

THE NEW PUFFIN JOURNAL



Autumn 2017

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THE NEW PUFFIN JOURNAL

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Front Cover

St. Helen's Church
during restoration.

Photo – James Thomas

22nd July 2017



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The Mystery of Sir Robert Palk
Robin Taylor souvenir booklet
and postcards

thenewpuffinjournal@aol.com

Editorial

The Club's Summer 2017, Weekend was most enjoyable. Despite the bad weather the day before, the trip to Lundy was a pleasure and well worth making the effort. The comfortable surroundings of our new meeting venue on the Sunday more than met our needs. The reasonably priced lunch in the hotel restaurant was enjoyed by all who joined us; however, it is sad that the whole weekend was poorly supported. More details of the weekend can be read on the following pages.

Looking ahead to our next meeting, which will be five days on Lundy between Monday 30th October and Friday 3rd November 2017, the final arrangements are being made to hopefully make this another successful event. The summer weather this year in the West Country has been quite wet and windy, so I am keeping my fingers crossed for an Indian summer at the end of October. This meeting is fully booked, so for all of you who will be attending, please do not forget to buy your helicopter ticket.

For collectors of Lundy literature there is a new book being prepared which has the working title of 'Lundy Guidebooks'. I have been privileged to have been given a chance to read a draft copy and from what I have seen so far, it looks good. It is a detailed account of Lundy guidebooks from 1910 to the most current guidebooks produced by the Landmark Trust. Once it is published I will prepare a review for a future issue of this *Journal*.

I hope you enjoy the mix of articles in this issue with items challenging current thinking and others offering an insight into life on Lundy in days gone by.

I think that we are all indebted to Roger Allen who, despite his current poor health, continues to research and write quality articles about all aspects of Lundy. In addition to this, he reads the proof copies of the *Journal* and passes his comments on to me. Thank you Roger.

James

Friends and smiley faces!

A Report of the Club's Summer Weekend Meeting

By James Thomas

The magic of Lundy never fails to lift one's spirits, no matter how you are feeling on your approach to the Oldenburg, once you step on board your thoughts drift away to Lundy and all that it offers. However, the day before we set sail weather conditions in North Devon was extremely bad with gale force winds and torrential rain causing some local flooding. This did not deter five brave adventurers from arriving at Ilfracombe harbour on Saturday morning ready for the Club's 20th annual summer trip to Lundy, because, over night the wind abated and the clouds disappeared.

After just 1¾ hours we arrived at the Lundy jetty. Some started the walk to the top of the island whilst others opted for the complimentary chauffer driven Land Rover trip to the Black Hut.

We arrived at the Tavern at lunchtime and with just 4½ hours on the island; there was no time to waste. So, straight to work! Catch-up with friends, up-date the Lundy Field Society library and a Lundy lamb burger washed down with a pint of Devonshire cider. As enjoyable as it was, more jobs had to be done! A trip to the island shop to purchase the five postcards that the island had issued this year preceded a visit to the island's latest building site, the Church. Although clad in scaffolding, to see the church like this was a great pleasure because it marks the start of the much needed repair works to keep the church going for years to come. From building sites to Burnet moths just demonstrates how diverse Lundy is. The island's Spear Thistle plants were covered with as many as twelve moths per flower, which was quite a spectacle. Because over the years our attitude to nature has changed, we no longer see such plants as weeds but as wild flowers and have learnt to tolerate them and appreciate their beauty which is to the benefit of the moths, butterflies, bees and other bugs.

After such a beautiful day, we were seen off the island by a pair of seals swimming around the jetty; they are so inquisitive and enjoy watching us humans as much as we enjoy watching them.

Good-bye Lundy until next time!

At 10:30 on Sunday morning the bourse and registration opened for the start of the Club's Summer meeting at the Carlton Hotel in Ilfracombe. The room although not as large as that enjoyed in previous years was quite adequate and produced a nice atmosphere. With only 18 members present there was no fighting for a seat.

Roy Bentley generously donated a souvenir postcard showing the construction of the island's jetty to commemorate the weekend.

At 11:15am our Meetings Chairman, Mike Thompson called all those with competition entries to show their hands but sadly there were only enough entries to hold the Photographic Competition.

Roy Bentley took third place with a selection of photos of the Waverley and of the construction of the island's jetty which was completed 18 years ago in 1999. Second place went to Tom Baker for two sheets of Lundy views, puffins and goats. This year's first place honours went to James Thomas for four A4 size black and white pictures of the Old Light, the cemetery, Stoneycroft and Old Man's Cave.

The meeting then followed on with two displays which were originally intended as competition entries. First up was Roy Bentley's display of Lundy Christmas cards dating from 1958 to 1974 from many of the island's residents including the Gade and Ogilvie families. Tom Baker followed on with a selection of stamps showing colour changes which have been brought about by being exposed to long periods of sunlight. The stamps displayed included the John P. Harman – a Lundy hero stamp, the 1972 75th Anniversary of St. Helena's Church set with a faded 10p value and a 1930 6p violet attached to a faded blue copy.

A delicious lunch was served in the hotel's dining room after which we all returned for the Club's 61st auction.

Mike Thompson assisted by Julie Lester and Bob Harper conducted a flawless professional auction to the standard of which we have all become accustomed.

With no further business the meeting closed at 4:00pm.

Lundy 'thimble' Cancels : time for a change in classification?

By Chas Povey

The small circular date stamp (cds) 'thimble' cancels were used by the Royal Mail post office on Lundy between the years 1886 and 1927 when the office closed and was replaced by the private postal service started by M.C. Harman in 1929.

Chinchen (1969) in his Catalogue of Lundy Stamps recognized three types of cancel (Aa, Ab and Ac) and this classification has been continued to the present definitive catalogue of Aitchison (2009).

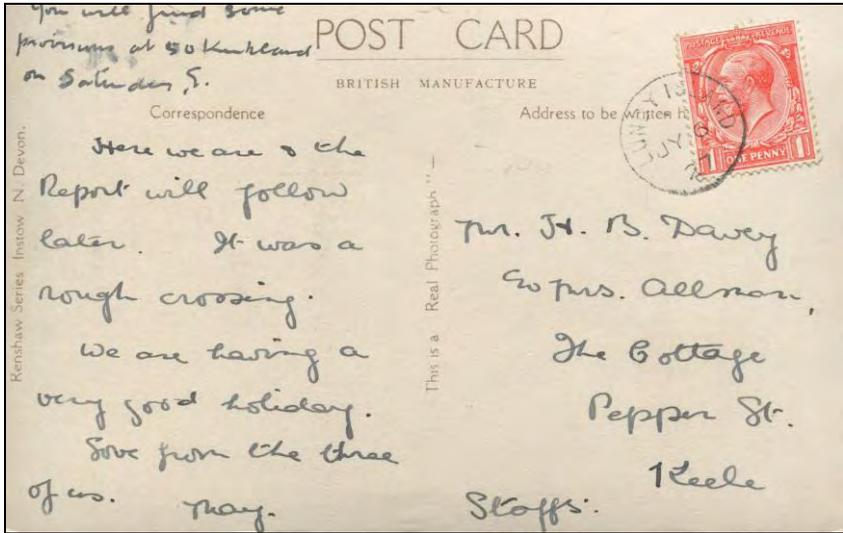
Type Aa is of a canceller issued, according to General Post Office records, in 1886. Only three examples of this cancel are known including the one in the GPO archive (Cichorz, 2007).

Type Ab (canceller issued in 1893) is distinguished from Aa by a smaller font size.

Type Ac does not have any record of issue as a new canceller by the GPO and the cancel is identical in size and font to Ab. Chinchen identified Type Ac based on frame thickness (thinner) and damage (cleaner strike than later use of Ab). The 'frame thickness' criterion is not consistent. As Cichorz points out inking, paper and hand can all influence clarity of a strike. Aitchison (2009) hypothesizes the lighter hand of Fred Allday's (Lundy postmaster) daughter may have made the difference. The distinguishing feature for Type Ac suggested by Cichorz is the change of sequence 'month-day-year' (M-D-Y) in type Ab to 'day-month-year' (D-M-Y) in Ac.

It is now clear that there is no separate 'Ac' canceller but the main feature of the Ac cancel – the change in date sequence - was a result of a Post Office edict (pers. comm. J. Aitchison citing Gurney, 1993). Post Office Circular No. 2141 instructed Postmasters to reverse the date sequence of hand datestamp impressions from Month – Day to Day- Month. This change was to occur from 1st February 1914. On Lundy this change occurred between May and July 1914 (Cichorz) and remained consistent until 1927.

I recently obtained a postcard where the Lundy 'thimble' has the date sequence JY 6 27 (M-D-Y) as seen in the illustration.



Cichorz (2007) reported a similar example in his own collection of this 'M-D-Y' sequence on a postcard of SP 7 (the year slug is missing but the message is dated '5/9/27': note 'D-M-Y'!). In a recent personal communication Roger Cichorz has added a third example: a postcard to Weston-super-Mare with thimble SP 7 27, the same date as the card in the Cichorz collection.

We know that the slugs for the day month and year are removable and thus interchangeable. In the absence of any General Post Office instruction it seems probable this was a local, on Lundy, change by design or error. The existence of a thimble with cds '20 JY 27' (D-M-Y) postdates the present example of JY 6 27 (M-D-Y) and predates the only other 'atypical' month-day-year sequence so it was not a consistent change.

The D-M-Y sequence has been the norm on mainland and Lundy cancels to the present day with very few exceptions. Notably Lundy cancels between 1930 and mid 1936 did temporarily revert to the M-D-Y sequence. In the light of current evidence I propose that just two main types of Lundy canceller should be recognized (Aa and Ab) and that type Ab have three subtypes based on date sequence:

- Subtype Ab (i) with the sequence M-D-Y prior to early 1914,
- Subtype Ab (ii) with the sequence D-M-Y, and
- Subtype Ab (iii) with the sequence M-D-Y. Used irregularly in 1927.

(Please let James Thomas as editor of TNPJ or myself, chaspovey@aol.com, know of any other 'atypical' date stamp sequences or indeed any thimble cancels distinct from the Cichorz 2009 listing. I will pass these along to Roger who is planning to update his census.)

References:

Aitchison, J (2009) Stamps and Postal History of Lundy Island. Fifth Edition. Tithehall Publishing, Start Hill, Herts.

Chinchen, B (1969) A Catalogue of Lundy Stamps. BND Chinchen, Eastleigh, Hants.

Cichorz, R S (2007) The New Puffin Journal Summer 2007, (#32) 14-26.

Gurney, D (1993) The Post Office in the Smaller Channel Islands. P111. C.I.S.S. Publishing, Ilford, U.K.

I am grateful to Jon Aitchison and Roger Cichorz for their help with this article.

1976 Christmas Issue

By James Thomas from material supplied by John Wright.

The 25th edition of *The Puffin Journal* which was published in 1982 contained an article about Lundy's first and only Christmas stamp issue. It showed illustrations of the stamps, canceller and the artwork used for the First Day Cover. It also gave a small amount of detail about the printing and sheet layout. It stated "*Printed from designs produced by John Dyke by Walsall Security Printers Ltd. Printed in sheets of 100 (4 x 25) perf: 14. Four types of sheet coded A, B, C, D all values except 7½p, no sheets B found and 9½p only one sheet D found. Approximately 30,000 of each value were printed.*"

Alongside this statement were two line diagrams showing an upper pane from the large sheet and coded 'B' and 'D' and a lower pane coded 'A' and 'C'. However, further research has shown that the two upper panes are in fact coded 'A' and 'B' and the two lower panes are 'C' and 'D'. This is supported by inspection of full panes where the bottom margins of panes 'A' and 'B' are perforated and 'C' and 'D' are not.



The bottom strips of panes 'A' and 'B' showing the perforations through the bottom margin which would have been the horizontal gutter between 'A' & 'C' and 'B' & 'D' in the full sheet.



The bottom strips of panes 'C' and 'D' showing no perforations through the bottom margin indicating that this was the bottom of the full sheet.

Lundy Internal Mail

By Roger Allen

Over the years the concept of internal mail on Lundy has not been taken seriously, most examples are considered contrived or unnecessary. However, I do have in my collection a few examples that could be considered to have been sent for a good purpose. I will describe them below.

Way back in 1930, it seems that the concept of internal mail may already have appeared. I have a mysterious little group of small plain envelopes addressed to various residents on the island. The envelopes all carry the first Lundy 1p blue, and in two cases the addition of the first ½p red. Three of them are typed on an old typewriter that may have been Mr. Gade's machine. Two are addressed in a hand that is not Mr. Gade's. The stamps are all tied with the puffin on a rock cancellation and all dated 4th February 1930. Apart from the stamp, the cancellation and the names and addresses, there are no other marks or inscriptions.

The names of the addressees are as follows:

Mr. Wm. Hart, North Light. Mr. Gade makes no mention of William Hart in his memoirs although later in 1944 and 1945 there was a Len Hart at the South Light, who became famous for his wooden carvings of birds and other souvenirs which he sold in the shop.



Mr. J. Bament, Millcombe, and Miss G. Bament, School Bungalow. Jack Bament was appointed bailiff on Lundy in 1929 and stayed till 1932. He had previously been a farmer and his wife looked after the dairy work and helped at lambing and with the slaughter of livestock. In his memoirs, Gade has a fair amount to say about Mr. and Mrs. Bament and the two daughters, Effie and Connie, who we presume all lived in Millcombe. But he makes no mention of a Miss G. Bament, who may have been visiting and staying in the Blue Bung.

Mr. Robert 'Bob' Helson. High Street, Lundy. Bob Helson had already been on the island when Harman purchased it and he remained until the war. He was a boatman and generally useful man about the farm. He repaired the beach road, did a great deal of dry stone walling and was responsible for laying the painted stones, lining the airfield.

The final item in this group is addressed to Mrs Gade at Manor Farm Hotel. It is quite possible that there are more envelopes like these in other collections, but the mystery of why they were produced remains.

On 29th May 1967, Mr. G. H. Spencer-Wilson was staying at Tibbett's and addressed some of the 1967 'Help Save the Seabirds' issue FDCs to himself at Tibbetts. The envelopes bear a se-tenant block of the Sea Bird issue and have the well known design of five puffins and thrift on the cliffs, not a John Dyke drawing.

In August 1973, rather less than two years after I had first visited Lundy, I was arrogant enough, as the new boy on the block, to think that the residents and visitors to Lundy all loved Wagner, and I had brought over a gramophone and some LP records to Lundy with the idea of giving a record recital of excerpts from Wagner's operas in the church. This went off surprisingly successfully with quite a good audience. Unknowingly, I had chosen a very propitious day; the birthday of King Ludwig II of Bavaria, Wagner's great patron. I sent an internal card to Myrtle Langham at Millcombe, hoping that she had enjoyed the record evening. This card bore only the 1p stamp from the Trinity House set of 1972.

In June 1974, I went to Lundy for a holiday and sailed there on the MV Balmoral with all of my luggage. One could do that in those days. I asked the purser on the ship to send some mail for me to the island, which he did. I have one cover addressed to me at Millcombe and bearing the Balmoral ship's mark and with the Lundy receipt mark of 12th June 1974. I collected the item from the office after a day or two.

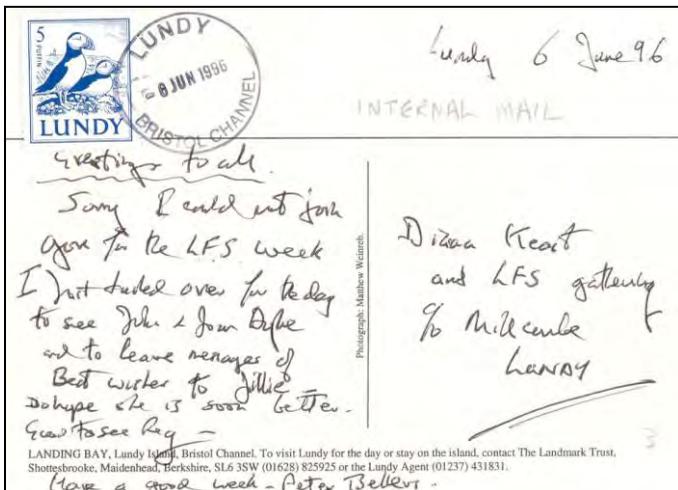
On the day H.M. The Queen visited Lundy in 1977, Tony Langham sent me a plain postcard, addressed to me at Millcombe, in which he says "Will see you after H.M. The Queen has left. Yours Tony." The card bore the 2p Silver Jubilee overprinted 'Royal Visit 7.8.77.'

On the 14th August 1980, a note was sent to a Mr. and Mrs. Gregory who were staying in Tibbetts and hardly came down to the village. I needed to communicate with them and asked the office to take a note to them when they took some supplies to them, as had been arranged. A 4p and a 7½p stamp were placed on the reverse of the envelope and cancelled 14.08.80. They received the communication in a day or so.

On 30th April 1988 I undertook my famous 'carried over the North Light Tramway' covers. This was my wife, Eva's first trip to Lundy after our marriage and she helped me lug the cardboard wagon up to the North Light where I pushed it, containing the covers, along the line and then cancelled, on the spot, the specially overprinted Lundy stamps with the LUNDY NORTH LIGHT TRAMWAY cachet. The covers all bore a 15p Lundy definitive stamp and were in due course all posted off the island in the normal way. Mary Gade was working on the island at the time and she requested a cover, so I sent her one addressed to Mary Squire, The Quarters, Lundy, which she duly received.

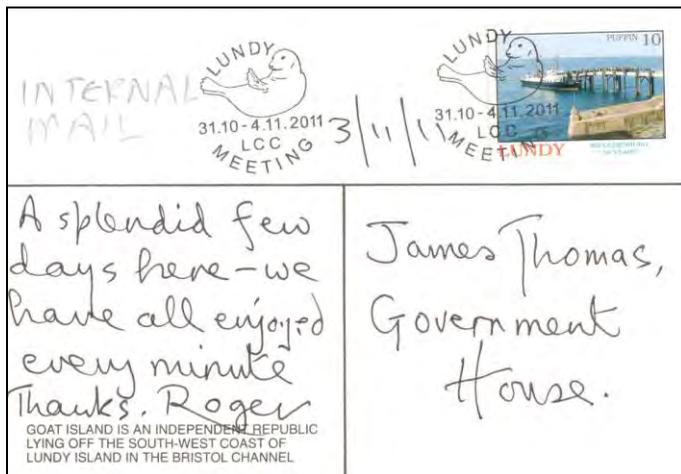
In July 1988, an envelope was left at the Battery Dartmoor style letterbox and addressed to me at Old House North. It bore a 15p stamp and also carried the original Battery letterbox cachet in black. It was delivered to me a day or so later, when my wife and I went into the Tavern for a meal.

On 6th June 1996, Major Peter Bellers of the Burma Star Association, Taunton branch, came to Lundy on a day trip, hoping to see Diana Keast who was staying on the island. Unfortunately she was away up the island and he did not see her, but left a note in the form of a postcard bearing the requisite 5p stamp and addressed to her at Millcombe House.



Tony Langham, Lars Liwendahl and I amused ourselves over the years sending internal mail to each other and I have a little collection of these items.

As a footnote, Roger posted to me at Government House the card shown below at the Club's five day meeting on Lundy in 2011. Ed.



Lundy and Tenby by William Warren de la Rue.

By Roger Allen

Some time ago I acquired a strange document; dated August 1920 and under the signature of a certain Warren de la Rue of Trayles, Tenby, South Wales. The document is double foolscap size, folded to make a four page document. On the front there appears the word LUNDY in the centre of the page, and at the extreme top edge a short section of the coastline of South Wales with Tenby and Caldey Island marked. At the bottom of the page is another short section of coastline marked Hartland Point and just above that appears the shape of Lundy. It is not clear for what reason or for whom this document was written.

The back page is a complete blank and on the first page inside there is a transcript of the extract, concerning Lundy, from the 11th edition of the Encyclopaedia Britannica of 1910/1911. Most of the description of Lundy; its size, position, area and geology are correct. The description of the height of the cliffs in the South and in the North, again, accurate. The extract mentions the ruined chapel of St. Helen and the castle which in 1910, it states was still occupied. Doubtful and oft repeated anecdotes about the granite of the island being used for the London Embankment and its occupation by Turkish, Spanish and French pirates also appear.

The Encyclopaedia extract quotes from the previous 1901 census, which showed a substantial population of 94. Later in the document De la Rue quotes the 1911 census which states that the population of Lundy was then only 49. This includes only twenty islanders the rest being lighthouse keepers and coastguard. This year marks the first year that Lundy came under the control of Walter Charles Heaven who slowly ran the island into the ground until bankruptcy forced him to sell Lundy to Augustus Langham Christie in 1918.

After this extract from the encyclopaedia, de la Rue goes on to describe other natural and manmade features. These include the Devils Lime Kiln, the Knight Templar rock and the Kistvaen. It also mentions two 'tumuli'; one near the 'Hut Circle' and the other on Tibbetts Hill. It is not clear exactly where these tumuli are nor does this description appear precisely in later archaeological guides. He continues to describe accurately the separation of the granite and the shale on Lundy and the limestone and sandstone on Caldey.

Interestingly he quotes a paragraph from Gosse's 'Sea and Land' which gives a vivid description of the large number of sea birds on Lundy. Gosse, however, makes no mention of guano, bird droppings, but Warren de la Rue here declares that there were previously large deposits of guano on the island, suggesting that the exploit of guano was undertaken.

De la Rue is writing these notes during the ownership of Augustus Langham Christie at the time when Christie was in full control of his faculties and was planning the development and improvement of the island. He states that Christie intends to develop the Manor House farm and the Villa (Millcombe House) into hotels to attract visitors. In fact Millcombe House only became a hotel officially, during the early Landmark Trust times.

Mr. Allday is mentioned as the postmaster and lay reader who took the services in the church. The story of Benson and his carrying of the convicts to Lundy instead of to the colonies is trundled out. He also mentions that there is a fine herd of red Devon cattle on the island, also pigs, sheep and poultry under the management of C. Herbert May to whom Christie has let the island. A different scene to the final days of the Heavens under Walter Charles Heaven!

He declares that the Old Light has been deliberately left intact to be used as a 'Day mark' to serve in the same way as Tenby church steeple. A clear view of Lundy, says De la Rue, portends rain!

There is a paragraph on the grounding of the "Montagu" while she was carrying out wireless experiments with the Scilly Isles. This in fact is not quite accurate. De La Rue also states that the "Montagu" struck the Shutter Rock end-on. As we know the ship actually hit rocks slightly to the North of Shutter Rock.

Barnstaple is the postal town for Lundy, states de la Rue, with mails being taken weekly from Instow to Lundy. According to this document, Christie is constructing a harbour to accommodate small vessels in "Old Man's Cave" on the east coast close to the south end of the island. It has been said that Christie had grand ideas of constructing a harbour of refuge all round the landing bay but the above comment about Old Man's Cave is perhaps something new. Here and there in the document there are a few short sentences referring to Caldey Island but the main thrust is on Lundy.

Although the writer of this document calls himself Warren de la Rue, his full name is William Warren de la Rue (1847 to 1921) and he is the son of the more famous Warren de la Rue senior (1818 to 1889) scientist and inventor, who created the world's first electric light bulb and produced a large 13 inch reflecting telescope of a new type. He was also interested in photography and particularly in lunar photography, producing excellent pictures of lunar landscape. He was elected the president of the Chemical Society as a result of his interest in the development of batteries and, as a result of his work on lunar photography; he was elected president of the Royal Astronomical Society. He was the son of the equally famous Thomas de la Rue, the founder of the great printing and stationery company.

William Warren de la Rue the writer of this Lundy/Caldey document, continued in the stationery and printing business built up by his father and grandfather but spent much of his time as a sportsman, hunting and riding, and as a dilettante writer. It is interesting that when signing this document he omitted the William element of his name, possibly to confuse readers into mistaking him for his illustrious father. There is no evidence that he ever visited Lundy, but he could see it quite clearly from his home in Tenby. He died in the year following the writing of this document.

Autumn 2017 Meeting

The Club's Autumn 2017 Meeting will be a five day event held on Lundy and all available places are now booked. Please remember that if you haven't already done so, you need to buy your helicopter ticket immediately direct from the Lundy Shore Office.

The programme of events will include a presentation and talk about the 2017 Birds stamp issue, members' displays, auction and a Lundy pub quiz.

Please remember to bring the following: - wet weather gear (just in-case!), a display, helicopter ticket, a torch, your sense of adventure, a bit of humour and a couple of shillings beer money!

I look forward to seeing you all at the Hartland International Heliport on Monday 30th October.

An Analysis and Story of Two “Related” January 1936 ACAS “Tramticket” Covers

By Roger Cichorz

ACAS 1d Roll 1 “tram” covers from their contemporary period of use are exceedingly rare with only four examples reported in Jon Aitchison’s “Tramticket” Register.¹ Jon provided me with the following updated information in December 2016: *The Register now has 238 examples of 1d from roll 1 recorded. 00712 has turned out to be mint, not used as indicated on the list. 00569 was used (out of period) in 1950 so should be ignored for your analysis. 00562 has turned up on an outward cover alongside 3d 02933. There are therefore two known inward covers, one outward cover, two more covers that we do not know if they are inward or outward, and three used stamps, one of which is cancelled 1950. You can therefore say there are eight genuinely used examples recorded.*

Under discussion in this article is a GPO-serviced inward cover postmarked Appledore January 20, 1936, addressed in manuscript to “Mr. Gade / Lundy Island” with the lowest “tram” number (00002) recorded used on cover (Figure 1). I was familiar with this cover and was fortunate to have recently purchased it from another Lundy collector who is in the process of disposing of his collection. This article offers a plausible explanation of a seeming mystery about an additional U.S. “franking” on its back that apparently had nothing to do with its significance as a Lundy postal history item, or did it? Read on as I present the answer to this mystery.



Figure 1. Inward ACAS 1d Roll 1 “tram” cover addressed to Felix Gade with additional servicing from Newark, New Jersey on the back.



Figure 1. Inward ACAS 1d Roll 1 “tram” cover addressed to Felix Gade with additional servicing from Newark, New Jersey on Back

Another low number tram (00003) was affixed to a GPO-serviced inward cover postmarked Clapham January 17, 1936 addressed in a different manuscript to “Mr. & Mrs. F. W. Gade/Lundy/Bristol Channel/via Instow/N. Devon.” This cover is illustrated and discussed in the chapter on “The Air Mail Stamps of Lundy Issued By Lundy & Atlantic Coasts Air Lines, Ltd.” in John D. Stanard’s 1938 monograph titled *Lundy Island and The Lundy Locals*.² In the figure legend for this cover is the statement: “Considered by the author to be one of the rarest Lundy items in his collection.”³

The third and fourth recorded covers with 1d Roll 1 “trams” (00019 and 00020) are the covers of which Jon and I have no other information and are uncertain if inward or outward. Stanard writes that his research assistant, Charles Thornley, sent him a letter dated February 8, 1938 that states:

It is very hard to find these first typeset types of covers, whether the stamp is applied on the front or the back of the cover, as the labels were so very unattractive looking that it appears, from dealer’s stock I have examined, that few of these typeset label covers were retained by the recipient. I have written to Lundy residents, only to have the tragic news return to me that the few such covers that were retained by the island residents had been sold (evidently at good prices.) to the visiting tourists during the Summer of 1935.⁴

I suspect Thornley's information to be either apocryphal or more applicable to covers with the ½d Rolls 1-8 and 3d Rolls 1-4 "trams" as the 1d "trams" were not printed until December 3, 1935 and the two low-numbered (00002 and 00003) 1d covers are both postmarked January 1936. It is unlikely the higher-numbered 1d "trams" would have been used prior to these low-numbered ones. In fact, the vast majority of the Roll 1 1d "trams" recorded in the "Tramticket" Register (174) are unused examples, with only four stamps recorded used (one posthumously in 1950) besides the aforementioned four on cover.

This logic applies to Roll 2 1d "trams" as well. Jon indicated of the 302 numbers recorded in the Register only five are on outward covers or piece, one is on an inward piece, five are used off cover or on unaddressed piece, and 11 are used posthumously on covers dated 1950 and 1956. We can therefore say that only 11 genuinely used examples have been recorded.

Returning to my 1d (00002) "tram" cover, an originally plain envelope when it arrived on Lundy, now has on its back a seemingly superfluous U.S. posting using a then-current 3¢ Washington definitive stamp tied by a February 17, 1936 Newark, New Jersey machine slogan postmark to a typewritten addressed Jersey City recipient named Daniel Rosenblum on the flap (Figure 1).



Figure 2. Inward ACAS ½d Roll 9 "tram" cover addressed to Felix Gade with additional servicing from Newark, New Jersey on back.

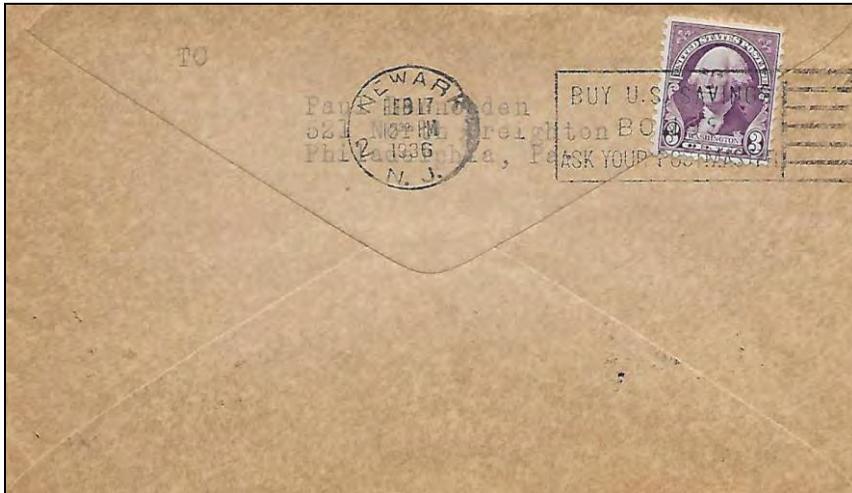


Figure 2. Inward ACAS ½d Roll 9 “tram” cover addressed to Felix Gade with additional servicing from Newark, New Jersey on back

Its previous owner submitted this cover in late 2006 for an examination and opinion by The Lundy Expert Committee⁵, and the issued Certificate (#2007-01 dated February 5, 2007, signed by me as Chairman) reads:

I have examined the enclosed postally used Lundy 1936 inward cover from Appledore, Devon of which a photograph is attached and am of the opinion that this cover is genuine in all respects. This cover is a rare example of a use on cover of an ACAS 1d “tramticket” (#00002) from Roll 1 during the correct period, which implies that this cover was flown into Lundy by ACAS. This cover is one of only two such covers presently recorded in the Tramticket Register, and thus is a significant Lundy postal history item.

The stamps on this cover front originated on cover: the British 1934 KGV ½d definitive, tied by an Appledore-Devon July 20, 1936 double-ring postmark, was applied by an undesignated sender, and the Lundy 1929 ½p first definitive and ACAS 1935 ½d tram” (#00002 from Roll 1), tied by type Bb postmarks dated January 26, 1936, were applied and cancelled by Felix Gade upon receipt of the cover at Lundy as was customary at that time.

On the reverse side of the cover, the typewritten “Rosenblum” address is a subsequent addition, and the U.S. 3¢ definitive, tied by a Newark, N.J. February 17, 1936 machine slogan cancellation, is a subsequent servicing of this cover in the U.S., with neither having relevance to the cover’s Lundy postal history aspect.

At the time of the issuance of this certificate, there was little clue of why the subsequent U.S. servicing occurred. I will now present a plausible explanation as subsequent information became available through another analogous additionally “serviced” inward cover from Barnstable with early use of a ½d Roll 9 (04037) “tram” (Figure 3).

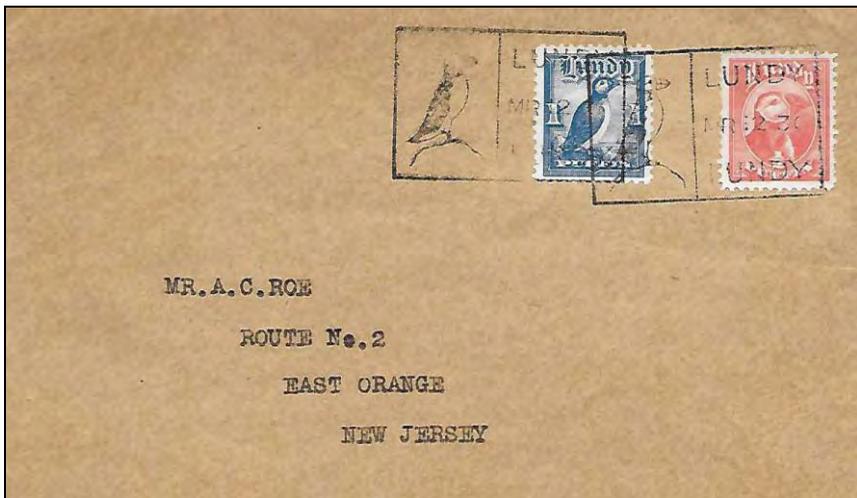


Figure 3. Backs of 1d and ½d covers, each showing an additional U.S. mailing attributed to A.C. Roessler via a typewritten address on the envelope flap and franking with identical February 17, 1936 Newark, NJ postmarks.

This cover postmarked January 9, 1936 — only about five weeks after the issuance of December 3, 1935 Second Printing of the six rolls (two rolls of each) of the three “tram” denominations — was typewritten addressed to “F. W. Gade” and had on the back a same U.S. 3¢ Washington stamp (both straight-edged, indicating from a booklet pane) tied by an identical Newark, N.J. February 17, 1936 machine slogan postmark.

Just as the 1d “tram” cover, this cover was also typewritten addressed on the flap, but to a different recipient, Paul Dernoaden [*sic*] in Philadelphia, PA. The flaps of both covers are shown in Figure 2, but the light typewritten addresses might not be legible because they are partially obliterated by the Newark, N.J. postmark.

In October 2006 the then-owner queried me about this 1d “tram” cover. I had no problem with the cover’s legitimacy but was confounded by the additions on the back. I suspected that it might never have gone through the U.S. mail stream and was possibly a cancelled-to-order (“favour” postmarked) hand back by a clerk at the Newark post office window, although the machine cancel would seem to indicate otherwise. In my initial response to the then-owner, I suggested that Gade may have sold and “personalized” this cover before sending it off to Rosenblum by typing in the buyer’s name and address and the purchaser then applying the stamp and taking the cover to the Newark P.O. to have it serviced. Alternately, the owner himself could have typed his own name and address on the back before taking it to the Newark P.O. to have it personalized and serviced. (Both at the risk of the cover getting lost in the mail stream and never getting delivered, but as we all know, that seldom happens!) Turns out both explanations are wrong.

When the 1d “tram” cover was submitted for expert opinion late in 2006 and I actually had it in hand for examination, I concluded the typewritten address was in a typeface, font size, and characteristics of some of the alphabet and numerical letters that differed from Gade’s typewriter so could not have been done by him. Rosenblum seemed the likely suspect to have done this himself after receiving the cover from Gade. At any rate, the Expert Committee’s opinion is substantially correct about the cover being genuine and the later additions on back having no bearing to the Lundy postal history aspects of the cover. But the mystery of these additions remained to be solved.

The prior owner insisted that I purchase both of these covers as a “matched set” and implored me to investigate them further and write an article about my findings for *The New Puffin Journal!* How could I refuse as I dearly wanted to own that rare 1d “tram” cover! Now, with a second example in hand of a “tram” cover with the seemingly identical additions on back, I was in a position to solve this mystery, or at least try to come up with a plausible explanation that makes sense in the context of the times!

Little did I know, that once I had both covers to compare with each other, the solution to the mystery was simple, at least to this American collector reasonably familiar with aerophilately and a then well-known airmail specialist stamp and cover dealer; however, perhaps not so much today with a different and younger generation of collectors unfamiliar with many of the old-time dealers. What I am about to offer might be construed by some to be, indeed, a continuation of these cover's Lundy postal history after they reached the U.S., but I'll leave that up to you readers to decide if my story and conclusions add any "provenance" and continued Lundy-relationship to these covers.

It appears as though both covers were actually entered into the U.S. postal mail stream at Newark, New Jersey on the same day by the same sender as both three-line typewritten addresses were done on the same typewriter in the identical manner (a capitalised "TO" above and to the left of both addresses and both addresses on the flaps). Without the 1/2d "tram" cover to a different person in a different State to compare, those of us who previously examined the 1d "tram" cover focused on Rosenblum as its direct recipient from Gade and our "conclusions" centered on this individual.

At this time in the U.S. there was a pioneer airmail dealer operating out of East Orange, New Jersey by the name of A. C. Roessler⁶ (*aka* A. C. Roe) who serviced worldwide first-flight and airmail first-day covers and had a significant clientele in the U.S. and elsewhere. I knew that Roessler was a well-established buyer and seller of early Lundy "local" covers as many early "CTO" covers (non-GPO serviced having affixed only the Lundy locals) from Gade addressed to him (Figure 4) still abound today.



Figure 4. Two Roessler-serviced Lundy CTO covers with 1930 Lundy postmarks and no evidence of GPO service.

Roessler probably addressed these envelopes to himself⁷ and mailed them to Gade in a packet with payment for the Lundy stamps (and servicing charge, if any), and Gade would affix and postmark the stamps, and mail them back to Roessler in a packet that went through the GPO.

Lo and behold, Roessler's East Orange 140 South Parkway address was only one-half mile from the main Newark Post Office, well within an easy walking distance, while this address was 3.3 miles away from the main East Orange Post Office. Mystery solved! Roessler purchased from or was given these two "tram" covers (and probably others) by Gade. He subsequently either sold them or more likely posted them as complimentary gifts to some of his airmail cover clients through his closest local Post Office, which happened to be the Newark facility. More of these add-on services "tram" covers no doubt are awaiting discovery and may now be unearthed as a result of this article – look through your holdings and report any additional finds to *TNPJ* Editor!

Rosenblum and Dernoaden⁸ may not have even been Lundy collectors per se, but likely were airmail-collector clients of Roessler's who were sent bonus items. Or perhaps potential clients who Roessler wanted to bring into the fold by sending them unusual airmail covers as a means of advertising his wares. I checked eBay for other Roessler-serviced covers with typewritten addresses from this time period. The type font, size, and style (the space between the N. and J. of New Jersey instead of the more common "N.J." without spacing) are all consistent with Roessler-serviced airmail covers. So, in my opinion, all the evidence points to these two "tram" covers having been initially received by Gade, sent on by him soon afterwards and ending up in Roessler's possession. Roessler then readdressed and sent them post haste directly to his clients through the Newark P.O. mail stream.

Because it is certain that Roessler dealt in Lundy covers, whether or not the "rest of the story" of these two "tram" covers and their travels through the U.S. mail stream qualifies as further aspects of Lundy "postal history" will be left to you readers to decide! My "purist" view is that the subsequent Roessler servicing managed to deface two rare "tram" covers, but the fact they had legitimate further servicing through the U.S. mail stream might give them "added value" in the minds of some Lundy collectors, especially since they provided a mystery for these many years and resulted in an interesting story to be told. Had they not gotten into Roessler's hands, who's to say they would have survived and still been around today for me to add them to my collection!

End Notes:

1. "Tramticket" Register is my abbreviated title for *The Atlantic Coast Air Services 'Tramticket' Register*, June 2010 Second Edition, curated by Jon Aitchison. Jon requests that additional "tram" numbers not recorded be brought to his attention so they can be added to subsequent editions: e-mail britishlocals@aol.com, letter Old Tith Hall, Start Hill, Near Bishop's Stortford, Herts. CM22 7TF, Great Britain, telephone +44 (0)1279 870488. The numbers cited in this article are revised census numbers provided by Jon during December 2016.
2. John D. Stanard's monograph titled *Lundy Island and The Lundy Locals* was initially published as five serial articles of the same title in the Volume 31, May-September, 1938 issues of *The American Philatelist*. The monograph is a compilation of these five articles reproduced from *The American Philatelist*, published by Stanard in October 1938. It consists of 34 pages as a brown hardcover, staple-bound paperback measuring 6 $\frac{3}{8}$ " x 10 $\frac{1}{2}$ ".
3. *ibid.*, p. 28.
4. *ibid.*, p. 28. Thornley spelled "typeset" as two words "type set" – I changed his two uses to the modern one-word spelling indicating (as Thornley intended) that these were typeset printed.
5. I still offer this expertisation service for opinions on Lundy items, but it has been seldomly used in the past nine years. With the advent of home computers, e-mail, and scanned attachments, I (with the help of others) can make preliminary examinations and opinions about most items free of charge. Printed certificates offering opinions of items' genuineness will only be issued upon physical examinations of submitted items. Contact me at rcichorz@comcast.net for inquiries about this service.
6. Albert C. Roessler (1883-1952) was a stamp dealer who was best known for his cacheted covers, and examples of his work are sought by collectors. He was born April 7, 1883, in Newark, N.J., and spent a portion of his early years in Colorado where he was a founding member of the Denver Stamp Club, launched December 13, 1905. Within a few years, he became established as a stamp dealer in East Orange, N.J., after a period of activity on famed Nassau Street in New York City. With the beginning of air mail service in the U.S. in 1918, Roessler began creating cacheted covers. His first cover was for the first air mail flight between Washington, New York, and Philadelphia. He published *Air Mail Stamp News* from 1918 to 1938. Somewhat of a mystery man, Roessler would never permit his photograph to be published and no confirmed pictures of him are known. Roessler is reported to have gone out of the stamp business in 1940, and he died on January 26, 1952. (Reference: Kenneth A. Wood, *This is Philately – Volume Three, Q - Z*, Van Dahl Publications 1982.)
7. Alternatively, Gade could have addressed these envelopes himself. However, the indentation style of the four lines of the name and address (sans "USA") of these Roessler covers is not consistent with known typewritten covers from Gade to the U.S. in the 1940s that had block lettering. Furthermore, many Lundy and ACAS "tram" covers from the 1930s with typewritten addresses that did not originate from Gade had the indentation style.
8. According to U.S. census records, Daniel Rosenblum was born in 1921 in New Jersey, and at the time Roessler mailed the cover to him, he was only 14 and lived in Jersey City with his parents, Isaac and Cecelia Rosenblum, and three siblings (brother Herman and sisters Mathilda and Edythe). Roessler misspelled Paul Dernoeden's surname Dernoeden. According to U.S. census records, Dernoeden was born in 1880 in Luxembourg, emigrated to the U.S. when he was 18, became a naturalized U.S. citizen in 1910, and at the time Roessler mailed the cover to him, Dernoeden lived in Philadelphia with his wife, Anna, who was born in Switzerland in 1878.

Of Christmas Past

Written by Frank Cannon and supplied by Reg Lo-Vel

He left the Tavern to a chorus of "Goodnight's" and although the driftwood fire had long since lost its crackle and spit, the chill air which met him as he closed the door stung and bit into his face. It had been a good night. The babble of talk remained with him as he turned the corner towards the church. A glance at 'High Street' had revealed to him the roadside walls silhouetted in the moonlight and the boldness of the granite cobbles forming the highway, above which the old barn stared down with its empty eyes and bare head. From behind him now came the clear pulsating bass of the electric light engine, and passing to the rear of the winter-sleeping Hotel he caught his breath as pausing to lift the catch of the road-gate he gazed over its top. The moon in the south-east sky laid out before him a silvery path from the Island to Bideford Bay. The air was still and the trembling surface of the water provoked a continual sparkling and shimmering of the orb's brilliance which overwhelmed him. Through the gate, he made for the church tower, where behind the clock-face a lantern which he had placed there at early evening lit up the dial like a giant eye. As he made his way up the tight steep wind of the stone steps to the belfry to retrieve the lamp he smiled softly, recalling how another Islander and himself had, on the stroke of midnight tolled the immobilised bells by rope fixed to the clappers whilst all at the Tavern had come to the door to listen.

Outside once more, the perpetual background music of Lundy, the murmur of the 'Rattles' off the S.W. Point came to his ears; how soothing and restful it sounded at night! Sheep lay scattered around Golden Well and an occasional cry from one echoed against the chancel wall. Facing the mainland clearly outlined in the moonlight, he studied the flickering lights of street lamps and houses; the sharp flashes of the lighthouses unflinching in their regularity. It was a Christmas day over there too, he mused, but surveying the moon and the mainland alternatively a strong feeling that the moon was closer, more real than the mainland, persisted; yet he was conscious that the news items, miserable as they were, concerned him, leaving him a little uncertain and irritated. He felt, at the back of his mind it really *was* something to do with him, but then, he was a peace loving man and it was far away.....

Turning slowly, his eyes took in the castle, church, Old Light and hotel; Lord! How peaceful it was; he half expected the Angels to flit across the heavens and would have been no whit surprised to have saluted the Wise Men and the Shepherds with a 'God be with thee!' as they passed by.

He shivered, stretched and yawned, took a deep contented breath and struck out for bed.

Happy Christmas, indeed!

Photo Page



Burnet Moths on Spear Thistles
Photo James Thomas – 22nd July 2017

***Don't remove one single thing in nature because
it's attached to the rest of the World***