

# MELITA

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PHILATELIC JOURNAL

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SUMMER 2020



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# Melita : The Journal of the Malta Study Circle Philatelic Society

Volume 22 No 2

Editor: John Pullicino

Summer 2020

## Editorial

This edition of Melita is the second issue during this unprecedented period of National Lockdown imposed by the UK Government as a result of the pandemic caused by COVID -19. We have managed to publish Melita on time again. I wish to dedicate this issue to Dr David Ball, a very long standing Member of the Circle. Dr Rodger Evans, Chairman, will publish an obituary and appreciation in the next edition of Melita.

This edition is varied and should please the majority of members. Comments and contributions are always welcome. The website: [maltastudycircle.net](http://maltastudycircle.net) is increasingly accessed by members and non members alike. The availability of a pdf edition of Melita sent by email and the possibility of downloading the pdf as a ebook on an ipad app is valuable enabling the viewer to read Melita on the move. The next auction is announced in this issue and a full list of lots and lot scans will be advertised on the website. The website is a source for introducing non-members to the circle. Virtual Displays have had a good reception and participation by members has been encouraging. The website promotes recent issues of Melita, news, study boards and has allowed members an easier route of showing some of their collection during this period of lockdown and lack of meetings. It also allows members to participate or initiate a forum for discussion. The website and Melita require more contributions and participation to make them a success. I give particular thanks to Dr R Evans, the Chairman, for his continued help and expertise with all aspects of this Journal and to all those who contributed to this edition, website participation, management of the site and administration of the auction. We continue to have great support from MALTA POST and the MALTA POSTAL MUSEUM. I apologise to members who have made submissions which have not yet been included or who have not yet been duly acknowledged. Members who wish to make submissions for Melita: my email is [john.pullicino@hotmail.co.uk](mailto:john.pullicino@hotmail.co.uk).

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## **Minutes of the Annual General Meeting of the Malta Study Circle held at The Business Design Centre, Islington, London on Saturday 16 Feb. 2019.**

The Meeting began shortly before 3pm and present were: Rodger Evans (Chairman), Brian Austin, Joseph Caruana, Mike Fernbank, Brian Franklin, Martin Lloyd, Chris McLean, Adrian Patrick, Pat Patrick, John Pullicino, Colin Searle and Lou Wadley.

### **AGENDA**

1. Apologies for absence were received from John Lander, David Crookes, Neil Grover and John Trory.  
2. Minutes of the last Annual General Meeting were given to attendees to peruse: acceptance of the Minutes was proposed by Colin Searle and seconded by Mike Fernbank.

3. No matters were arising from those Minutes.

4. Adoption of the Annual Financial Statement. Colin mentioned that the increase in the subscription fee two years ago had contributed to the healthy financial position although membership numbers were decreasing. Adrian Patrick asked why the income figure for sales of Study Paper was non-existent to which Colin replied that it was in fact included in the Subscriptions for year and Publications figure. Colin felt the annual subscription should remain the same. Acceptance of the Financial Statement was proposed by John Pullicino and seconded by Adrian Patrick while the proposal to keep subscriptions at the current level was proposed by John Pullicino and seconded by Brian Austin. Colin is retiring as Treasurer and Rodger from the Chair gave a vote of thanks to Colin for all his hard work as Treasurer and as a former Editor of Melita.

5. Officers' Reports:

The Chairman's Report: Rodger mentioned that he had heard from Neil Grover who is happy to continue as website manager even though very few members use the site: Neil considers it as very much a hobby. Rodger felt that Neil was doing a really good job and should be congratulated. Rodger also wished to thank all Committee Members for their help.

The Melita Report from John Pullicino included a need for more items and a note that the publication was well received in Malta where the Post Office has offered to print and post the magazine free of charge to the MSC. Colin Searle mentioned that the Melita could be available in a pdf file form and also that a new member in Australia has asked for all back copies of the magazine. He suggested that they be free for all copies up to the time that Colin was Editor and £2 a copy for all subsequent issues. Agreed by Committee. Rodger mentioned that he was working on an Index for Melita while Adrian Patrick suggested articles bit by bit on Postman's Handstamps.

Publications: little to report on this subject other than the fact that Lou Wadley had previously agreed to take over the holding of old stock from Martin Lloyd and they agreed this would probably take place later in the year.

Study Papers: Alan Green is currently working on an SP on Prestamped Letters and Martin Lloyd on one for GB stamps used in Malta (completion date uncertain). Brian Franklin mentioned an update on the Shield Issues while a previous suggestion of an SP on Grand Masters and Knights Letters will be held in abeyance.

6. Election of Committee: Rodger temporarily left the Chair while a Resolution was put forward by the Secretary as follows: 'The rules of the Malta Study Circle state that no member may hold the post of Chairman for more than three consecutive years at any one time'. My Resolution is that the post of Chairman should be treated in the same way as all other Members of the Committee in that the post should be held for one year and subject to re-election at the Annual General Meeting without any time limitations. In addition it was proposed that any previous infringements of this particular rule should be acceptable to the Annual General Meeting. The Resolution was proposed by the Secretary, Lou Wadley and seconded in absentia by the President, John Lander. Agreed and passed at the AGM. Rodger then returned to the Chair.

Colin Searle having resigned as Treasurer proposed Adrian Patrick as his replacement and Rodger seconded the proposal: Adrian accepted the post and is welcomed to the Committee.

All other Committee Members were re-elected with Colin remaining on the Committee.

7. Future Programme: an Autumn Meeting possibly towards the end of September to be arranged by Colin in the Midlands was proposed with the hope that an Auction might be included subject to the agreement of the Auctioneer.

8. As suggested at a previous meeting, several UK based MSC members agreed in principle to visit and display at Maltex in October this year: it was suggested that in addition a social occasion hosted by UK members might be appropriate. Something to be advertised on the next Melita with John Pullicino as our link man.

9. Any Other Business: At the last Committee Meeting the need for another Committee Member was discussed and Brian Austin's name was put forward: Brian was at the AGM and accepted the invitation. Proposed by Rodger Evans and seconded by Lou Wadley. Brian mentioned that there was to be no Spring Stampex in 2020 and so it was agreed that the next AGM would be at the proposed Cheltenham Weekend next year. There being no other business the meeting closed at 3.30pm with Rodger thanking all for attending. Afterwards several members displayed items from their collections.

I wish to add an Addendum to these Minutes. After the Resolution about the post of Chairman, I should have thanked Rodger on behalf of the Malta Study Circle for having served so faithfully in the position for over ten consecutive years and his willingness to carry on as our Chairman. I do so now most sincerely.

L G Wadley  
Secretary

### **David Ball**

It is with great sadness that I have to inform members of the death of David Ball. The news came too late for an appreciation of him to be put in this edition, but the next edition will contain that, and some reflections that David sent me in his last days.

Rodger Evans

### **Chairman's note**

As we continue to weather the Covid storm, my thanks to those who have contributed to the 'Virtual Displays'. These have helped keep the Circle alive during this time and, I hope, have provided much of interest. I hope you have all felt encouraged by the offerings to try your hand. Keep them coming

Thanks also to the Circle's officers who continue to work tirelessly to keep the 'show on the road'.

### **AUCTION NEWS : Postal auction closes 12 Sept. 2020**

The postponed auction from the Cheltenham weekend will now take place as a postal auction ending on 12th September 2020.

Hopefully, by the time members read this notice they will have received an auction catalogue. Lots as per usual will be available to view on the MSC website. Extra scans are available from me at auctionmsc@gmail.com. Please note this is a service specifically for the auction and not a source for reference material. If anybody requires scans for reference material then a donation to the MSC will be requested.

Would members also please note that the descriptions in the catalogue are provided by the vendors and not by the auctioneer therefore if the buyer of any lot is not satisfied with the lot in relation to the description their only recourse is to return the lot for a full refund. The Study Circle does not offer discounts on any lots where, in the purchaser's opinion the description does not match the lot received.

For further terms and conditions please refer to the catalogue.

Some scans of items are shown below to give a flavour of what is included.

Illustrations of some auction lots. Note sizes have been altered to fit page. See website for full listing.



Lot 16



Lot 29



Lot 30



Lot 74



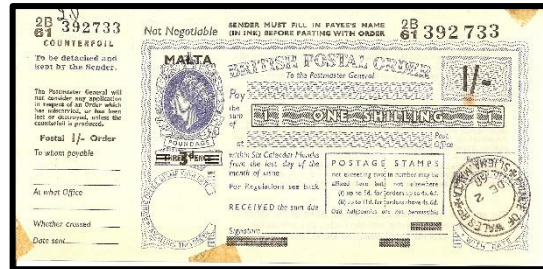
Lot 43



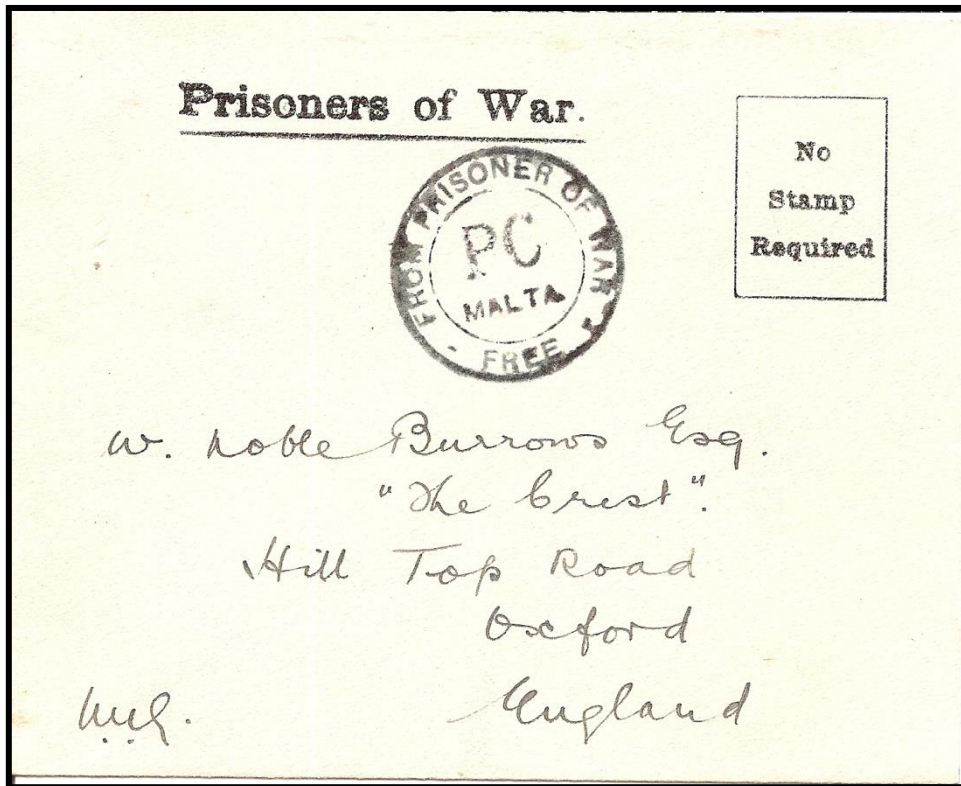
Lot 45



Lot 44



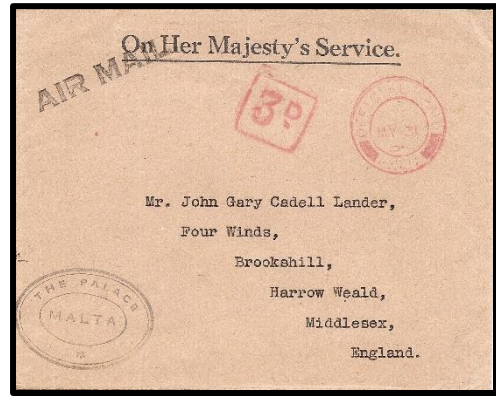
Lot 109



Lot 76



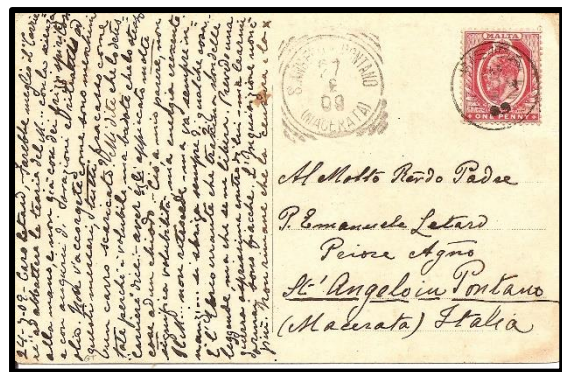
Lot 128



Lot 142



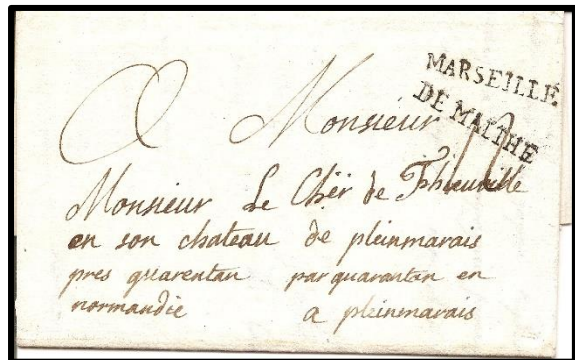
Lot 210



Lot 248



Lot 271



Lot 291



Lot 300

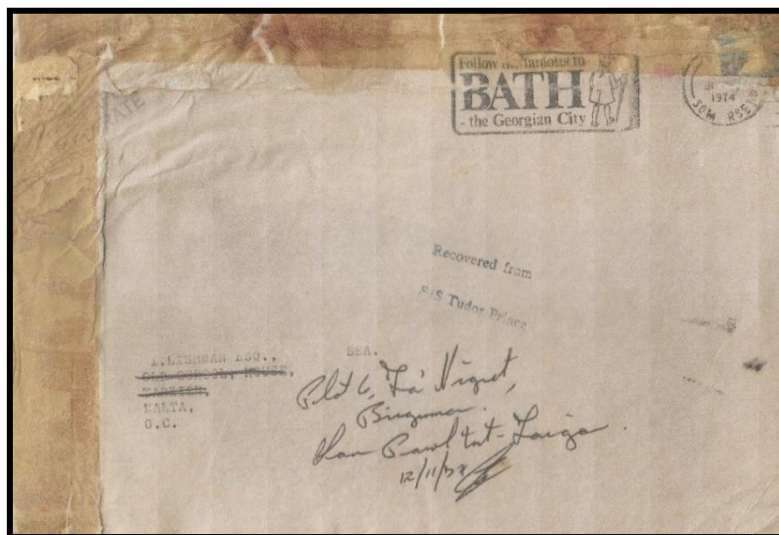
## The SS *Tudor Prince* - the story of an album and a Salvaged Cover

### David Ball

In January 1974 a Flight Sergeant in the RAF, posted to Cyprus from Malta, consigned his kit including his black levered stamp album to go by sea. The collection included the Malta KGVI 2s/ 6d. The 1400 ton *Tudor Prince* carrying the album struck the rocks outside Valletta harbour on 17 February 1974 sinking in shallow water. The ship and cargo were eventually salvaged on 4 Dec 1974. Many months later it turned up, sea swept with a bedraggled stamp album whose pages had run into all their contents with a note 'salvaged from a wreck at Malta probably February 1974, found December 1974'. The album including this blackened stamp returned to their owner in Cyprus This blackened scruffy stamp was bought from a local packet for 5p that came from the wreck.



David Ball recalls the late Tony Fenech showing a Cover with a two-line inscription, 'Recovered from S/S *Tudor Prince*' at Oxford Meeting in 2006.

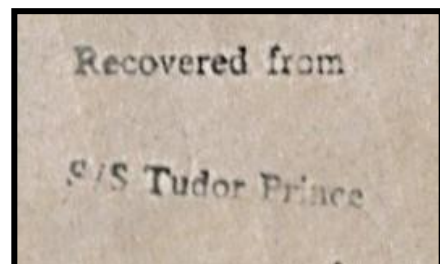


Cover salvaged from S.S. *Tudor Prince* bearing a two line inscription struck separately, 'Recovered from S/S *Tudor Prince*' delivered and initialled on the 12 Nov 1974 and backstamped PAOLA /MALTA/NOV 12 74. (Courtesy Tony Camilleri).



The Tudor Prince on its side in Grand Harbour

Reference for picture: <http://www.shipspotting.com/gallery/photo.php?lid=276549>

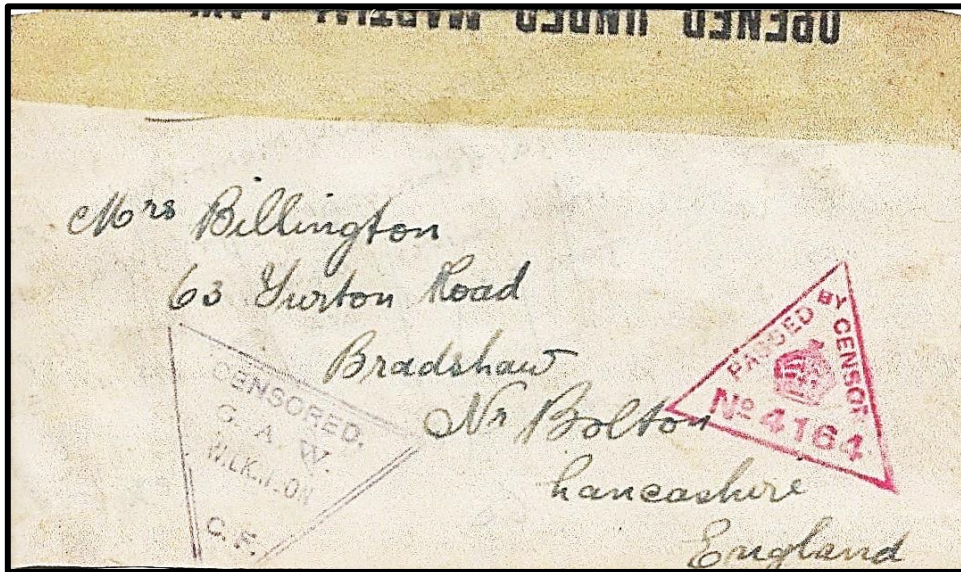


Enlargement of the two line cachet

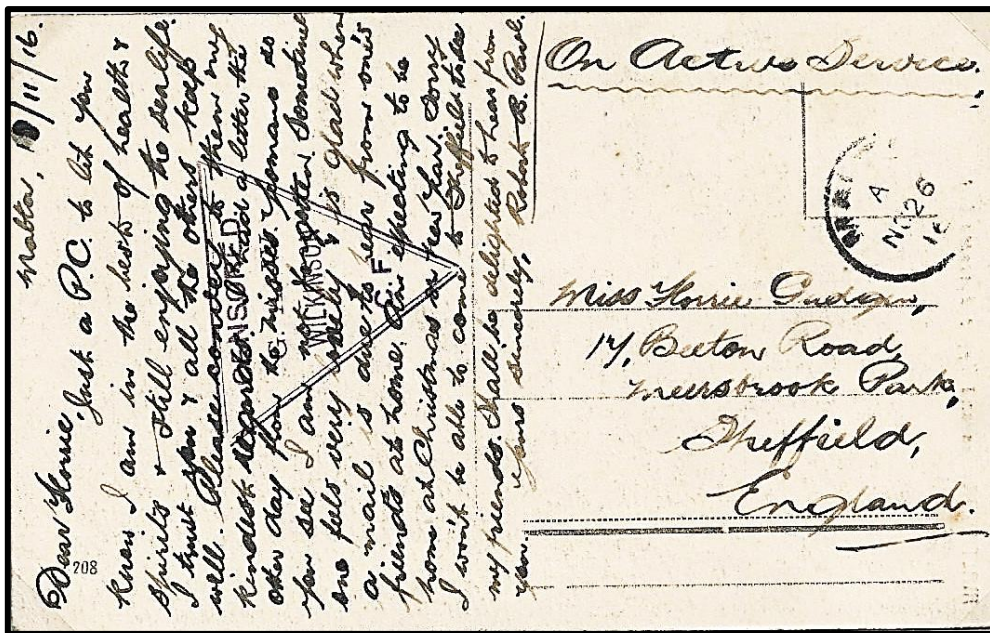


Malta - WWI Naval Censor GAW WILKISON C. F. (Gould 3 B47)

David Ball



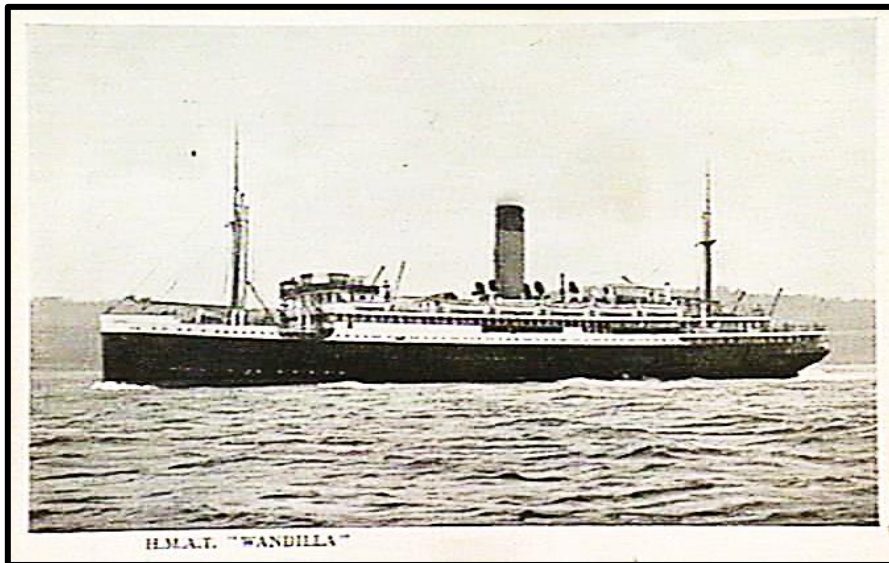
Cover addressed to Lancashire with PASSED BY CENSOR No 4164 in red and CENSORED /G.A.W./WILKINSON/C. F. in triangle. (GOULD 3B47)



Malta PPC On Active Service, Written Malta 18/11/16 cancelled Malta A NO 26 16. CENSORED /G.A.W./WILKINSON/C. F. in triangle. (GOULD 3B47) sent to Sheffield England.

Gordon A.W. Wilkinson was an Army Chaplain, C.F. who won the Military Cross in Gallipoli in 1915. His posting in 1916 is not recorded. The triangular Censor, 3B47, is similar to those used by Masters and Pursers of Merchant ships used on Military Service (Hired Managed Transports. HMTs) The use by a Chaplain on a Hospital Ship would be logical. Hospital Ships were in regular transit through the Grand Harbour in Valletta and a record of sightings is kept in the 'Tourville Logs'. The *Tourville* was a French Base ship moored adjacent to Fort St. Angelo, from January 1915 to 1917, with an excellent view of the entrance of the Grand Harbour, less good of activity in the inner harbour and none of Sliema harbour. The quartermaster kept a full log in the daylight hours and from this excellent record we have a useful idea of the ins and outs of numerous vessels. 10 different Hospital

Ships are recorded in the 'Tourville Logs' between the dates on the postcard, NO 17 1916 and NO 26 1915 in the Grand Harbour of which *Wandilla*, *Warilda*, *Essouibo* are recorded on two or three different dates. *Wandilla* was Australian Army Transport Ship converted to a Hospital Ship in August 1916. She imported RAMC Hospital and a British Army Chaplain to augment her Australian Master and crew.



Name	Corps.	Rank.	Regtl. No.
WILKINSON	R.A. Ch. D	Chap. 4 <sup>th</sup> Class	
	R.A. Ch. D	Chap. 4 <sup>th</sup> Class	
	M.C.		
Gordon Austin Wilmot		x Res	
Medal.	Roll.	Page.	Remarks.
* R.A. Ch. A. British	154	330	} 1.V. 7229/W. 4/17 1/2 NW/8/11910
Star	"	"	
Theatre of War first served in	H.M.S. "Wandilla"		NW/8/11910 K. 1350
Date of entry therein	2.9.16		

Gordon Austin Wilmot - Theatre of War served HMS *Wandilla* (Date of entry 2.9.1916.).

**Conclusion:**

Gould Censor 3B47. CENSORED /G.A.W./ WILKINSON/C.F. was used on HMHS *Wandilla* from September 1916.

My thanks are due to Barbara Thacker for her help in unlocking the puzzle of Gould 3B47.

**References:**

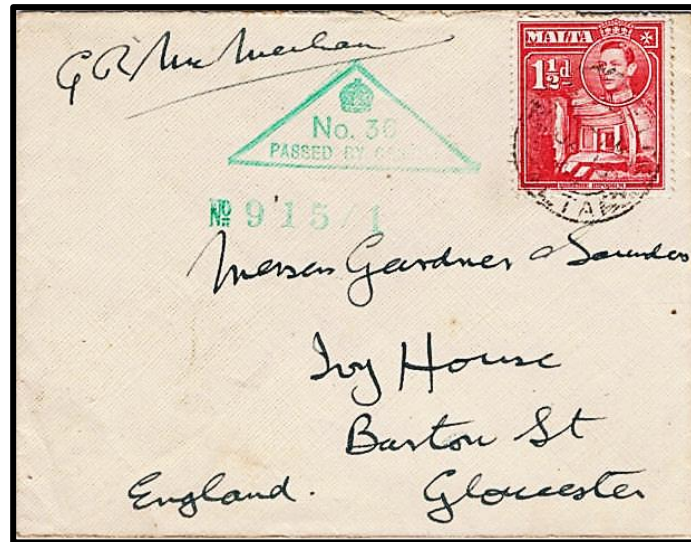
1. Dr. M.H. Gould. British Naval Post & Censor Marks of the First World War, Revised Edition 1998 ISBN 1 902101 00 6.
2. 'The Tourville Logs.' <http://w.w.w.memoirecleshommes.sga.defense.gouv./fr/arkotheque/inventaires/eadirconsult.php?fam=38id ark ead les irs=8>
3. w.w.w. forces- war-records.co.uk/records

## WWII CS-T2-36 – an update

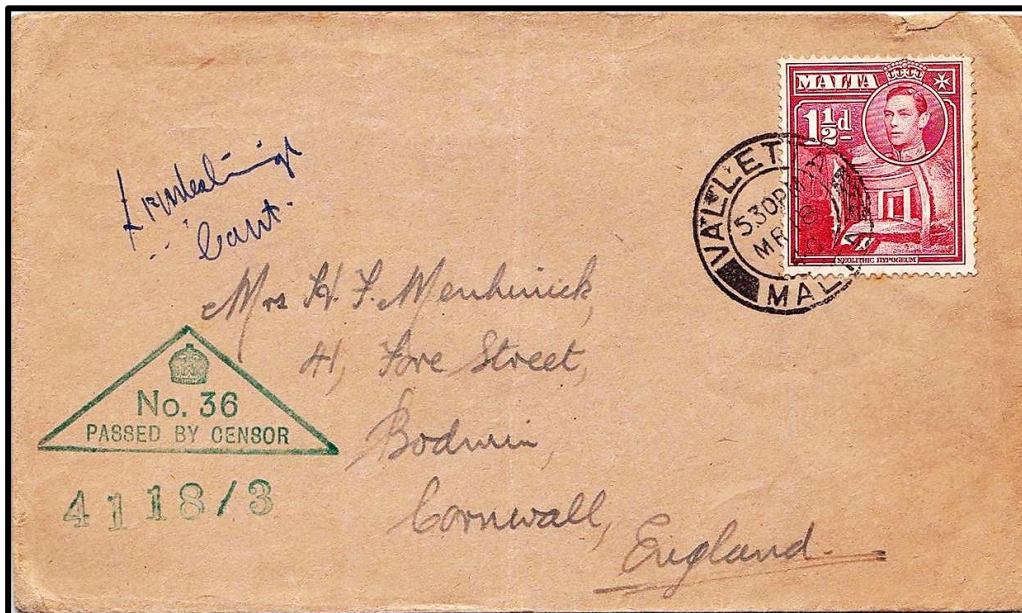
**Roger Bower**

Members may know that I have been maintaining a database of recorded covers building on the work started by the late Geoffrey Deans. The covers illustrated below were not recorded in the MSC book on WWII.

CS-T2-36 is unique among these censor marks in having an additional code added. A full explanation is given in the book at P92 - 94. I am grateful to Rodger Evans for his help with this article.



**Fig. 1** This has the 'code' N<sup>o</sup> 915/1. The prefix 'N<sup>o</sup>' has not been previously recorded. The cover is dated 15 Jan 1941 – the latest known use for type ii. Clearly the numerals 15/1 refer to the day and month, but the significance of the N<sup>o</sup>9 is still unknown, although the working theory is that it refers to the number assigned to the individual censor.



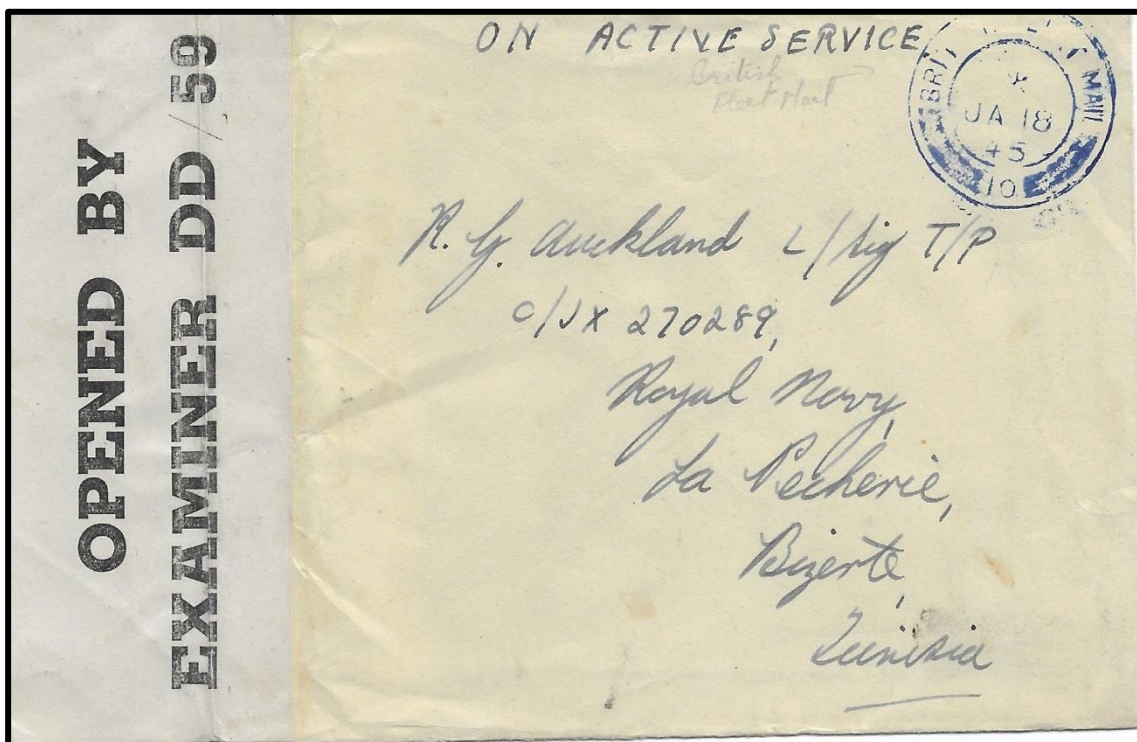
**Fig. 2** This has the 'code' 4118/3 (type ii). It is dated 18 March 1940 – earliest date for this type. As discussed above the censor number 41 is thought to have been Capt. J. Keatinge, and this seems to be confirmed by the signature above.



**Fig. 3** This has the 'code' 4126/4. Again, the signature is of Capt. J. Keatinge helping to confirm he was censor '41'. The cover is postmarked 26 APR 1940.

### A puzzling WWII cover

**Rodger Evans**



This cover, dated 18 Jan 1945 has the 'British Fleet Mail 10' datestamp stuck in blue, which I have not seen before. It is unusual to find it used alone on active service mail, almost certainly originating from a naval source and going to a naval destination in Tunisia. (WWII book p. 186)

The censor label is unrecorded. From the lettering size and spacing it is probably a cut down 'P.C.90' type CSL-9A. But this type is not recorded until June. 1945. The number 59 is also considerably higher than the next highest in this series which is 45, although a type CSL-8Bii is known with the number 52. If any member has thoughts about this, I would be most grateful.

# Airmail from Malta to Australia and Dutch East Indies in December 1934

Alan Green

## Introduction

In 1934, Imperial Airways announced an agreement with QANTAS in Australia to form a joint operation called QANTAS Empire Airways to extend the Empire air route from Singapore to Australia. On 8 December 1934, the first weekly service (flight number IE298) left Croydon bound for Australia and two days later, the first westbound service (QANTAS flight number W1/ Imperial IW298) left Brisbane for the UK. These flights were popular with airmail collectors and mail from Malta was no exception. However, a number of airmail covers from Malta to Australia exhibit Par Avion Jusqu'a markings and this article explores the reasons why.

## Inaugural Service – Imperial Airways Flight No.IE298

After many months of negotiations, agreements were finally reached with respective governments for the Empire air route extension from Singapore to Australia and detailed planning for the flights took place. Imperial Airways flight no.IE298 was selected as the inaugural eastbound extension beyond Singapore, with a reciprocal westbound service commencing from Brisbane, Australia. With advance publicity, these flights were popular with airmail collectors and combined with the pre-Christmas increase, the volume of mail for the eastbound service was greater than could be accommodated on a single aircraft. Imperial Airways elected to duplicate the service, with one aircraft (HP42W *Horatius*) operating the regular scheduled route via Paris and Brindisi with passengers and mail and a second aircraft (HP42W *Hengist*) carrying mail only.



Picture of HP42W *Hengist* departing from Croydon Airport on 8 December 1934. The Imperial Airways (IA) publicity quoted this aircraft as 'carrying the first Australian airmails', however this was not strictly accurate. IA had decided to split the airmail for India and Australia, with the latter sent on HP42W *Horatius*. The Indian airmail was loaded into *Hengist* which it carried by air to Karachi on a non-standard route via Malta.

## Malta Airmail Postage Rates

Although Imperial Airways did not operate any scheduled services through Malta, the Malta GPO offered airmail services which connected with the Empire air routes at Brindisi. As the Empire air routes extended, Malta GPO added destinations having an airmail service, with the appropriate tariff. In 1934, it was quite normal to have an air fee that was payable in addition to normal postage. This can be confusing as air fees were usually per ½oz., whereas Empire and Foreign letter rates were per 1oz.

The relevant air fees from Malta (all per ½oz.) for the Imperial Airways Eastern Route were as follows:

Govt. Notice No.230	1931 (17 Jun)	Karachi 5d	Delhi 8d
Govt. Notice No.32	1932 (29 Jan)	Karachi 6d	Delhi 10d
GPO Notice	1933 (18 Aug)	Karachi 6d	Delhi 10d
GPO Notice	1933 (28 Sep)	Rangoon 10d	
Govt. Notice No.518	1933 (15 Dec)	Bangkok 1s 4d	
		Singapore 1s 8d	
Govt. Notice No.510	1934 (28 Dec)	Dutch East Indies 1s 11d	
		Australia and New Zealand 2s 3d	

**Correctly Franked Airmail from Malta to Australia in December 1934**

Airmail fees to Australia and New Zealand were not gazetted until 28 December 1934, although some mail despatched from Malta to connect with the first eastbound through air service at Brindisi was franked at the correct rate of 2s 4½d for a letter not exceeding ½oz.



1934 (DE6) Airmail cover to New Zealand franked at 2s 4½d.  
Backstamped Sydney 21 Dec 1934 and Taihape 27 Dec 1934.



1934 (DE6) Airmail cover to Fiji franked at 2s 4½d. Backstamped on arrival in Brisbane on 21 Dec 1934. Continued to Fiji by sea.

The arrival date in Brisbane of 21 December 1934 matches the contemporary flight details from Darwin. From Stroud (1962), ...'The mail left Darwin on 19 December in DH61 VH-UJC *Diana* (Capt. G.U. Allan) and DH50J VH-ULG *Hippomenes* (Capt. Lester Brain). *Diana* was damaged at Camooweal and the mail carried to Mount Isa in *Hippomenes*. From Mount Isa, it was carried in DH50A VH-UJS (Capt. E. Donaldson) arriving at Brisbane on 21 December.'

The cover to New Zealand is backstamped at Sydney on 21 December 1934, as mail destined for southern Australia and New Zealand was separated at Charleville, Queensland from the mail for Brisbane. The Charleville-Sydney sector was flown by Butler Air Transport using an Avro Ten aircraft.



1934 (DE6) Special 'Kangaroo' envelope from Malta to Australia franked 2s 4½d.

Note that none of the covers that are franked with the correct ½oz. airmail rate of 2s 4½d have any Par Avion Jusqu'a markings or other airmail limitations.

#### Underfranked Airmail from Malta to Australia in December 1934

Most, if not all, of the underfranked covers use the 'Kangaroo' envelopes specially prepared for this first eastbound through air service. As John S. Davis, a contemporary airmail dealer based in Liverpool, features prominently in the recorded examples, it is probable that they were prepared earlier and sent to Malta under cover for despatch from there. As the airmail fees were not gazetted until after the flight, anyone preparing covers in this way would not be aware of the correct rate. In contrast, some of the correctly franked covers were sent by W.R. Gatt, based in Malta, who would have been aware of the new airmail fees.



1934 (DE3) 'Kangaroo' commemorative cover from Malta to Brisbane, franked 1s.  
 A boxed PAR AVION JUSQU'A *Delhi* handstamp has been applied in Malta.  
 The cover is backstamped on arrival in Brisbane on 21 December 1934.

The underfranked cover was clearly accepted for transmission, but the GPO clerk has determined that a 1s franking would only prepay the air fee (10d) as far as India with the normal letter rate (1½d) paying for onwards surface transmission to Australia. Accordingly, he has applied his blank PAR AVION JUSQU'A handstamp and inserted in manuscript the airmail terminus of *Delhi*. This approach satisfies the UPU Convention on airmail when dealing with underfranked mail, as clearly there was no easy way of the sender adding the deficiency prior to despatch. It is however slightly surprising that Delhi was selected as the airmail terminus, as other places in India and Burma were also covered by the 10d air fee. Calcutta or Rangoon would possibly have been more appropriate, as they were stops on the Empire route, whereas mail for Delhi was normally transferred at Gwalior to Tata Airlines. In the event, the subsequent postal agencies ignored the airmail limitation and the cover went by air throughout to Brisbane, confirmed by the 21 December 1934 backstamp.

It was not usual for postal agencies to ignore such limitations, but in this case, there may be a rational explanation. As mentioned earlier, this flight was popular with collectors and coincided with high volumes of mail being sent abroad from the UK in time for Christmas. To deal with this abnormal demand, Imperial Airways separated the UK-India airmail in London and despatched this on a mail-only flight to Karachi. HP.42 *Hengist* operated this flight which departed from Croydon airport on 8 December 1934 some 25 minutes after the normal service to Paris, the latter operated by HP.42 *Horatius* with the Australian mail. The Australian mail followed the normal route, which included the sector from Basle to Brindisi by train. At Brindisi, mail from Malta joined the service, which from there went by air throughout to Australia. The sector from Brindisi was flown by S17 flying boat *Scipio* to Alexandria, where the mail was transferred to HP.42 *Horsa* for the sector to Karachi. As there was no mail for India on this service, it is likely that once loaded on to the change of aircraft at Karachi (AW.15 *Athena*), the mail wasn't touched until east of India. Following a temporary plan, *Athena* continued from Singapore to Darwin, where the mail was transferred to QANTAS for Brisbane and Sydney.



By way of background, QANTAS had ordered five four-engined De Havilland DH86 aircraft specifically for the sector from Brisbane, which was planned to extend beyond Darwin to Singapore, where the mails would be transferred to or from Imperial Airways. However, two unexplained DH86 crashes in late-1934 resulted in a temporary grounding of the type, pending tests to find the cause. This grounding affected the plans for the Empire route extension from Singapore, which were temporarily altered to allow Imperial Airways to fly the sector between Singapore and Darwin, where the mail was handed over to QANTAS. As QANTAS had no other suitable large aircraft, the flights were duplicated with smaller aircraft sharing the heavy load of mail.

### Correctly Franked Airmail from Malta to Dutch East Indies in December 1934

In common with Australia and New Zealand, airmail fees to the Dutch East Indies were not gazetted until 28 December 1934, although some mail despatched from Malta to connect with the first eastbound through air service at Brindisi was franked at the correct rate of 2s 1½d for a letter not exceeding ½oz.



1934 (DE6) Airmail cover to Sumatra, Dutch East Indies franked 2s 1½d. The rate comprises 1s 11d air fee and 2½d foreign letter rate. This cover was backstamped at Batavia (17DE34) and Medan (20DE34), confirming that it was flown to the Dutch East Indies



The service eastbound from Karachi was also duplicated. AW.15 *Aurora* took the passengers and mail for Singapore, while in parallel, AW.15 *Athena* carried the mail for the Dutch East Indies and Australia, departing Karachi 13.12, Singapore 16.12, Batavia 17.12 and arriving Darwin 18.12. Image (left) of *Athena* in India.

## Underfranked Airmail from Malta to other destinations in December 1934



1934 (DE3) 'Kangaroo' commemorative cover from Malta to Batavia, franked 2s.  
A boxed PAR AVION JUSQU'A *Singapore* handstamp has been applied in Malta.  
The cover is backstamped on arrival in Batavia on 17 December 1934.

The 'Kangaroo' cover to Batavia has similar considerations to the previous item. The airmail fee to the Dutch East Indies was 1s 11d, plus normal postage of 2½d, as it was a 'foreign' destination. As the total exceeded the franking, the GPO clerk sent it by air as far as Singapore, as the rate of 1s 9½d (1s 8d airmail fee + 1½d Empire letter rate) was covered by the franking.

### Underfranked Airmail from Malta despatched by air throughout

Mail from Malta to the Dutch East Indies and to Australia was sent by air throughout from Brindisi, confirmed by the various arrival datestamps. Even though Malta GPO had applied Par Avion Jusqu'a markings, it appears that other postal agencies ignored the limitations. For the Dutch East Indies, Batavia was the next stop east of Singapore on the Empire route to Australia and as well as delivery by air, there was clearly some mail sorting for intermediate stops before Australia, as this cover shows.

Underfranked covers with PAR AVION JUSQU'A *Delhi* are slightly different, as there is no evidence that these items were routed via Delhi. In fact, the arrival datestamps show that these items went by air through to Australia without breaking their journey at Gwalior. It is presumed that delivery by air to Australian addresses on the mail was easier for the postal authorities en route, given the volume of mail. It is assumed this took precedence over the additional work involved in separating mail for India emanating from despatch locations east of London or collecting postage due in Australia.

## **Imperial Airways HP.42W *Hengist* calls at Malta**

The mail-only flight to Karachi did not use the normal Empire route and flew Croydon – Paris – Marseille – Rome – Malta – Cairo – Kuwait – Karachi. The call of *Hengist* at Malta is recorded at Hal Far on 11 December 1934 (page 10 of ‘Airliners in Malta’) and confirmed by the IA Route Chart for December 1934. Although carrying the Indian mail from London, it is unlikely that any other mail was picked up by *Hengist* en route, as other postal authorities would not have been advised of this non-standard flight. In particular, mail sent from Malta to connect with the inaugural Australian service would have been despatched to Brindisi some days beforehand. In the event, *Hengist* arrived at Karachi a day after *Athena* had departed for Singapore and Darwin, with the Australian mail that had arrived on-board HP.42 *Horsa*.

### **Summary**

In brief summary, the application of Par Avion Jusqu’a handstamps to some covers using the December 1934 Australian air service can be explained by the postal rates and various frankings involved. However, the reasons why underfranked mail to Australia and the Dutch East Indies was carried by air throughout without postage dues applied are not known, although a theory is postulated.

Thanks are due to Lou Wadley and Tony Camilleri for their help and assistance with this article.

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\* Note that on page 161, the Air fee (28 December 1934) to Australia and New Zealand via Brindisi is shown incorrectly as 2/11d per ½oz. Official Malta Government documents confirm 2s 3d per ½oz.

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\*\* Now held by the Royal Philatelic Society London

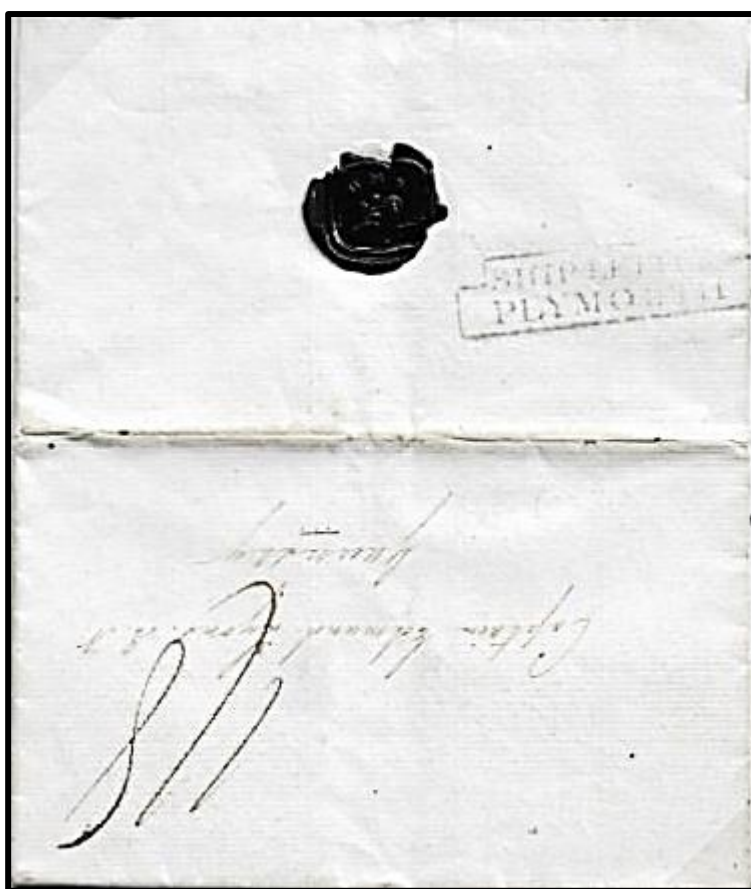
**Letter from His Majesty's Sloop *Rose* at Malta to Guernsey  
29 November 1927.**

**A Tribute to John Lander by David Ball**

By a sheer coincidence John and I were serving in Malta in the R.N. in 1857 to 1959. John's ship, the Fleet Repair Ship *Ranpura* lay in Marsamxett, while mine the Landing Ship *Reggio*, lay in Grand Harbour. The two harbours do not often commune so we never met.

In M.S.C. I quickly learnt his quiet sense of humour, his wisdom and integrity and his eye for the unusual and in later years I had lunch with him two or three times in Cheltenham. He told me that he had one or two covers that he really wanted to look into more and I believe this is one of them.

A typically unassuming 'SHIP LETTER/PLYMOUTH' addressed to an Officer, the name only known to naval enthusiasts but the contents of the letter winkled out by John. At that point I was fortunate to have the chance to continuing the research. Thank you John!



Entire letter from Her Majesty's Sloop *Rose* at Malta to Guernsey 29 November 1927. It is rated 1s/8d, 'Ship Letter Plymouth' (Rob.S.6.) and has a black Ship's Seal.

The 1s/8d rate is probably Plymouth to Guernsey via Weymouth the usual port for Guernsey Mail.

In the days after Navarino the three British damaged ships of the line *Asia*, *Albion* and *Genoa* were sent back to Plymouth for repair and no doubt the letter was entrusted to one of Davies' colleagues for dispatch on arrival and thus the SHIP-LETTER/PLYMOUTH.

The addressee, Capt. Edmund Lyons was multilingual and thereby had a very successful career as a diplomat and a naval officer. He was very active and through the many years of securing Greek Independence became a personal friend of King Otto of Greece. He was recalled by the Admiralty in 1855 to take over the command of the Black Sea and then of the Mediterranean fleet. Commander Lewis Davies of the 18 Gun Sloop *Rose* writes to Captain Edmund Lyons R.N. of Guernsey to tell

him of his brother's death from wounds received at the battle of Navarino, 20 October 1827. The combined Turco/ Egyptian fleet was defeated in this, the third decisive sea battle of the 19<sup>th</sup> century. Trafalgar and the Nile were the others. (Paper watermark GATER 1825).

Letter Text:

Dear Sir,

The public journals have doubtless informed you of the severe wound your brother Lieut. Francis Lyons received at the battle of Navarino. I should be too happy to acquaint you now of his recovery but it is with the deepest regret I have to inform you that he died of the wounds he received, four days after. It will perhaps afford you some consolation to know that his loss is deplored by all who knew him, for his kindness of heart and evenness of temper, but he was chiefly admired for his cool self-possession in danger, for I assure you that during the sixteen months he served under me, he was often exposed to fire from pirates, when in command of boats, and was always successful, as I have stated in my public dispatches, but at Navarino he eminently distinguished himself in command of the *Rose's* boats by towing a Fire Ship clear of the French Line of Battle Ships, under a deadful fire of grapes which must, had he survived, have gained him promotion.

He has I understand left a will and a memorandum appointing Mr Bounds, Purser of the *Rose*, to settle his affairs here, who is very capable of giving you any further information.

I remain Dear Sir

Your most obedient Humble Servant L. Davies Commander.

Lewis Davies, Commander.

*A Companion of the Most Honourable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.*

THIS officer is a brother of the late Lieutenant Colonel Davies, (known throughout all India by the appellation of '*Tiger Davies*' from his frequent daring encounters with that ferocious animal,) who was assassinated in May 1827) at Mominabad, by a party of the Nizam's third regiment of native horse, while endeavouring to quell by remonstrance a spirit of insubordination which some of that corps had manifested.

Mr. Lewis Davies passed his examination in May 1808, obtained the rank of lieutenant in Sept. following; and was promoted from the Seringapatam frigate. Captain Charles Sotheby, to the command of the *Rose* sloop, on the Mediterranean station, Jan. 26<sup>th</sup>, 1826.

The *Rose* was attached to the combined force under Sir Edward Codrington, and sustained a loss of three men killed and fifteen officers and men wounded, at the battle of Navarin, Oct. 20<sup>th</sup>, 1827. On the second day after that memorable event, we find Mons. De Rigny writing to the British Vice-Admiral as follows:—

'Sir,— I hasten to do myself the honour to inform your Excellency, from a detailed report made by Captain Hugon, of the *Armide*, that the excellent manoeuvre of Captain Davies, when the *Rose* came and resolutely cast her anchor within pistol-shot of two Turkish corvettes, relieved the *Armide* in a few minutes from her unfavourable position; and it is my duty, and at the same time a great pleasure to me, to assure your Excellency, that on this occasion Captain Davies did everything that could be expected from a brave and experienced officer. I am, with the highest consideration, your very faithful servant.

(Signed) 'H. DE RIGNY Rear-Admiral.'

It appears, from other accounts, that L'*Armide*, previous to her being supported by the *Rose*, was exposed to the undivided fire of no less than five of the enemy's ships; and that Commander Davies received some personal injury by the explosion of a Turco-Egyptian brûlot. On the day after the action, he was promoted to the vacancy caused by the death of Captain Bathurst, of the *Genoa*; but ordered to continue in the command of the *Rose*, and sent with despatches to Smyrna. "*If times had been chivalrous,*" says Sir Edward Codrington, "*and I had had chivalrous power, I should have knighted him on the field of battle.*" The other rewards bestowed upon Commander Davies were a Companionship of the Bath, the Cross of St. Louis, and the Order of St. Anne. Among the wounded

on this occasion were Lieutenant Maine Lyons, Messrs. Douglas Curry (third son of Captain Richard Curry, R.N.) and M. Williams, midshipmen, of the *Rose*. The former officer lost his leg, and only survived four days: Captain Davies subsequently commanded the *Ariadne*, which ship he brought home from the Mediterranean, and paid off at Plymouth, in May 1828.

**The Battle of Navarino 20 October 1827.**

Navarino is a large shallow bay at the S.W. point of the Pelopennese (Morea) guarded by a long flat island with water ways at both ends, only the Southern being wide and deep enough to allow access by ships of the line. Anchored within was the Turco-Egyptian Fleet of 60 such ships attended by numerous smaller craft. Admiral Edward Codrington’s combined Anglo – French and Russian Fleet of 30 ships entered, ostensibly for negotiation, but aware of the tinder-dry state of the dispute, manned for action. The frigate HMS *Dartmouth* spotted a Turkish Fireship being prepared for action. She sent her cutter and that from the Sloop HMS *Rose* to cut out the fireship which they successfully achieved turning it to sail into its unfortunate companions.



*HMS Rose*

It is to this action by *Rose’s* cutter, commanded by Lt. Francis Lyons, that Capt. Davies letter refers. Meanwhile the action precipitated further response from the Turkish ships to which the Allied right wing of English and French ships of the line in turn responded and the action spread to the left wing of the Russian opposing Egyptian ships. Thereafter the allied fleet decimated the combined Turco-Egyptian Fleet. Within the major battle were many smaller encounters to one of which the *Rose* made a significant contribution.

The French frigate *L’Armide*, 40 Guns, found herself in dire need of assistance being surrounded by five similar Turkish Vessels. *Rose*, 18 Guns turned to take on two of the Turks allowing *L’Armide* to escape and turn the action of the Allied advantage. It was in this episode that Lt. Lyons incurred his subsequently fatal wound.

**Malta 1922 Postage Overprint Missing Turquoise 2d Tablet value.**

**Fake or Fortune?**



Missing/Faint/Ghost 2d  
(or top part of stamp left in the sun for too long?)



Normal Turquoise 2d Tablet

Malta WWI POW unlisted hand Drawn card 9 February 1916



The hand drawn stamp (1416-1 page 271 WW1 Book) is cancelled by faint Oval Free from Prisoner of War (PC7) and over-stamped with the commonly used Austrian triangular censor handstamp.

## Lady Gowrie, Canberra, Australia: the story behind the cover.

Lou Wadley



The cover was sent to Her Excellency, the Lady Gowrie, at Government House, Canberra, Australia from Malta. Rated at 2s/4½d, the stamps are cancelled by the AIR/MAIL circular datestamp of 25 September 1936 and with postmarks of Cootamundra NSW dated 9 October 1936 and Air Mail/Canberra FCT of 10 October 1936 on the back.

Zara Eileen Hore-Ruthven, Countess Gowrie (20 January 1879 – 19 July 1965) was the Irish born wife of the First Earl of Gowrie, Governor of South Australia (1928 – 1934), Governor of New South Wales (1935 – 1936) and the longest serving Governor General of Australia (1936 – 1944). She was renowned for her work in promoting the welfare of children in Australia and the Lady Gowrie Child Centres were named in her honour.



The Lady Gowrie

Zara Eileen Pollok was born in Ballinasloe County Galway, Ireland in 1879. She was the daughter of John Pollok, DL, and his wife, the Honourable Florence Madeline, née Bingham, daughter of the 4th Baron Clanmorris. She studied music in Vienna when she was young. On 1 June 1908 at St George's, Hanover Square, she married Alexander Hore-Ruthven and the following month they went to Australia where he took the post of Military Secretary to Lord Dudley, the Governor General. In 1928 he was appointed Governor of South Australia and was knighted so she became Lady Hore-Ruthven. In January 1935 he became Governor of South Australia and in 1936 Governor General and as he had earlier been elevated in the peerage as Baron Gowrie of Canberra and Dirleton, she became Baroness Gowrie. In the 1930s Lady Gowrie heard the budding opera singer Joan Hammond and she fostered her career, including organising the costs of her travels to Europe to study music.



Starting from around 1939 the Lady Gowrie Child Centres in the State Capital Cities were established by the Commonwealth Government to demonstrate exemplary benchmarks of quality in early childhood practice. This followed lobbying by Lady Gowrie and others for the establishment of centres across Australia to improve the health and well being of Australian children, especially disadvantaged ones. The first Lady Gowrie Centre was established in Hobart.

She also played an active role in the establishment of the Canberra Services Club, a place of rest for use by members of the forces. The Lady Gowrie Services Club was opened on 13 March 1941.

She organised various events at government House for the War effort, made a radio broadcast to the women of Australia on New Year's Day 1941, calling for hope and courage and made a similar one the following year. She was a great supporter of the Girl Guide Movement and President of the South Australian Branch of the Red Cross.

At the end of Lord Gowrie's term as Governor General they returned to England in 1945. Later that year he was created 1<sup>st</sup> Earl of Gowrie and she became Countess of Gowrie. He died in 1955 and she died on 19 July 1965 aged 86, survived by two grandsons.

Dame Joan Hammond sang in public for the last time at Lady Gowrie's funeral on 30 July 1965 at St George's Chapel Windsor Castle.

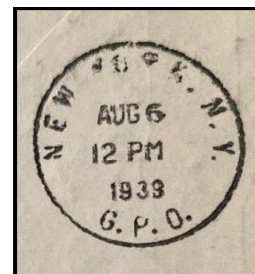
### Imperial Airways Transatlantic Mail 1 Aug 1939 Malta - New York



Airmail First Trans-Atlantic Flight cover FFC from Malta to Gardena CA USA. Postmarked 1 August, 1939 backstamped NEW YORK, 6 AUG 1939 12PM. Via Imperial Airways.

On 6 August 1939 Imperial Airways began its service from England to New York via Foynes, Botwood, and Montreal, Canada. There are seven covers listed for these origins and destinations: Southampton-New York, Foynes-New York, Botwood-New York, Montreal-New York, New York-Southampton, New York-Botwood and New York-Foynes.

The westbound flight departed Southampton 5 Aug., arriving Foynes and Botwood the same day, and arriving Montreal and New York 6 Aug. The eastbound flight departed New York 9 Aug., arriving Montreal the same day, and Botwood and Foynes 10 Aug. and Southampton 11 Aug.



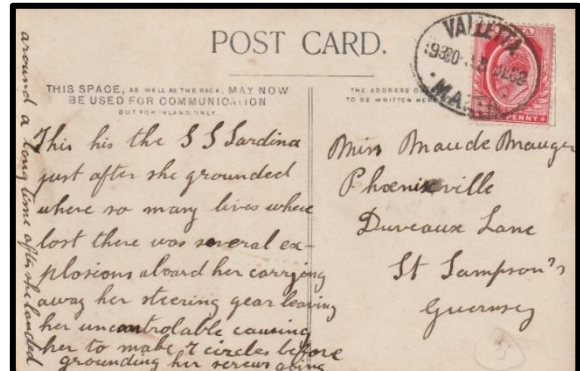
# The S. S. Sardinia Disaster – Malta Postcards on 28 November 1908

## John Pullicino

*Sardinia* was a passenger and cargo vessel belonging to the Ellerman and Papaynni Lines 1888, Hawthorn Leslie and Co. It weighed 2474 tons. *Sardinia*, under Capt Charles Littler, was carrying 39 crew members, 12 European passengers, 3 Indian passengers and 150 Muslim Moroccans mostly pilgrims bound for Mecca. She left Malta Wednesday 25 November 1908 for Alexandria.

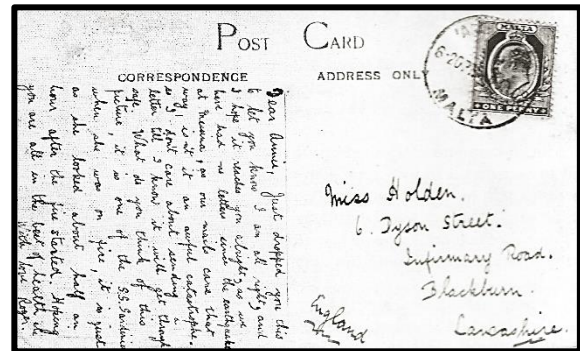
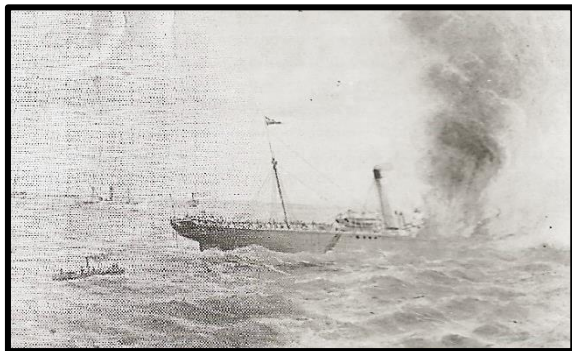
Less than 1 mile out of Malta fire broke out on the vessel starboard side. The fire was believed to have started by embers from the pilgrims' cooking braziers falling between the hatch covers into the No 2 hold. Thick black smoke started to seep out. Within seconds several explosions were heard throughout the ship and huge flames started to engulf the ship's keel. The wind was blowing strongly at the time and with it the fire grew higher, gushing up on to the top deck, engulfing everything it touched and the helm was put over to return to port. The fire spread very quickly, no further orders came from the bridge and the engine room was abandoned leaving the ship steaming in circles at full speed.

On deck all the boats were burned and many of the pilgrims and some crew jumped overboard, despite the rough sea. Eventually the ship ran aground on the Ricasoli rocks and was wrecked. Soon afterwards a large explosion rocked the vessel, shooting flames upwards and spitting burning debris across the water and nearby shore. Boats of all kinds packed with local fishermen and seamen left the port in order to try and help any survivors. Capt. Littler and some members of the crew, European passengers and Arab passengers were killed.



Postcard published by the Grand Studio addressed to Guernsey

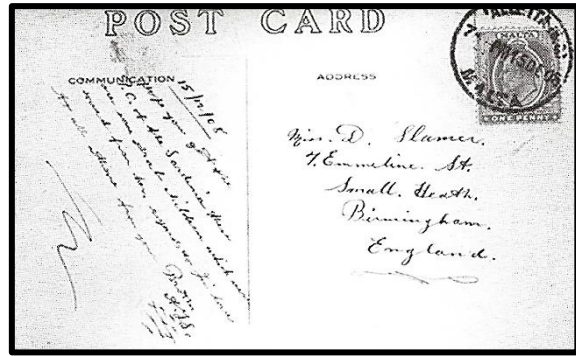
Various companies - The Grand Studio, Imperial Studio, S . L. Cassar and private individuals issued postcards and photographic cards showing the wrecked S.S. Sardinia. Cassar photo studio in particular published a number of photographic postcards with different views of the shipwreck.



Postcard sent to Blackburn Lancashire\*



S.S. SARDINIA DISASTER MALTA



Postcard to Birmingham England 15 December 1908\*



Imperial Photo Studio 'S.S. SARDINIA' ON FIRE 25 NOV 1908 A.B Busuttill\*



The S.S. *Sardinia* on fire, ashore.  
Cassar Phot. Malta



The S.S. *Sardinia* on fire, ashore.  
Cassar Phot. Malta



The S.S. *Sardinia* on fire, ashore.  
Cassar Photo Malta



S.S. *SARDINIA* surrounded by assisting vessels and crowds on shore. Photo S.L. Cassar



S.S. *SARDINIA* - LAST EXPLORION MALTA 25-11-1908

	Dead or Lost	Saved
CREW MEMBERS	16	23
EUROPEAN	2	10
ARABS	81	69
INDIAN		3

A number of Maltese and foreign newspapers and magazines ran extensive reports on the disaster. These included The Daily Malta Chronicle and Garrison Gazette, The Times, The Illustrated London News, The Sketch, The New York Times, Domenica del Corriere, Il Secolo Illustrato, Malta (in Italian) and Malta Taghna.

Many thanks to Tony Camilleri, John Birkett Alan, Johnny Van Haeften, Hadrian Wood, the late John Lander for their advice and access to their collections. My apologies to anyone who was not acknowledged for their contribution.



**Acknowledgement:**

We are indebted to Carmen Lia (an MSC member) for the extensive information and illustrations provided in her book.

A full account of the Disaster is given in ‘S.S. SARDINIA’ by Carmen Lia ISBN 978 99932 0 7146 (in Maltese)

Illustrations with an ‘\*’ are taken from this publication.

**Malta stamp errors – Varieties from the Pierron collection**



**Fig.1**

Fig.1 1965 (1 Sept.) Anniversary of Great Siege 6d. pair with gold (framework and dates) omitted, margin at top, fine. S.G. 354a



Fig. 2 1965 (1 Sept.) Anniversary of Great Siege 6d. vertical pair with margin at foot, both with black (on hulls) omitted; S.G. 354b



**Fig. 2**



8d. lower right corner block of nine with plate numbers and traffic lights, all with gold omitted, fine. SG. 355a. Note: The missing gold results in the loss of the flag and dates. The error is known in a plate block (normally 1A-1A-1A-1A) missing 1A referencing gold. The block includes traffic lights with the gold dot missing.



1966 (24 Jan.) Churchill Commemoration 1/- lower right corner block of nine with plate numbers and traffic lights, all with gold omitted, fine. With a normal single for comparison. S.G. 364a Note: The missing gold affects detail around the islands and above the Maltese cross. The error is known in a plate block (normally 1A-1A-1A) missing 1A referencing gold. The block includes traffic lights with the gold dot missing.



1966 (28 Mar.) Anniversary of Valletta 3d. with gold omitted, SG 367a Note: The missing gold results in the loss of border, crest detail, year dates and 'FOUNDATION OF VALLETTA' inscription

# The Queen Victoria 1/2d green with inverted watermark

## Graham Pound

Ever since I acquired my first example of the QV 1/2d green with the inverted watermark I have been keen to find the answers to a number of questions which sprang to mind, and of course it also occurs in my collection of village cancels.

From the 1 January 1885 postage stamps of the United Kingdom were no longer valid for prepayment of postage from Malta & Gozo, and the QV 1/2d green was issued on 1 January 1885. They were printed in panes of 60 in sheets of 240 stamps.

The Handbook lists the inverted watermark as the major variety on this issue as 'Only two sheets (480 stamps) are known, copies are found both mint and used. One sheet was put on sale in 1888 at Victoria, Gozo, and the other at Valletta in 1901. Used copies are known with MELLEHA and ZEBBUG cancellations as well as with a small 'A25'. The MELLEHA copy is dated SP 27, possibly 01, and is thought to have come from the second sheet as is the one with the ZEBBUG cancellation'.

As can be seen from the **Figs. 1 & 2** below I now have 21 examples from 8 different villages and also from Valletta. Two examples are from Victoria in 1888 with the others from 1901. One of the later examples from Victoria is dated 19 September 1901 and another some 3 months later on 3 December 1901. One Micabibba is dated 11 October 1901 and another 21 March 1902. I have also seen a scan of a mint block of 12 stamps and other members must also have examples of this variety.

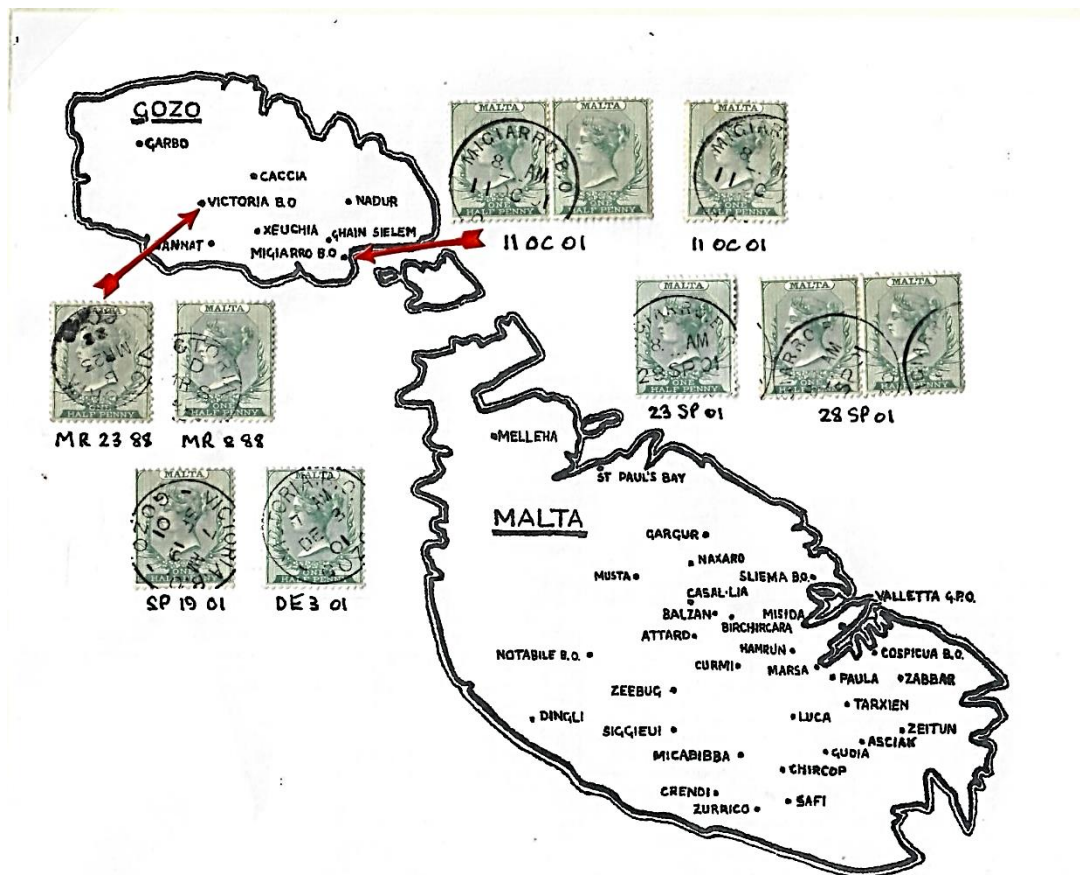


Fig. 1

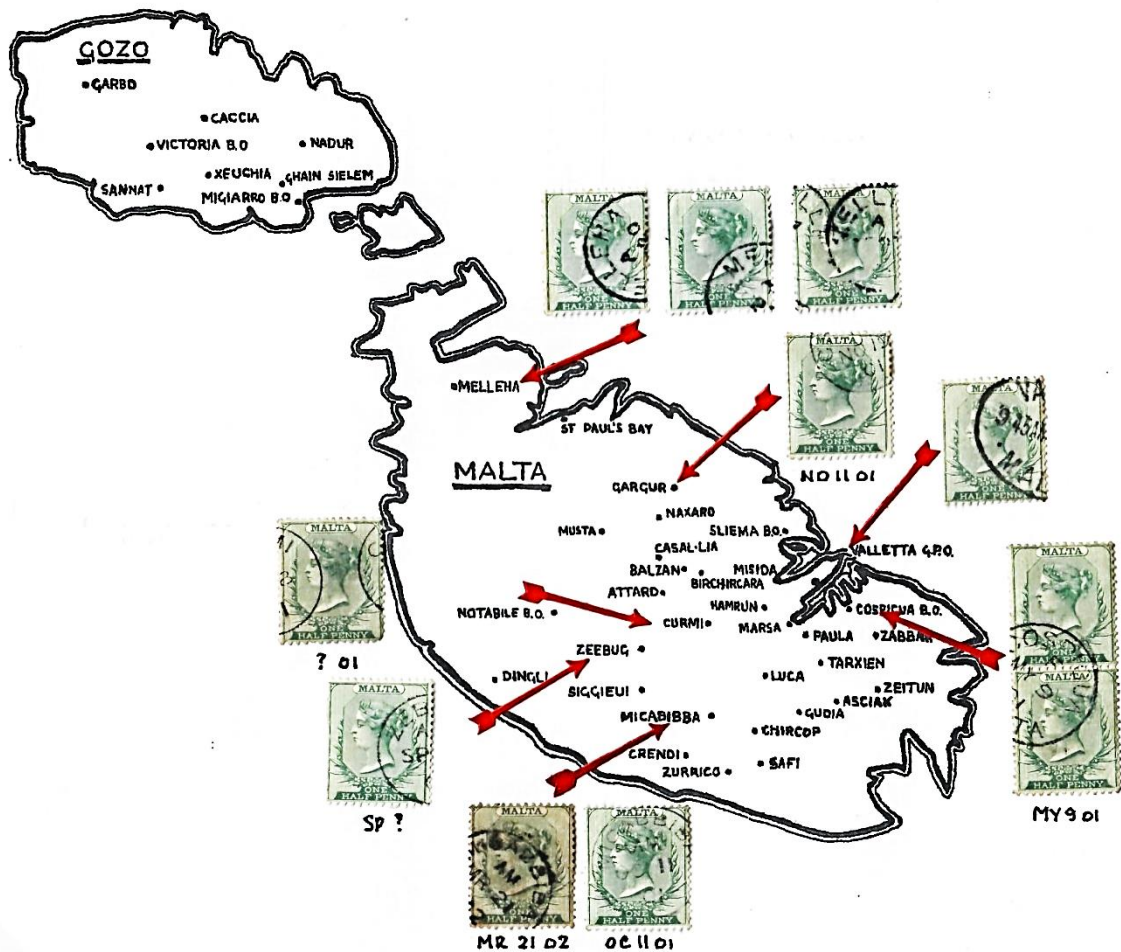


Fig. 2

All of this leads me to the conclusion that in 1901 there must have been far more than just one sheet with the inverted watermark. People would not have travelled to Valletta to purchase their stamps, and then return to their village to post the letter. The stamps must have been sent to the villages from Valletta. With 6 examples from Migiarro I assume that they alone must have had at least one full sheet of 240 stamps.

The stamps would have arrived at Valletta from where they would have been distributed to the different villages.

How was this done?

Was the quantity sent dependent on the size of the village population?

Records must have been made of the quantities sent to each village for financial purposes. Do these still exist? Were they destroyed in the war?

It is of course a total guess as to the number of examples that would “survive” from a sheet of 240 stamps. For example, I have 2 from Victoria in 1888, so would this be typical survival rate from one sheet of 240. Has anyone got such information?

No doubt there are many other questions, and I would ask members to let me have their suggestions and comments

# Hotel Advertising Postcards

Rodger Evans

Many Malta Hotels issue postcards to advertise themselves. Some cards are published as part of the 'main series' of cards issued by well known publishers, such as Perfecta Advertising. In these cases, the cards illustrate the hotel, almost by accident, where they happen to feature in well known Malta scenes. These cards are not considered here.

The cards discussed here are those thought to have been privately printed, specifically for the hotel mentioned. They were quite probably never on general sale, and were in the most part either given free of charge to hotel guests, or were for sale at the hotel's main desk, or retail outlet, in the case of the larger hotels.

Most of the cards may be thought of as 'modern' but that should not be seen as a derogatory term. Modern in the sense of the larger size cards printed in colour have now been around since the early 1960's which makes them nearly 60 years old! These cards can all be hard to find on the open market as it seems likely that many had only a limited print run. It also seems that used dated cards are even harder to find, and the presumption is that many were simply kept as souvenirs of a stay.

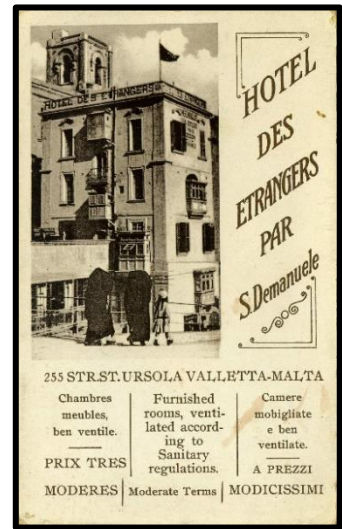
I am very grateful to Hadrian Wood for his generous help with the cards illustrated in this article.



Talbot Hotel, Str. Imrabat, Sliema  
circa 1920



Duke of Edinburgh Hotel,  
Victoria, Gozo.



Hotel des Etrangers, Valletta

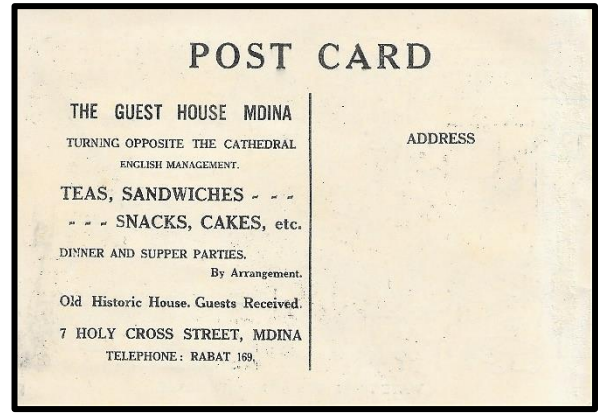
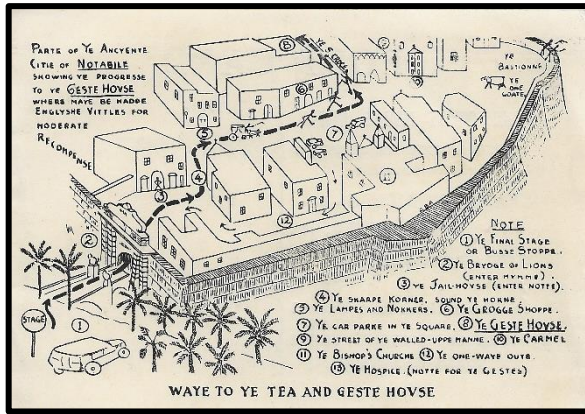


Two cards of the Hotel d'Angleterre, Valletta, a used copy of the left hand card is known dated 1922.

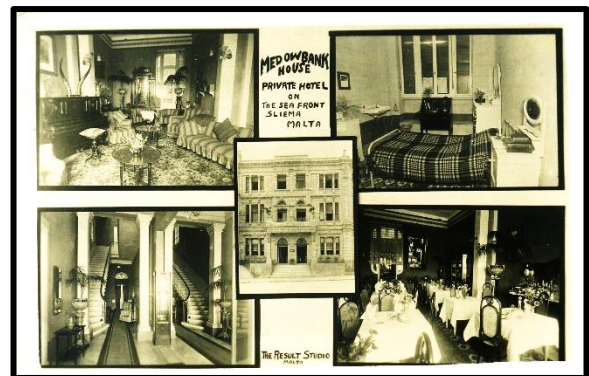


Great Britain Hotel circa 1920.  
This hotel printed a series of Malta views.



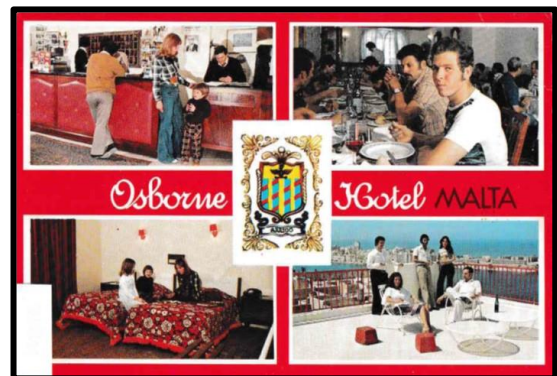
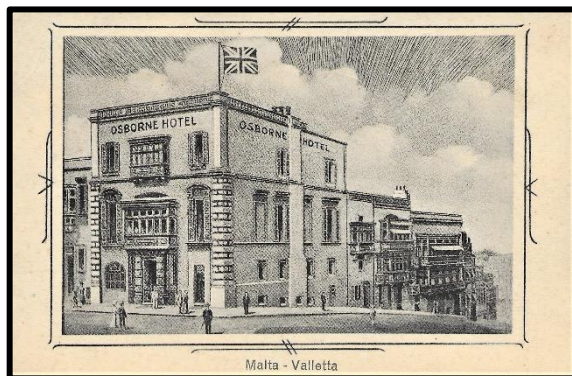


An early card of the Mдина Guest House is shown above. A used copy with an unreadable date has a KGV stamp and probably dates from the 1930's.

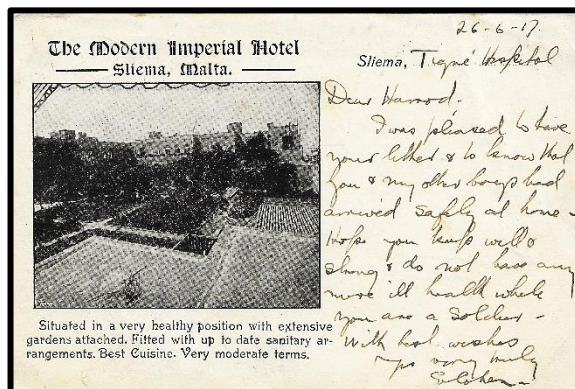
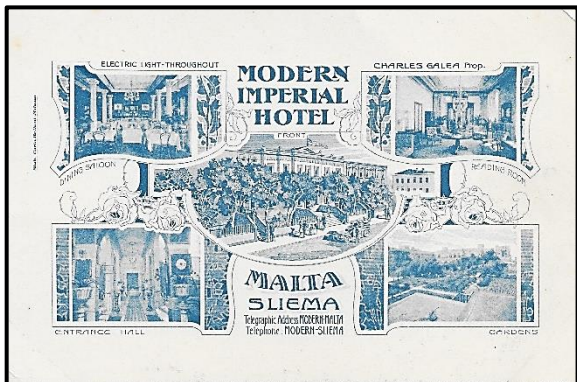


Three early cards of the Meadowbank Hotel, Tower Road, Sliema.

Commercial Hotel



Two cards (above) showing Osbourne Hotel, Valletta. The left hand card is probably 1930's with a printer's number 71, but otherwise no identifying marks, the one on the right in the 'modern size' dates from around the 1970's judging from the trouser flares, produced by Promotion Services (Malta) Ltd.

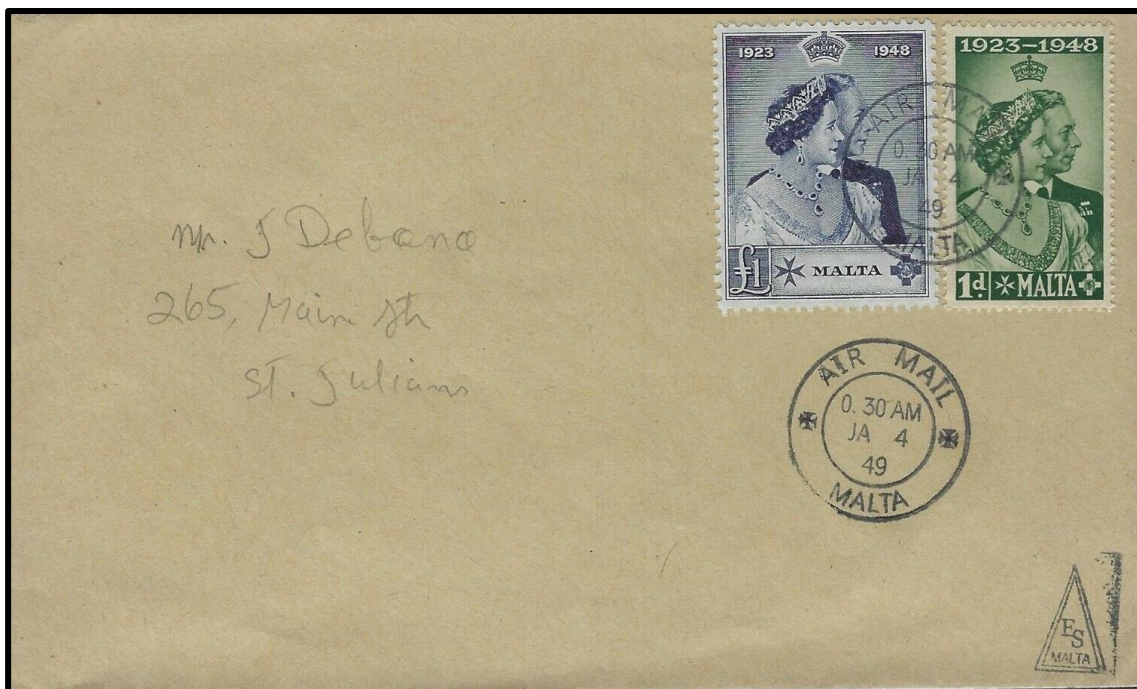


The 'Modern Imperial Hotel, Sliema'. Both cards date from around the WW1 period. The card on the right is printed in Milan and a copy dated 1913 is known. It shows 'the extensive gardens attached.' It is also 'Fitted with up to date sanitary arrangements'.



As an aside it is worth noting that some hotels used a handstamp to indicate where they were bought. The illustration (slightly enlarged) of the Adelaide hotel, Sliema is an example on an Import & Export House card showing the Auberge de Castille.

### EBay buyers beware: Bogus covers fetch high prices



Hopefully the cover shown above will not fool any of our members, but a series of such bogus items have been appearing on ebay and fetching high prices. For further details and illustrations see the home page on the website. Thanks to our web-master Neil for his eagle eyes.

Government Postal announcements

Hadrian Wood



ANNO QUADRAGESIMO SEXTO

GEORGII III. REGIS.

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C A P. LXXIII.

An Act for granting Rates of Postage on the Conveyance of Letters and Packets to and from *Gibraltar* and the Island of *Malta*. [3d July 1806.]

**W**HEREAS it is expedient, for the Improvement of Commerce and Correspondence, and for the more speedy Conveyance of Letters and Packets between the United Kingdom of *Great Britain* and *Ireland* and the Town and Fortrefs of *Gibraltar* and the Island of *Malta*, to establish one or more Packet Boats between the Port of *Falmouth*, in the County of *Cornwall*, or such other Port in the United Kingdom as His Majesty's Post Master General for the Time being shall appoint, and the Town and Fortrefs of *Gibraltar* and the Island of *Malta*; be it therefore enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That it shall be lawful for His Majesty's Post Master General and his Deputy and Deputies by him thereunto sufficiently authorized for the Use of His Majesty, His Heirs and Successors, at any Time after the passing of this Act, to demand, have, receive, and take for the Port and

For the Conveyance of Letters by Packet Boats from or to Falmouth or other Place

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Convey-

to or from Gibraltar (besides the other Rates now payable) there shall be paid the following Rates.

Conveyance of all and every the Letters and Packets that shall be carried or conveyed by Packet Boats from or to the Port of *Falmouth* afore said, or from or to any other convenient Port in the United Kingdom of *Great Britain* and *Ireland* to or from the Town and Fortrefs of *Gibraltar* (over and above all other Rates payable for Conveyance of such Letters and Packets within the said United Kingdom), a Packet Postage according to the Rates and Sums in Sterling Money herein-after mentioned, the same being rated either by the Letter or by the Ounce; that is to say,

For every Single Letter, One Shilling and Nine-pence:

For every Double Letter, Three Shillings and Sixpence:

For every Treble Letter, Five Shillings and Three-pence:

And for every Ounce, Seven Shillings; and so in Proportion for every Packet of greater Weight than an Ounce:

Rates for Letters conveyed in like Manner to or from *Malta*.

And for the Port and Conveyance of all Letters and Packets that shall be carried or conveyed by Packet Boats from or to the said Port of *Falmouth*, or from or to any other convenient Port in the said United Kingdom to or from the said Island of *Malta* (over and above all other Rates payable for Conveyance of such Letters and Packets within the said United Kingdom), a Packet Postage according to the Rates and Sums in Sterling Money herein-after mentioned, the same being rated either by the Letter or by the Ounce; that is to say,

For every Single Letter, Two Shillings and One Penny:

For every Double Letter, Four Shillings and Two-pence:

For every Treble Letter, Six Shillings and Three-pence:

And for every Ounce Eight Shillings and Four-pence; and so in Proportion for every Packet of greater Weight than an Ounce:

Rates for Letters conveyed only between *Gibraltar* and *Malta*.

And for the Port and Conveyance of every Single Letter (not first conveyed by Packet Boats from the said United Kingdom) sent from or to the said Town and Fortrefs to or from the said Island of *Malta* the Sum of Sixpence:

For every Double Letter, One Shilling:

For every Treble Letter, One Shilling and Sixpence:

And for every Ounce, Two Shillings; and so in Proportion for every Packet of greater Weight than an Ounce.

Acts relating to the Post Office to extend to *Gibraltar* and *Malta*.

II. And be it further enacted, That, from and after the Establishment of Packet Boats for the Purposes afore said, all and every the Clauses, Provisions, Powers, Privileges, Advantages, Disabilities, Penalties, and Methods for Recovery of the same, and all other Matters and Things contained in any Act or Acts of Parliament relating to the Post Office, shall extend and be deemed and construed to extend to the said Town and Fortrefs of *Gibraltar* and the said Island of *Malta*, and to each and every of them, and to all His Majesty's Subjects therein respectively, as fully and effectually in every Respect as if the same and His Majesty's Subjects therein were expressly included in such Acts, or in any of them.

Money to be carried to the Consolidated Fund.

III. And be it further enacted, That the Monies to arise by the Rates and Duties afore said, except the Monies which shall be necessary to defray such Expences as shall be incurred in the Management and Collection of the same, shall be paid into the Receipt of the Exchequer at *Westminster*, and carried to and made Part of the Consolidated Fund of *Great Britain*.

IV. And be it further enacted, That if any Person or Persons shall at any Time or Times be sued, molested, or prosecuted for any Thing by him, her, or them done or executed in pursuance of this Act, or of any Clause, Matter, or Thing herein contained, such Person and Persons shall and may plead the General Issue, and give the Special Matter in Evidence for his, her, or their Defence; and if upon the Trial a Verdict shall pass for the Defendant or Defendants, or the Plaintiff or Plaintiffs shall become nonsuited, then such Defendant or Defendants shall have Treble Cofts awarded to him, her, or them against such Plaintiff or Plaintiffs.

Persons sued  
may plead  
the General  
Issue.

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LONDON: Printed by GEORGE EYRE and ANDREW STRAHAN,  
Printers to the King's most Excellent Majesty. 1806.

This notice, dated 1806, during the reign of King George III, establishes the postal rates for letters carried to Malta from Falmouth, or other convenient port, which are in addition to any internal UK postal rate.

The rates, (which apply either by the letter or by the ounce) for letters from the UK to Malta are for a single letter – 2s/1d; for a double letter – 4s/2d; for a treble letter – 6s/3d; and for every ounce 8s/4d - and so on for any additional ounce.

For mail carried between Malta and Gibraltar the rates are: for a double letter – 1s/-; for a treble letter – 1s/6d; and for every ounce 2s/- and so on for any additional ounce. There appears to be no specific rate for a single letter.

#### QUEST PHILATELIC

Since 2002 Quest has offered a Vendor-based postal auction offering a wide range of material from more than 60 vendors Postal Sales: 3 sales a year (catalogues Jan, May & Sep) comprising: Stamps & Postal History Singles, sets & collections Commonwealth, GB & Foreign Cinderella & Revenues. New vendors and bidders always welcome. For free catalogue or terms for vendors contact Alec Webster, 50 Worcester. Rd, SUTTON SM2 6QB

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ANNO PRIMO & SECUNDO

# VICTORIÆ REGINÆ.

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## C A P. XCVII.

An Act for imposing Rates of Postage on the Conveyance of Letters by Packet Boats between Places in the *Mediterranean* and other Parts.

[14th August 1838.]

**W**HEREAS by an Act passed in the First Year of the Reign of Her present Majesty, intituled *An Act for the Regulation of the Duties of Postage*, a Rate of Eight-pence was imposed on every Single Letter transmitted by Packet Boats between the Town or Fortress of *Gibraltar* (not having been first conveyed thither from the United Kingdom) and the Island of *Malta*, the *Ionian* Islands, *Greece*, *Syria*, or *Egypt*: And whereas it is expedient that the said Rate should be repealed, and certain other Rates of Packet Postage be imposed: Be it therefore enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That the said Rate of Eight-pence herein-before mentioned shall be and the same is hereby repealed.

7 Will. 4. &  
1 Vict. c. 34.

Rate of  
Gibraltar  
Postage  
repealed.

II. And be it enacted, That the Rates of Postage herein-after set forth shall be charged by Her Majesty's Postmaster General, for the

Rates of  
Postage to  
be charged.

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the

the Use of Her Majesty, on Letters transmitted by Packet Boats between the Places herein-after mentioned; (that is to say,)

For every Single Letter (not having been first brought or conveyed from the United Kingdom, or not being intended to be conveyed to the United Kingdom,) transmitted by Packet Boat between any of the Ports or Islands or Places situate upon the *Mediterranean Sea*, the *Adriatic Sea*, the *Archipelago*, and *Black Sea*, in *Turkey* in *Europe* and *Asia*, in *Spain*, *Portugal*, *Italy*, *France* in the *Mediterranean*, and upon the Northern Coast of *Africa*, whether in the *Mediterranean* or the *Straits of Gibraltar*, the Sum of Sixpence; and for every Single Letter (not having been first brought or conveyed from the United Kingdom, or not being intended to be sent to the United Kingdom,) transmitted between any of the Ports, Islands, or Places aforesaid and any Port or Place in the *East Indies* by way of the *Red Sea* or the *Persian Gulf*, in addition to any other Rates of Postage which may be payable in respect of such last-mentioned Letters, the Sum of Sixpence; and that every such Letter consisting of One Sheet or a single Piece of Paper, under the Weight of One Ounce, shall be charged as a Single Letter, and every Letter consisting of Two Sheets or Pieces of Paper, or containing any Inclosure, shall be charged with double the Rate of a Single Letter, and every Letter consisting of Three Sheets or Three Pieces of Paper, or containing Two Inclosures, shall be charged with treble the Rate of a Single Letter; and no Letter shall be charged at a higher Rate than a Treble Letter, unless it be One Ounce in Weight, and in that Case, whether it be a Single, Double, or Treble Letter, it shall be charged for One Ounce Four Times the Postage of a Single Letter, and for every Quarter of an Ounce beyond that Weight the Postage of a Single Letter.

Postmaster  
General may  
charge Rates  
of Postage  
in any Parts  
where Pack-  
ets shall be  
hereafter  
established.

III. And be it enacted, That it shall be lawful for Her Majesty's Postmaster General to charge, for the Use of Her Majesty, on all Letters conveyed by Packet Boats between one Part of Her Majesty's Dominions and another Part of the same Dominions, or between Her Majesty's Dominions and Foreign Parts, or between one Port in any Foreign Country and another Port in the same or any other Foreign Country, where Packet Boats or Communications by Packet Boats shall be hereafter established, and where Rates of Postage have not hitherto been authorized, such Rates of Postage as the Postmaster General shall, with the Consent of the Lords of the Treasury, deem expedient, but so that such Rates shall not be demandable by Law before the same shall have been published in the *London Gazette*; and such Rates shall be laid before Parliament within Fourteen Days after being so published, if Parliament shall be then sitting, or otherwise within Fourteen Days next after Parliament shall re-assemble: Provided nevertheless, that such Rates shall and may be demanded and taken immediately after they shall have been so published in the *London Gazette*, although the same shall not then have been laid before Parliament.

## 1° &amp; 2° VICTORIÆ, Cap. 97.

795

IV. And be it enacted, That it shall be lawful for Her Majesty's Postmaster General, with the Consent of the Lords of the Treasury, to require the Postage of Sixpence hereby imposed, and also any other Postage from Time to Time payable for Letters transmitted by Packet Boats or otherwise, between Places out of the United Kingdom, to be paid by the Sender on the Tender or Delivery of such Letters at the Post Office or other Place appointed by the Postmaster General for the Receipt of such Letters for the Purpose of Transmission by Packet Boats.

Payment on sending or delivering Letters.

V. And be it enacted, That the Rates of Postage hereby imposed and authorized, as also the Rates of Postage imposed by the said recited Act, on Letters transmitted by Post between the United Kingdom and other Ports or Places out of the United Kingdom, shall be deemed *British* Postage; and the Rates hereby imposed and authorized, as also the Rates by the said recited Act imposed on Letters transmitted by Packet Boats between Places out of the United Kingdom, shall be deemed Packet Postage.

Certain Rates to be deemed British Postage, others to be deemed Packet Postage.

VI. And be it enacted, That the Provisions of this Act shall be construed according to the respective Interpretations of the Terms and Expressions contained in an Act passed in the First Year of the Reign of Her present Majesty, intituled *An Act for consolidating the Laws relative to Offences against the Post Office of the United Kingdom, and for regulating the Judicial Administration of the Post Office Laws, and for explaining certain Terms and Expressions employed in those Laws*, so far as those Interpretations are not repugnant to the Subject or inconsistent with the Context of such Provisions.

Interpretation of Terms.  
1 Vict. c. 36.

VII. And be it enacted, That this Act may be amended or repealed by any Act to be passed in the present Session of Parliament.

Act may be amended this Session.

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LONDON: Printed by GEORGE EYRE and ANDREW SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty. 1838.

This notice, dated 1838, during the reign of Queen Victoria, first repeals the 8d rate for letters to Gibraltar and Malta. It then establishes the postal rate for single letters carried by Packet Boat between any of the ports or islands of the Mediterranean at sixpence (6d). A single letter is defined as a single sheet of paper under the weight of 1 oz. A letter of two sheets shall be charged at double the rate, or 1s/-. A treble letter of three sheets is to be charged at 1s/6d – three times the single rate. Letters above the treble rate are charged as being 1oz and at four times the single rate and an additional 6d for every ¼ oz above 1 oz.

Further the Postmaster General is given permission to set rates for the carriage of mail between destinations not covered by the specific rates given in section II. The rates in operation for letters to and from the United Kingdom remain unchanged.

I am grateful to Rodger Evans for his help with this article.



# Apex International Air Post Exhibition London sent to Malta 10 May 1934

Lou Wadley



Fig.1



Fig.2

The First International Exhibition of Aerophilately in London was held at the Royal Horticultural Hall Vincent Square London from 7 – 12 May 1934. It was organised by the Aerophilatelic club of London. **Fig.1** - A postcard posted at Air Post Exhibition London on 10 May 1934 with the stamp cancelled by the Special winged postmark. **Fig.2** shows the Special Cinderella Stamp also on the cover. This card, the only one known addressed to Malta (263 Strada San Paolo Valletta) has a Malta receiving stamp of 7am 14 May 1934.

**Fig. 3 & 4** show a strike of the postmark accompanied by **Fig. 5** the special cachet in black the correct colour for 10 May 1934. The other special cachets in different colours **Figs. 6 - 12** were used on different days. A Cinderella Stamp in red (**Fig 12**) was printed by the Institut de Gravure Paris, one six types in different colours which were printed in blocks of 5x5 costing 5s/- for all six colours. The right selvedge on each stamp is labelled 'Paper Supplied by Samuel Jones & Co Ltd'



Fig.3

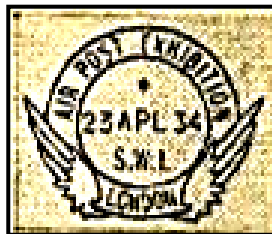


Fig.4



Fig.5



Fig.6



Fig.7



Fig.8



Fig.9



Fig.10



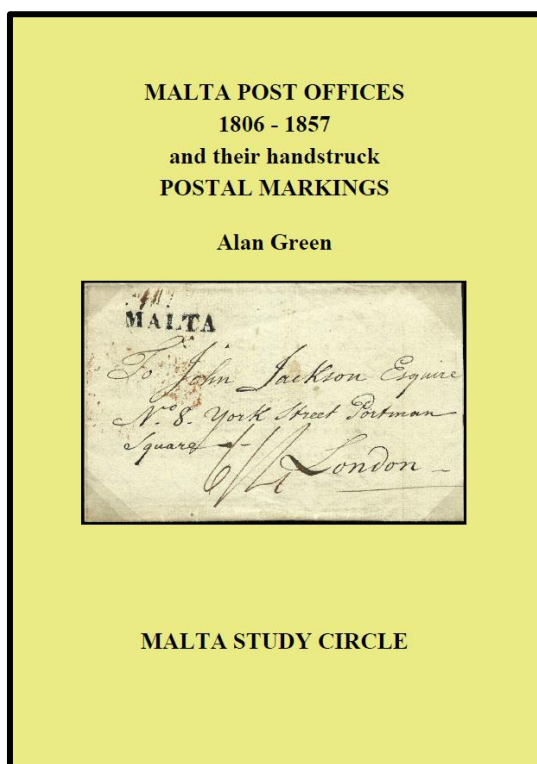
Fig.11



Fig.12

Do other covers exist with the different coloured cachets and different colours, or the cinderella stamps which were used on different days of the exhibition?

## ‘MALTA POST OFFICES 1806 – 1857 and their handstruck POSTAL MARKINGS’



This **new MSC book** reviews the fascinating pre-stamp period of Malta's Post Offices. In a break from tradition it integrates information about postal rates, packet voyages, archival information and relevant study papers to provide the context in which Malta's Handstruck Postal Markings were employed between 1806 and 1857.

**Section 1:** illustrates all Malta postal markings used by the Packet Office (which reported to the Postmaster General in London) for mail using British Packet services. From June 1843, this also included mail using the French paquebot services. Postal rates that applied to Malta are summarised with more detail in Appendices.

**Section 2:** covers the tariffs and postal markings of Malta's Island Post Office from 1816 to 1849. It answered to local government generating revenue from inwards and outwards mail. The Island PO handled French paquebot mail from 1837 until 1843.

**Section 3:** covers the period from 1849 until 1857. In 1849, the two Malta Offices were co-located and managed by a single Postmaster, although finances were still separate.

**Section 4:** covers fakes and forgeries. Unfortunately, these scarce and popular pre-stamp postal markings have attracted forgers' attention. It gives details to assist identification of these items, which otherwise might pass casual inspection.

The book is illustrated throughout in colour, with full-size images wherever possible. Advantage has been taken of digital technology to produce full-size illustrations of the various handstruck postal markings and these are more accurate than in previous publications. For the experienced postal historian, the new enthusiast and anyone with an interest in this period of postal history, this publication is a worthwhile addition to their philatelic literature.

The MSC Publication 'MALTA POST OFFICES 1806 – 1857 and their handstruck POSTAL MARKINGS' by Alan Green is **now available for purchase**.

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