issue	Values	Position
1929	1p. Definitive	Diagonal
1961	Europa set	Horizontal



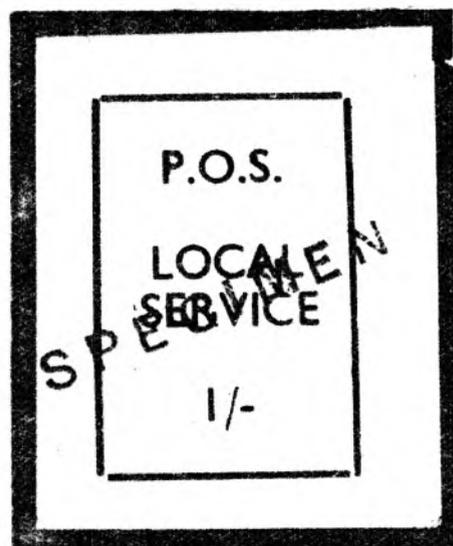
TYPE TWO.

Narrow spacing  
With stop.  
Total length 25mm  
Printed Blue/black, Violet, or as stated.

Issue	Value	Position
1954	Millenary Set Also 3p. 3p. 9p.	Horizontal Vertical Inverted Doubled
1961	Europa Issue	Horizontal
1962	Anti-Malaria Set Also 3p. 1p. Printed	Varied Doubled in Red "PECIMEN" in Red

All values may be found printed in Red  
the position of the overprint is varied

NOTE.  
Both the above types of overprint have appeared on the bogus 'P.O.S.' Postal work-to-rule stamps of 1962. The latter type also appears on the 'Heston Island' phantasies.



## TYPE THREE

Narrow spacing  
No stop  
20mm long  
The 'C' is open  
The ink is as for type two.

Issue	Value	Position
1929	1p Definitive	Vertical, also
1930	2p Definitive	in the margin.
1953	1p Coronation	As above
1954	Millenary Surface	Horizontal
1954	Jubilee Surface 1p and 6p	Horizontal
1954	Jubilee Air $\frac{1}{2}$ p other values	Vertical Horizontal
1954	Air. $\frac{1}{2}$ p 1p-2p-6p	Vertical Horizontal
1961	Europa Set Also 3p 3p 9p	Horizontal Inverted Doubled Doubled
1962	Europa Set	Vertical on RH side.
1962	Anti-Malaria Set (also in red) Also $\frac{1}{2}$ p-1p-2p-12p 3p-6p-12p	Lower left or right. Both sides Doubled one inverted.



In red only 3p Doubled at lower left.

Mention was made of this bogus issue in Puffin 19. It may, however, be of interest to members that following some correspondence from Mr. Mark Warda in America, it would appear that they were as far as is known, produced in a very small quantity. Perhaps no more than fifteen or twenty of each denomination. This is perhaps fortunate as the quality much resembles the War-time 10p and 30p value essays produced by the Philatelic Bureau.

## Wreck of the Montagu

During a visit to Lundy this summer, Mr. Scott-walker took some photographs of items of philatelic interest. Among these were the sketches and finished artwork for an issue that never was.



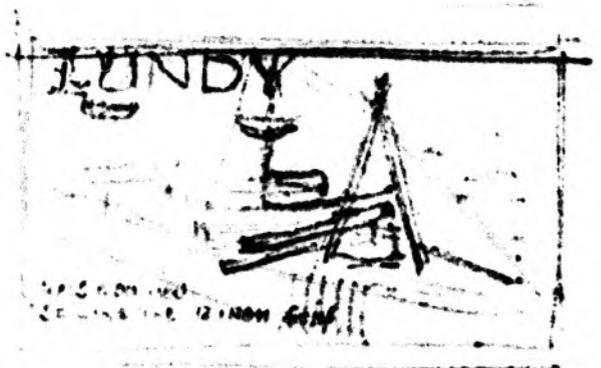
It is evident from these that it was intended to produce an issue in 1956 to mark the 50th. Anniversary of Lundy's most famous sea disaster, the wrecking of the H.M.S. Montagu in 1906.

It is perhaps unfortunate that the opportunity was missed and the issue never printed. The sketches and artwork reproduced here will I understand be available for inspection at the Museum.

Top and right.

Sketches or first ideas for the intended issue.

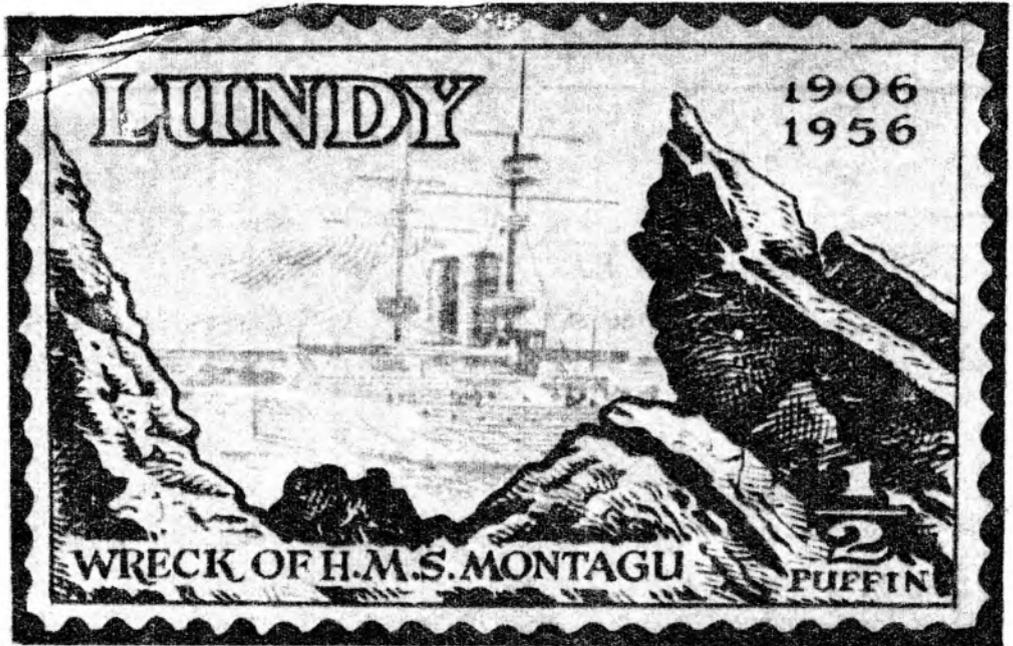
Drawn by Mr. John Dyke.



Photographs;

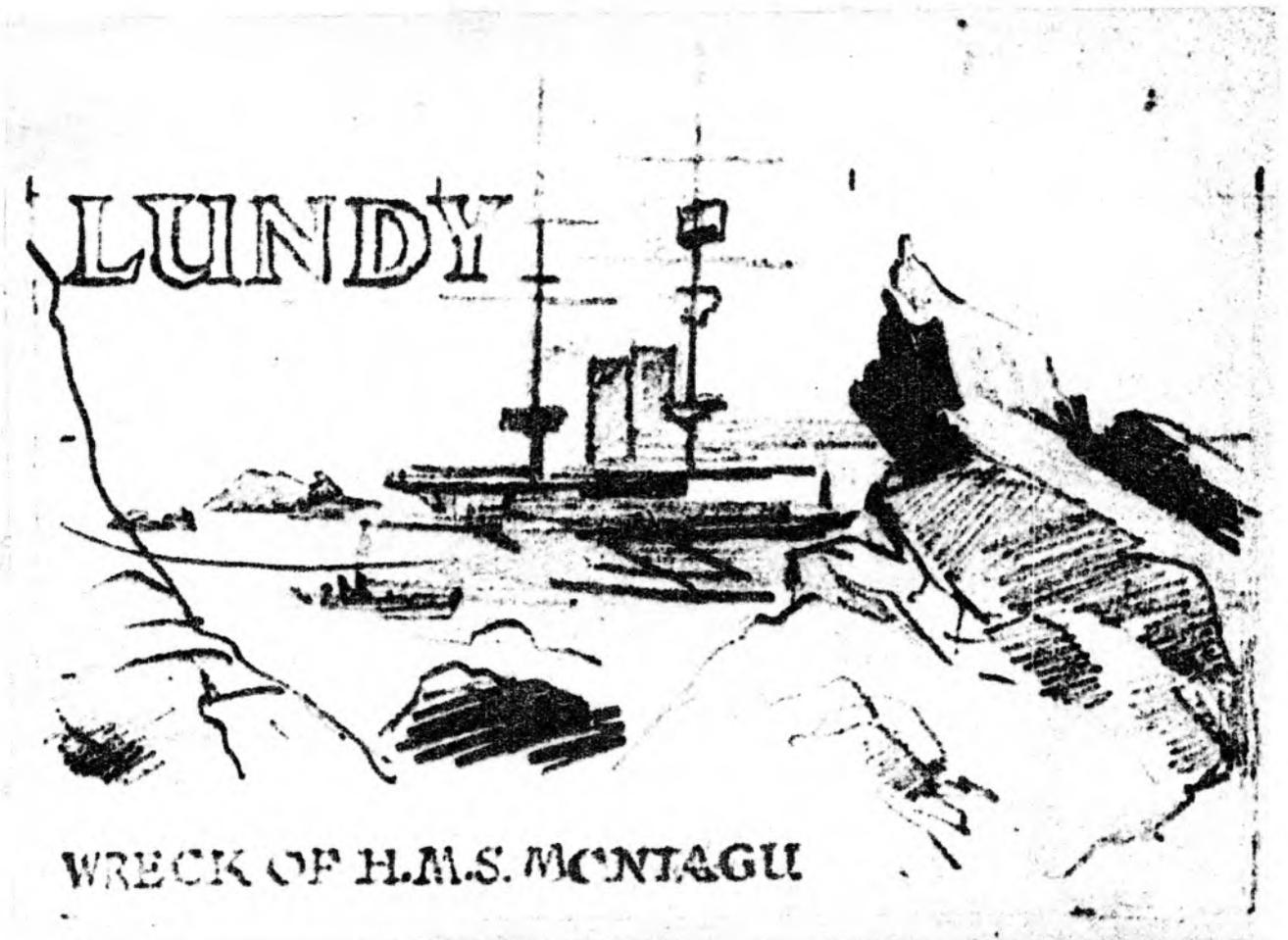
Mr. I. Scott-Walker.





Above: The artists finished drawing for the half puffin value.

Below. The final sketch used for the composition of the design.



Lundy Island  
Sep 27 92



Office / Mail bears  
here Thursday  
wind and weather  
permitting  
Mrs Lundy  
Niche

### G.P.O and Lundy



P.S. 8 10/9, 7:40 am  
we are some  
times 3 weeks without  
letters

W. Rehlen Esq  
4. Cromwell Rd, Forest Hill,  
London, S. E.

Untill 1886, it seems, letters were brought and collected by skiff under contract to the squire William H. Heaven. Although the skiff was mainly important for bringing supplies, the letters were eagerly awaited, and the skiff usually remained long enough to take replies to any letters away with it.

At difficult times letters were sent by handing them to men from any ship or pilot boat that called on its way to the mainland. Likewise outward bound ships would leave letters for posting. (i) A Post Office minute of 1886 goes into the whole question of establishing an office on the island, and the adoption of a sub-office was approved on 15 April 1886. (ii)

Doubt has been expressed that the service actually commenced in 1886. F.W.Gade suggests that it was most likely opened in 1892 when the post office laid a marine cable from Croyde in North Devon to Lundy. (iii) Certainly the earliest example of mail post-marked 'Lundy' that I have seen so far is dated September 7th. 1892. However, a study of other records shows that an office was opened before mid 1888, and probably in December 1886 or very early in 1887.

Chinchen, in his review of the 'Lundy Diary' of the Heaven family gives the following quotations: (1)

Wednesday 24th. March 1886  
"Crusher" tug in. Captain said his owner had been having letters from the P.O. to ask about his taking mails to Lundy. Ugh!

Friday 25th, June 1886  
"Crusher" came with P.O. Official. P.O. to be at store. No time for answering letters but weekly

exchange of bags, Wednesdays.

Wednesday 30th. June 1886

Recorded this once. "Queen of Bay" is to bring the mails.

Thursday 14th. April 1887

Dark came. Fuss about letters being ordered to go to Cardiff even addressed via Instow.

Thursday 21st. April and 12th May 1887

Cardiff mail came.

In December 1886 a canceller was issued to Cardiff head post office for use on Lundy. Post Office records show this as having been sent on 8th. December (iv)

Clearly the Cardiff routing was not popular, and a Post Office Minute dated 30th. March 1888 shows that by that date the service had been routed via Instow. This change occasioned an interesting dispute between the sub-postmaster and the Postmaster at Barnstaple concerning the hours of opening of the office on Lundy and the scale of fees for meeting the boat. (appendix A)

Whilst it is not certain how many cancellers were issued to Lundy, Post Office records show that one other one was sent to Barnstaple on 4th. August 1893. (iv) I have collected a series of some 20 examples of the Lundy date stamps. A study of these suggests another one was issued between 1912 and 1917. Unfortunately the envelope dated 1915 is a pre-paid, embossed one and it is difficult to be certain which canceller was used but it looks very much like that of 1893. In this case it is probable that the new one was brought into use between 1915 and 1st. Jan. 1917. No record of this new dater has been found in the Post Office archives.

The occasional use of a code letter above the date has intrigued me. I have followed this up with the Post Office records office and find that these letters were introduced as a timing device. A memorandum of 20th Feb. 1912 (appendix c) indicated that from 1858 or 1859 these index letters were used to denote the various despatches or deliveries. They were introduced in place of actual time stamping previously in force in London. It would appear that there was no uniformity of coding - each office following its own system. Many ineffectual attempts were made to introduce time stamping between 1880 and 1894. This reluctance resulted in a number of ingenious coding systems that could be used in all offices. One such was 'Mr. Andersons plan' (appendix d) This plan used two letters to indicate the time in hours and minutes of 'Box closing time'. Codes of this sort were tried out in various places and one was about to be introduced in 1894 when the Postmaster General yielded to the pressure for clock time to be shown. This was brought in gradually as old stamps wore out.

In fact the new system was never introduced on Lundy. Codes A and C were used prior to 1894, after which they were omitted except for a period in 1907 when the letter P was used for a month or so. Probably only the sub-postmaster could give the meaning of these letters. However, in the early days the office was open from 9-10am and 5-6pm, so it is possible that the letters A and C indicated am and pm clearing times.

#### References.

- i B.N.D.Chinchen 'Lundy Diary' Puffin 19 1969.
- ii Post Office Minute 4484/1886
- iii F.W.Gadc The Postal History of Lundy.
- iv. Puffin 20. 1970 Post Office records of cancellers.

## APPENDICES.

Appendix A.

*The Postmaster-General.*

A slight  
 misunderstanding occurred  
 recently between the  
 Postmaster of Barnstaple  
 and the Sub Postmaster  
 of Lundy Island as to  
 the hours during which  
 the Sub Office should  
 be open, and the  
 Sub Postmaster expressed  
 a determination to  
 resign his appointment  
 rather than keep the  
 Office open longer  
 than two hours a  
 day - namely, from  
 9 to 10 a.m., and 5 to  
 6 p.m. - the hours agreed upon  
 when a service from  
 Cardiff was arranged.  
 In the opinion of the  
 Surveyor it is advisable

in order that the services of the present Sub Postmaster may be retained, to allow the Office to be open only during the hours named, and also to restore the allowance made to the Sub Postmaster for meeting the boat from G<sup>d</sup> a week - the amount sanctioned on the transfer of the Laundry services from Cardiff to Instow - to 1/6 a week - the amount paid when the service was worked from Cardiff, and I submit these arrangements be authorized. The larger allowance to date from the 1<sup>st</sup> instant.

Although he has declined to give a Bond, the Sub Postmaster desires to have £10 worth of Postal Orders in stock on credit without security; and you will perhaps, under the circumstances, also sanction Postal Orders

to the amount of £10  
 being supplied to the  
 said Postmaster at the  
 risk of the Department  
 and not that of the  
 Postmaster of Barnstaple.

SAB

30<sup>th</sup> Mar 1888

Approved  
 & HR  
 1 June 1888

Appendix B.



DECEMBER 7 1886.

Code letter C.

Listed in G.P.O. records as 1ss  
 ( Puffin 20 ). to Cardiff 8.12



SEPTEMBER 8 1892.

Code letter A.

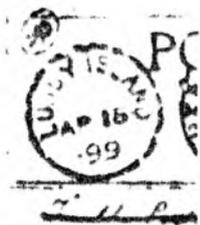
Card from Lundy to London via In



AUGUST 3 1893.

Code letter A.

Listed in G.P.O. records as issued to Barnstaple 4.8.93. ( Puffin 20 ).



APRIL 15 1899.

No code letter.

Card from Lundy via Instow.

Illustration reduced size. ( Puffin 18 ).



JUNE 14 1906

No code letter.

Card from Lundy to Winscombe via Instow.

JUNE 14 1906

No code letter.

Card from Lundy to Swansea.



( Puffin 21 ).



JUNE 14 1906

No code letter.

Card from Lundy to Penarth via Instow.

( Puffin 20 ).



SEPTEMBER 13 1906.

No code letter.

Card from Lundy to Guildford via Instow.



SEPTEMBER 12 1907

Code letter P.

Card from Lundy to Guildford via Instow.



AUGUST 23 1907

Code letter P.

Card from Lundy to London via Instow.

JULY 20 1911.  
No code letter.



August 14 1912.  
No code letter.  
Card from Lundy to Penarth via Instow.



15 July 1915.  
No code letter.  
Letter to Bristol.



10 January 1917.  
No code letter.



10 September 1920.  
No code letter.  
Card to Wimbledon.  
(Puffin 21 ).



10 September 1920  
No code letter.  
Card to Wimbledon via Instow.  
( Puffin 21 ).



23 September 1921.  
No code letter.



24. December 1921.  
No code letter.  
Card from Lundy to Neyland via Instow.





24 July 1922.  
No code letter.



1 August 1925.  
No code letter.  
Card from Lundy to Bristol.  
( Puffin 19 ).

Appendix C.

Time shown on Date Stamps.

Memorandum.

The enclosed summary shows the history of the time showing question since 1874. It appears that in early days the system of stamping letters with approximate time of delivery was in force in London, but was abandoned about 1888 or 1889 as undesirable. Apparently after that letters ("A", "B", "C" etc) or index figures were generally used to denote the various despatches (or deliveries?) with which letters connected. So far as is shown in these papers, comparatively little public interest was taken in the matter. Suggestions that the actual time should be shown were received from time to time (mostly from persons who had noticed American or foreign postmarks showing clock time) as well as some proposals from officers of the Post Office for denoting the time, more or less approximately, on letters (for Post Office not public information).

S C H E M E  
for  
CHANGING the INDICES  
SHOWN IN DATED STAMPS

Indices used  
between  
MIDNIGHT and NOON

Hour	Index
12	M
1	A
2	B
3	C
4	D
5	E
6	F
7	G
8	H
9	J
10	K
11	L

Min <sup>t</sup>	Index
0	Z
5	Y
10	X
15	W
20	V
25	U
30	T
35	S
40	R
45	Q
50	O
55	N

Indices used  
between  
NOON and MIDNIGHT

Hour	Index
12	M
1	O
2	P
3	R
4	S
5	T
6	U
7	V
8	W
9	X
10	Y
11	Z

Min <sup>t</sup>	Index
0	M
5	L
10	K
15	J
20	H
25	G
30	F
35	E
40	D
45	C
50	B
55	A

**Note:-**

The Hour Index commences with the hour opposite which it is placed and continues till the following hour; the Minute Index may be changed every five minutes, thus permitting (though not entailing) a closing of the box every five minutes.

A letter posted in time for the closing of the box at 1.0 a.m. would bear the index A, and the minute index Z, i.e., AZ; for the closing at 1.0 p.m., OM; at 10.25 a.m., KU; at 10.25 p.m., YG; at 5.30 a.m., ET; at 5.30 p.m., TF; etc.

N.B.

Mr. Watson would like any further information members are able to supply, on this matter. All letters should be addressed to him at the following:-

5, The Avenue, Lewes, Sussex.

