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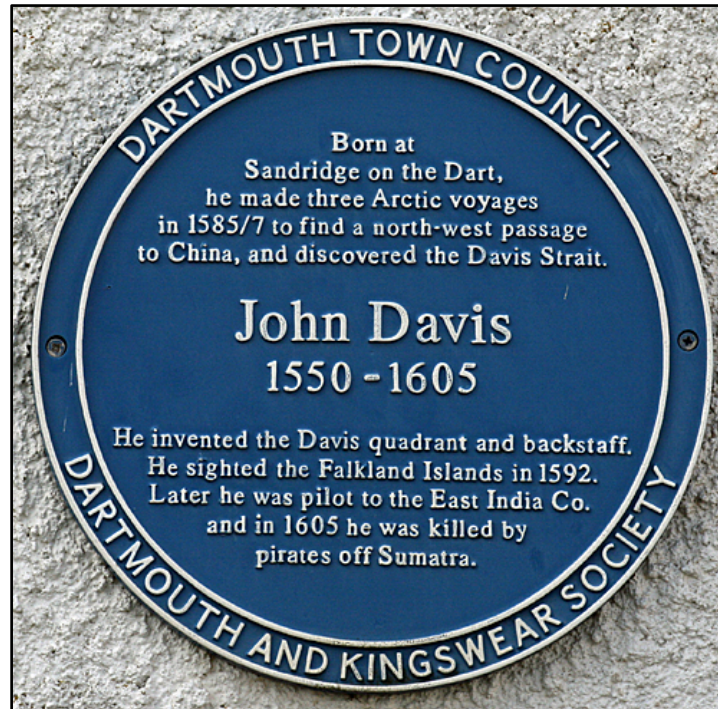
Importance of the Falkland Islands

Historically, the Falkland Islands were important strategically for the Royal Navy and as a stopping off point for ships rounding Cape Horn. Their maritime significance continued until 1914 when the Panama Canal opened. From then on, commercial shipping saved considerable time, risk and danger by taking a more direct route to and from the Pacific.

Geographically they formed a gateway between the Atlantic and Pacific Oceans. Indeed the important early Naval Battles of both World Wars were fought in the South Atlantic.

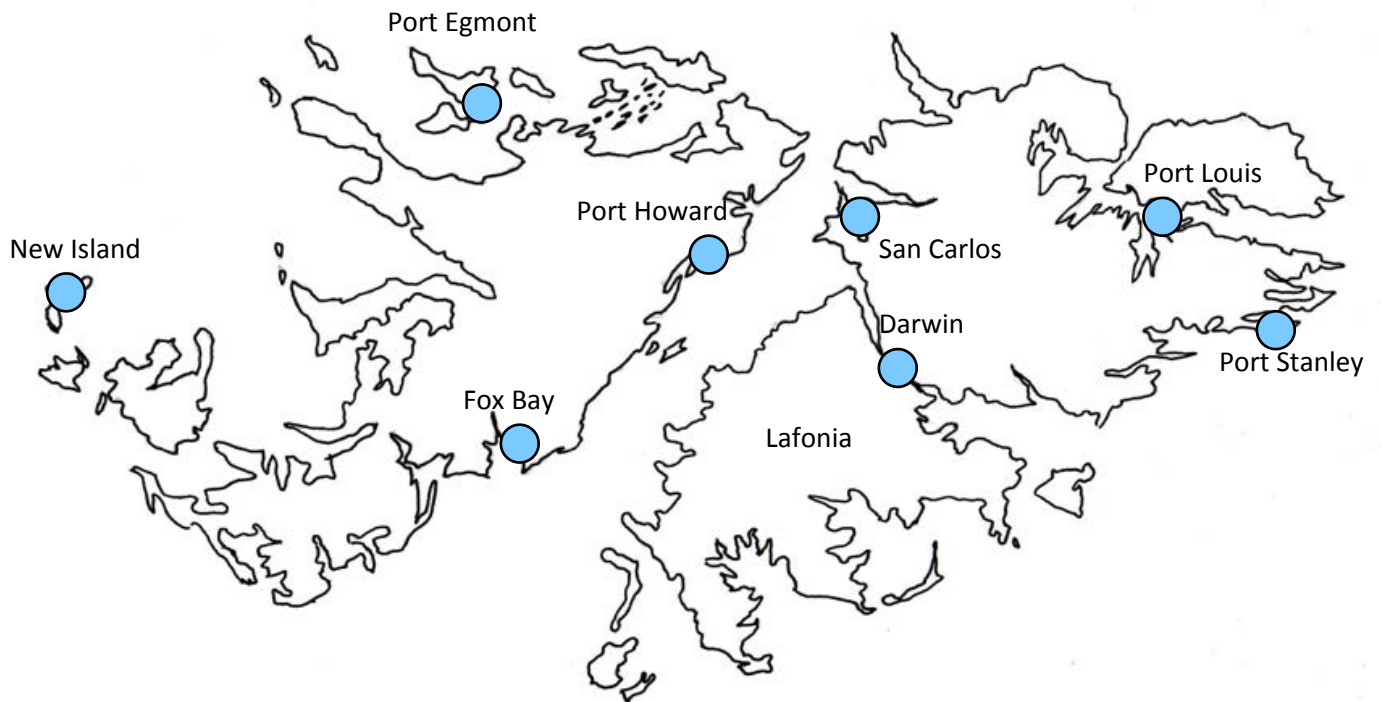
During the classic period of world exploration at the beginning of the twentieth century, The Falkland Islands became one of the important gateways for Antarctic expeditions. This was followed by Military, Naval and Scientific research later in the century.

Latterly, the importance, although diminished, is still considered by some, not least the Argentines, to be of significance. The Islands today derive much revenue from the sale of fishing licences, principally for squid, as well as continuing to export wool and promote tourism. The search for oil continues and much development is promised, although the present global oil price will need to recover considerably from its recent market levels.

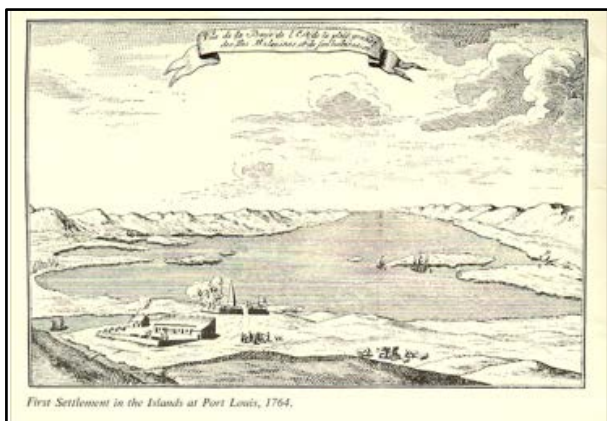


Falkland Islands Timeline prior to Re establishment of the British Crown

- 1592 First seen by John Davis in ship "Desire"
- 1690 First landing by Captain Strong, naming "Falkland Sound" after Lord Falkland
- 1761 Commodore Byron claimed sovereignty on the grounds of prior discovery
- 1764 French establish settlement at Port Louis, East Falkland
- 1765 British establish settlement at Port Egmont, West Falkland
- 1767 French sell their interest to Spain for £25000
- 1771 Vigorous diplomatic exchanges between Britain and Spain, Britain prevails
- 1774 Britain withdraws on economic grounds
- 1775 - 1826 Lawless period with no formal Government
- 1829 United Provinces of the River Plate appoint Louis Vernet as Governor of the Islas Malvinas, following a private venture in 1826
- 1832 Vernet arrested American whalers, USS Lexington sent to sack Port Louis
- 1833 Britain reclaimed sovereignty by way of Captain Onslow in HMS Clio, 2 January 1833.



The Original Settlements



Depiction of Port Louis when originally settled by the French



Port Louis as it is today.



Port Egmont, as it is today. It was originally settled by the British in 1765. A few relicts remain.



A plaque marking the cemetery at Port Egmont.

The Move to Stanley



Stanley Harbour looking east 1840's from a painting in the Dean family collection.



Stanley Harbour looking west 1840's from a painting in the Dean family collection.



Government House and garden as it is today.



Victory Green and the Mizan mast of the "Great Britain"



Stanley Cathedral and Whalebone Arch.



Stanley Post Office

History and People



Tranquilidad - said to be the oldest building in the Falkland Islands - situated in northern Lafonia



Samual Fisher Lafone, founder of the Falkland Island Company in 1851 after whom Lafonia is named.

Lafonia is a vast tract of flat plain in the southern part of East Falkland, originally settled by Lafone's business which was originally set up at Hope Place. He never actually visited the Islands himself.



W M Dean of JM Dean & Sons, principal competitors to the FIC



George Travis - Finance Clerk, Collector of Customs and Postmaster 1873 to 1878



F E Cobb - Manager of the FIC 1867 -1891, increased land ownership and sheep farming, became director in London after buying out the Deans.

Ship Letters

The very first postal communications with the Islands were by means of ship letters.

Before the establishment of a British garrison in 1833, the Islands were largely a lawless and rarely visited place with the exception of a few ships engaged in sealing and whaling. There was a very small settlement established at Port Louis in Berkeley Sound, East Falkland which had been the original siting of the first French settlers in 1764.

Prior to British rule in 1833, the whaling grounds around the islands were particularly popular with American whalers from Connecticut. Indeed, the American whaling industry played a very significant part in the early history of the Falkland Islands. Varying numbers of whaling vessels, the majority from the New England ports of New London, Stonington, and New Bedford made repeated voyages to the South Atlantic. Evidence suggests their favourite haunts were the West Falkland Islands and in particular the whaling grounds off New Island. The only method of postal communication into the islands was to use whaling vessels with similar destinations in the hope they would effect a rendezvous. Exchange of letters took place for vessels returning home and there are reports of exchange boxes on the Island for the deposit of letters by passing ships. The Islands were well known for a plentiful supply of fresh water, a good stock of feral animals for food and some good natural harbours.

Among the early pioneers of business in the Falkland Islands were the Lafone Brothers who procured from the Government the lease for a vast tract of land forming the south western section of East Falkland. Their business was based in South America and they had major interests in Patagonia. Following their lease from Her Majesty's Government, on what is now known as "Lafonia", they set up a cattle ranch at Hope Place (in the northerly part adjacent to Falkland Sound) in 1847.

Prior to the formation of the Falkland Island Company in 1851, any mail transmission was difficult depending as it did on the irregular passage of ships and naval vessels. In 1852 the first mail contract was established with the Company, but it continued to use the service of other vessels as well to take cargo back to London. Letters accompanying such cargo were carried free as consignee letters.

Even in 1870, contract mails from the Islands were spasmodic and at best were despatched to Montevideo every six weeks or so. Communication was difficult for ships captains who had brought their ships around Cape Horn and limped into Stanley sometimes in a parlous state. Arrangements needed to be made for repairs and due payments organised from overseas. Passing ships usually afforded the quickest means of communication with the outside world rather than waiting for a contracted vessel.

Two of the sixteen surviving ship wrecks in Stanley Harbour



The wreck of the Lady Elizabeth in Whalebone Cove, Stanley Harbour, Jan 2014

Built in Sunderland in 1879, she arrived in Stanley in 1913 having struck the Uranie rock in Berkley Sound. She was condemned and used as a floating warehouse until 1936. She remains an iconic image in the Harbour.



The wreck of the Barque Jhelum in Stanley Harbour, Jan 2014.

Built in Liverpool in 1849, she started her last voyage from Callao bound for Dunkirk on 13 July 1870. Having endured a difficult passage around Cape Horn, she made Stanley on 18 August where she was condemned and has remained there ever since.



An entire letter from **Port Louis to Nantes** dated **28 January 1827**, sent by a French Surgeon L Gautier on board a visiting vessel commanded by Captain John Upham. First charged 1/4, later deleted and altered to 2/4 in black (8d ship letter + 8d Deal to London + 1s rate from London to France). The letter could not be sent on from the London GPO Foreign branch until the postage had been paid and was transferred to the Returned Letter Office where it was given reference number RLO 2699. Upon payment the black 2/4 was replaced with red 2/4 denoting payment. Finally the letter was charged 18 decimes for internal delivery in France.

Shipped by "Adeona" from Port Louis 28 January 1827 arriving Deal 20 July 1827 (see arrival cds and Deal Ship Letter markings).

The Brig "Adeona", was a British vessel registered in Greenock and engaged in sealing.

The letter is one of only four known outgoing examples prior to 1833 and is the only one surviving as an entire.

A private letter sent from the New London offices of N & W W Billings to Captain Lyman Allyn of the ship John & Edward at the Falkland Islands and dated 18 November 1831. The letter is endorsed: "Should the Captain of ship Franklin fall in with ships Julius Caesar, Flora and Comm Perry before he sees the John & Edward, he is requested to deliver this to their captains who have the writers permission to open the same". Further instructions in the letter ask them to copy it and pass it on to the addressee and the other ships. There were no postal markings in existence in the Falkland Islands at this time.

New London Nov 18th 1831

The contents are of historic significance and describe part of the unfolding saga which eventually led to the reclamation of the Islands by the British Crown in January 1833. Earlier in 1829, the United States of De La Plata had appointed Louis Vernet as Chargee d'Affaire. He, high handedly, decided to put a stop to the practice of American whalers hunting animals in the Islands. In doing so he attempted to arrest three American ships including one owned by Billings. It promptly escaped and sailed back to New London to raise the alarm and, as it turned out, to petition the US President for help in defending US citizens. The other two ships were taken by Vernet to Buenos Aires where a bitter dispute started concerning Sovereign rights. These events are mentioned in the letter and Vernet is named as a pirate.

The US sent a sloop of war, USS Lexington, (Captain Silas Duncan) down to the Brazil station. The Lexington eventually made its way to Port Louis, East Falkland and laid waste the settlement and imprisoned those living there before taking them to Buenos Aires. This became a major diplomatic incident as a result of which the British eventually decided to act to reassert Sovereignty over the Islands.

*Capt Lyman Allyn
Ship John & Edward
Falkland Islands*

The firm of N & W W Billings were a significant whaling concern based in New London. They owned at least 12 whaling ships including the John & Edward, Julius Caesar, Commodore Perry, Flora and Franklin. The vessels marked on the letter were all in the Companies ownership. With the exception of the ship Franklin which appears to have taken the letter, the ships had all set sail some time before the letter was written, shipping records confirm Julius Caesar left New London on 4 May 1831 and importantly the John & Edward had departed on 15 October 1831. Both vessels are listed as leaving for the South Atlantic.

*Should the Capt of ship Franklin fall in with ships Julius Caesar, Flora or Comm Perry before he sees the John & Edward he is requested to deliver this to their captains who have the permission of the writers to open the same
N & W W Billings*

The letter is a unique example of inward correspondence prior to 1833.



Ship letter written on board the US whaler "Hibernia" which met the US Whaler "Condor" very close to West Falkland in February 1833. When written at sea they were within sight of the Falkland Islands. The ship's log states that the two vessels fell in with each other and stayed together for a period of weeks during whaling operations cruising the Falkland Islands.

The letter dated 3rd February was eventually brought back to the port of New Bedford where it arrived in late May 1833. It received a New Bedford arrival marking for June 1 and a "SHIP" mark in red. The rate was 20 ¾ cents was made up of 2 cents for a ship letter and 18¾ for the internal journey to New York.

This is the earliest recorded letter following the

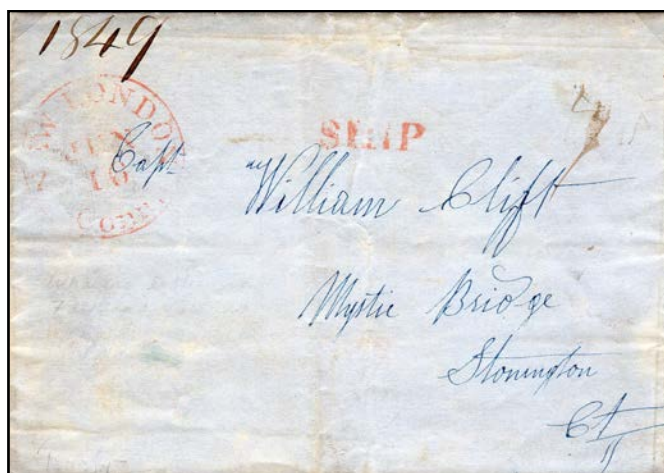
reassertion of the British Crown in early January 1833. There were no formal postal arrangements or marks at this time but the content of the letter, the whereabouts of the ships, their recorded meetings in ships logs have been used to piece together the history of the item.

Ship letter written on board the **US whaler "Hudson"**, anchored at **New Island, Falkland Islands** to Stonington, Connecticut, sent unpaid and dated 25 March 1849.

Charged at the rate of **7 cents** (manuscript) made up of 2 cents ship fee and 5 cents inland rate from New London to Stonington.

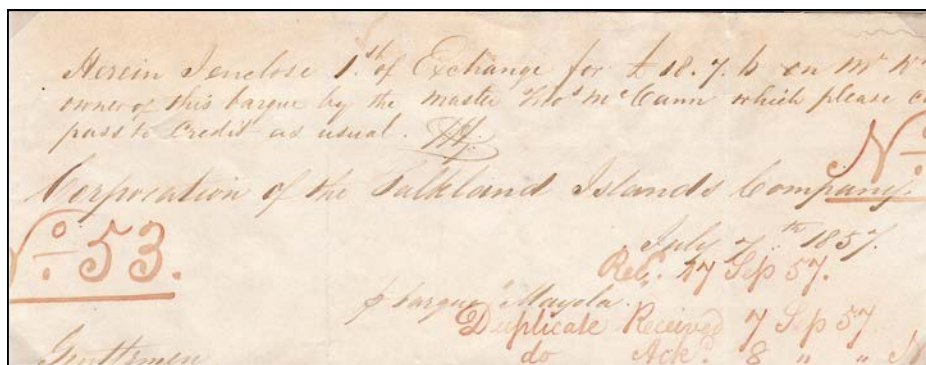
Carried back on **US whaler "Hannibal"** which arrived in New London on 14 June 1849, where the letter received a red circular arrival marking and a red "SHIP" handstamp.

The handwriting and events described in the letter match those of the ships log in the whaling museum at Mystic in Connecticut. Captain Clift later became infamous for an incident which took place in the Islands in 1852 when on a subsequent voyage, he was arrested for illegally taking wild hogs from New Island. He and his ship were taken back to Stanley to stand trial only for a US Man of War, USS Germantown, to enter the harbour and train its guns on the court house. After much argument and diplomacy, during which no shots were fired, he was convicted and fined £20. He never returned to the Islands.



Ship letter, written on board "**Harmonia**", from Stanley to Aberdeen and dated 14 October 1862. Sent unpaid and charged **6d (per ½ oz)** on arrival in Liverpool. Carried back to the UK aboard "**Witch of the Tyne**" arriving in Liverpool on 29 December 1862.

The letter contains details of postal problems and the fact there hasn't been a mail for four months. The details of the routing home and the ship correspond with details in Lloyds list at the time.



A **Consignee letter** from the Colonial Manager FIC to the Head Office in London, dated 7 July 1857, sent unpaid with marking "2" in manuscript, representing unpaid postage Swansea to London. **No further charge was made for a consignee letter.**

Carried on barque "**Mayola**" which departed Stanley on 9 July and arrived in Swansea on 16 September; back stamped in London on arrival 17 September 1857.

This is the only consignee letter from the Islands in the 19th Century.



An **unpaid ship letter from Stanley, 29th October 1870**, from Captain Nugent of the ship "Lookout" which had limped into Stanley in a damaged state. In common with the practice at the time, letters were copied and sent by two different ships in the hope that one would arrive safely. This was despatched by Barque "**Epsilon**" for Falmouth, a private ship not under contract to the Post Office.

Transferred via London (Ship letter 13 JA 71 on reverse) to Liverpool for departure on Cunard "**Russia**" which left on 14 January and arrived in New York on 27 January. It was charged 18 cents in depreciated currency (US greenback notes), and a further 10 cents for the unpaid ship letter leg to Falmouth making a total of 28 cents due in US notes. "14 cents" was a British accountancy mark - ref Hargest p193 & illustration p188.



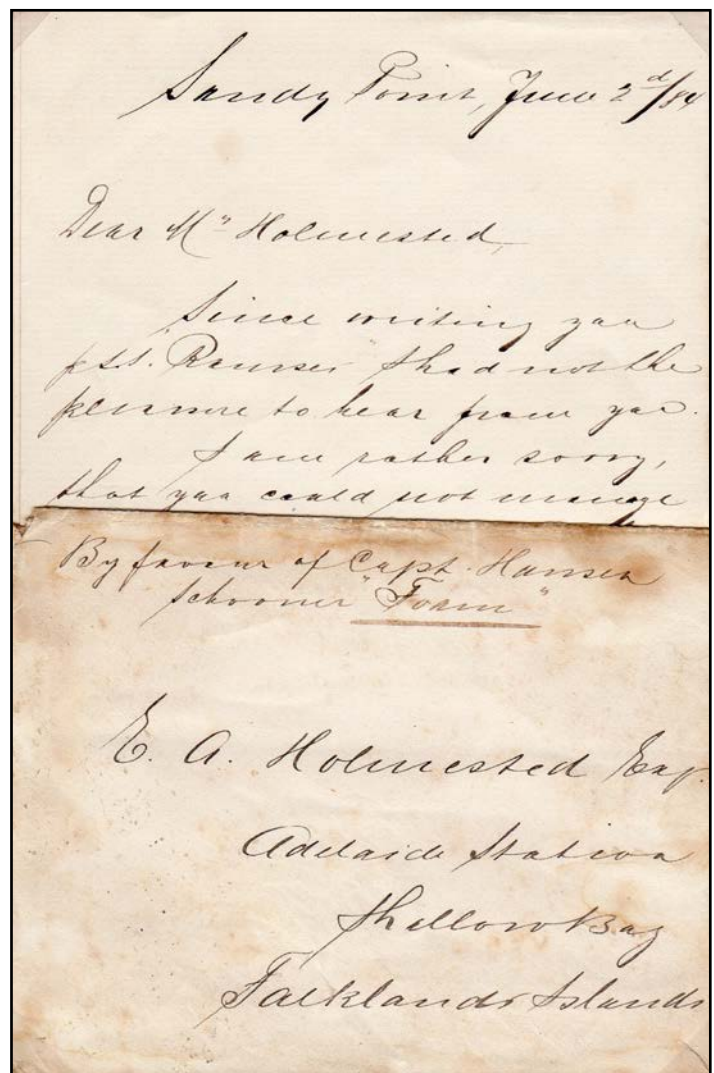


Letter sent from **William Lafone in Montevideo on 8th July 1848** addressed to his main agent Richard Williams who was by then managing the ranch at **Hope Place in Lafonia**. The letter was sent privately to be forwarded by G Rennie, the newly appointed Governor of the Islands. There was still no formal post office and no postal markings.

This is of importance given the early history of the islands. The Lafones were the principle shareholders and original founders of the Falkland Island Company but never set foot on the Islands.

The courier was a passenger on HMS Champion, a 500 ton sloop, which arrived in Port Stanley on 18 July 1848 (details per Stanley shipping records) directly from Montevideo.

A **private unpaid cover** with enclosed eight page letter addressed to Ernest Holmestead at **Shallow Bay in West Falkland**, the letter dated 2 June 1884. Sent by favour of Captain Hansen (who had bought the **Schooner "Foam"** from the Falkland Island Company and who also owned Carcass Island, West Falkland) from Sandy Point (Punta Arenas), Chile by a business associate using a PSNC agent Wehrhahn & Co.



Packet Letters

Packet services had existed from South America, (Buenos Aires, Montevideo and Rio Janeiro) to the United Kingdom from 1808. To use these packet services prior to 1852, private vessels had to be used to convey mail via these cities to and from the Islands.

Governor Moody was appointed in 1841 and arrived in Port Louis aboard the Brig Hebe in January 1842. After considerable debate locally and with Her Majesty's Government in London, it was decided to develop a new town at Port William. This was henceforth known as Port Stanley, the name of Port William being retained for the outer harbour. By mid 1844 most of the new residents had moved; the Governor duly moved into his new residence in July 1844. There were no formal mail services and no postal markings within the Islands.

Up to 1852, the postal rate to and from the UK was 2/7 for ½ oz, although a rate of 2/9 for ½ oz is specified via the Post Office in Rio de Janeiro. The rate was decreased to 1/- per ½ oz from 7 June 1852, this continuing until 30 June 1857 when it was reduced again to 6d per ½ oz.

The change in rate coincided with a formal contract to carry the mail in 1852 when the services of a schooner were obtained from the Falkland Island Company. Unfortunately the service was not as reliable or dependable as had been hoped and remained haphazard for more than a decade. The contract was re-tendered several times but the Falkland Island Company were in a very strong, some might say monopolistic, position and after intervention from a succession of Governors, secured further contracts. There were occasions when individual charters were made to secure mail delivery to Montevideo.

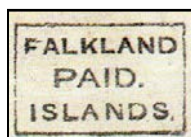
A number of efforts were made in the 1840's and 1850's by the Emigration Commissioner in London to populate the islands. This met with very limited success.

A Church Mission was also set up on Keppel Island in West Falkland following work by the Patagonian Mission. Examples of mail to these two ventures forms part of the display.

Prepayment of postage was introduced on 1 August 1861 but a marking denoting that postage had been paid was not ordered until March 1868. The first postal marking was first seen outward in late 1868 and on an incoming envelope in January 1869 and is also illustrated in the display. Prior to this no mail either inward or outward received any hand stamp or marking even though the Post Office was officially in existence from 1861.

The PAID marking, first seen in early 1869, became known as the "Black Frank" and its use continued until August 1876. Some 49 items have been recorded using this hand stamp of which six are registered and four are addressed to countries other than the United Kingdom.

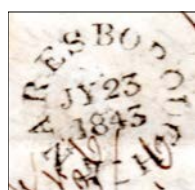
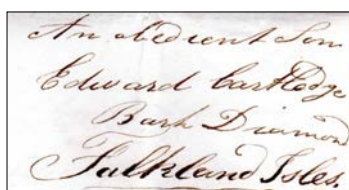
Until 1876, the rectangular "Black Frank" was used to denote prepayment of mail. It was criticised for being too small, sometimes resulting in postage due being applied in the UK. George Travis, the postmaster in Stanley, introduced the large format "Red Frank", it being first evidenced in November 1876. Of the 23 items recorded, **only one has been recorded as being sent to a destination other than the UK.** The "Red Frank" continued in use until the spring of 1878, its demise coinciding with the issue of Falkland Island postage stamps in June 1878.





An entire letter from a seaman on board the Barque "Diamond" at the Falkland Isles dated 7th March 1843 and addressed to Knaresborough, (near Harrogate) Yorkshire. The pre paid packet rate of 2/7 per half oz. (applicable from August 1840 until July 1852) is seen in manuscript on the obverse and is the earliest known example of a packet rate from the Islands.

Shipped by a private but unknown schooner to Buenos Aires and then by naval packets HMS Spider (Buenos Aires to Rio de Janeiro) and then HMS Crane onto Falmouth (arriving 21 July 1843). The green Buenos Aires fleuron was applied in Falmouth.

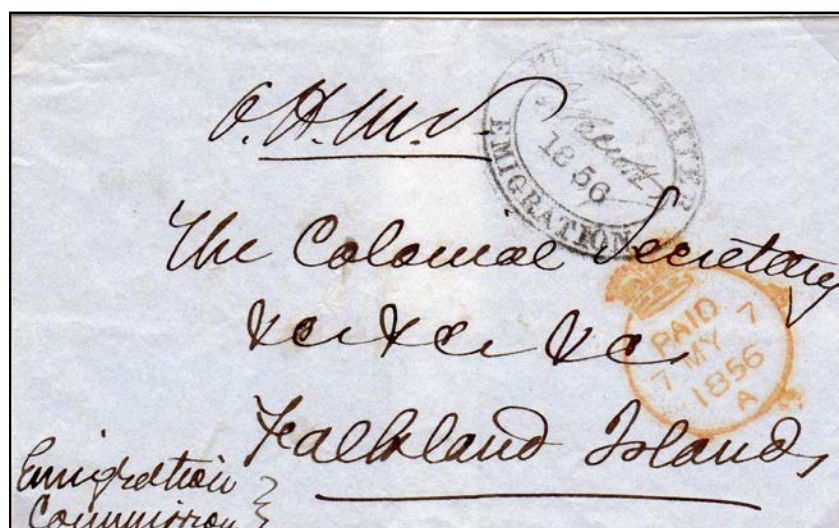


The Barque "Diamond" is shown in the original Falkland Island shipping records as arriving and departing from the islands in early 1843. The Port of entry is likely to have been Port Louis not Port William (later Stanley).

Part of an entire Packet letter from London to Government House, Port William (renamed Port Stanley). It was dated 7 May 1844 and used the pre paid packet rate of 2/9 per half oz. (applicable from August 1840 until July 1852) as it was sent via the British Post Office in Rio de Janeiro. Perversely this was higher than the rate of 2/7 via Buenos Aires. (see PO Notice Circular 6 Jan 1840, Raguin ref 40005)

Shipped by "Peterel" departing Falmouth 10 May 1844 and arriving in Rio de Janeiro on 18 June, transferred to "Cockertrice" for the voyage to Montevideo (arrived 21 June) and finally by HMS Philomel to Port William arriving 21 October.

The letter concerns a ship condemned at Port Louis on 8 November 1843 and is from Alliance Marine office. A unique example of the incoming packet rate.

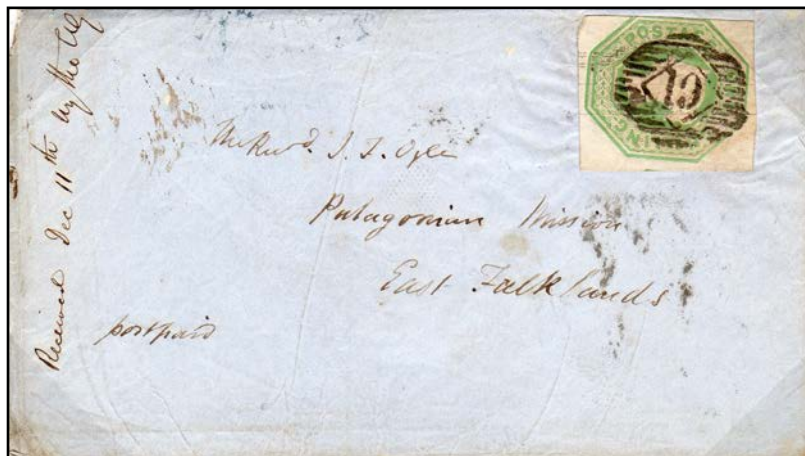


A very early example of mail sent free on official Governmental business (OHMS). London to Stanley 7 May 1856.

The sender was S Walcott, at the time the Commissioner and Secretary of the Emigration Commission at Park Street, Westminster. The addressee was Colonial Secretary, James Longden (after which Mount Longden was named)

Shipped by Royal Mail Steamer "Tay" from Southampton on 9 May 1856, arriving in Montevideo on 17 June. The mail was transferred to the "Allen Gardner" and arrived in Stanley on 13 July 1856.

This the second earliest example of OHMS mail to the Falkland Islands.



Cover to the Reverend John Ogle at the Patagonian Mission from London dated 8 September 1856 at the rate of 1/- for ½ oz.

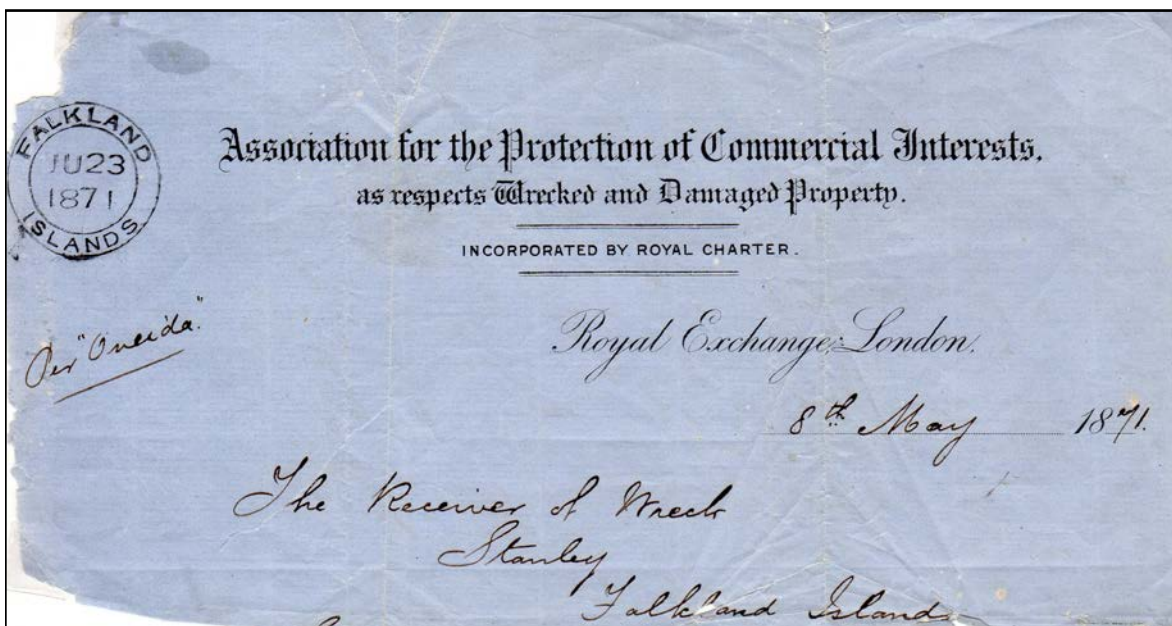
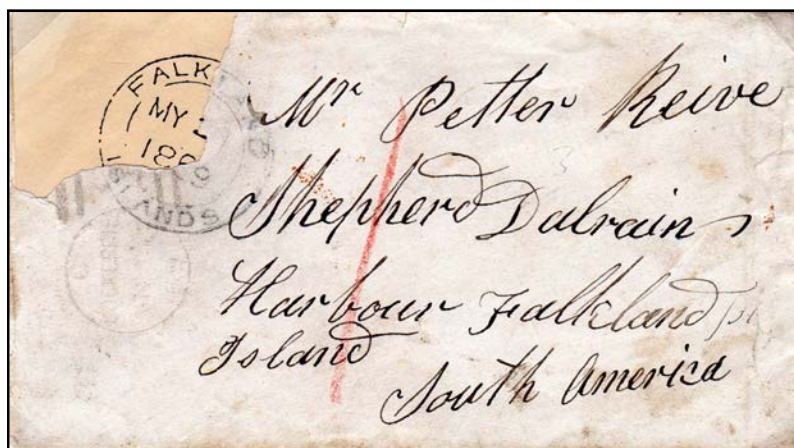
Shipped on Royal Mail Steam Packet "Avon" from Southampton on 9 September to Montevideo and transferred to the "Allen Gardner" which arrived in Stanley on 11 December, note on the front of the cover confirms.

At the time of arrival the Rev Ogle was staying at the Ship Hotel in Stanley having arrived some three months earlier from the UK. The intention was to set up a mission on Keppel Island, West Falkland but there had been a disagreement between the addressee and the leader of the mission Rev George Despard.

This is the earliest mail item to the Falkland Islands with a stamp and the only cover showing the short lived rate of 1/-.

A partly reconstructed cover to a shepherd at Darwin Harbour, which despite having the 6d stamp removed, is the **earliest known inward piece with a Falkland Island cds**. Postmarked **Lockerbie (on reverse) 7 March 1869** and shipped by RPMS "La Plata" to Montevideo and conveyed to Stanley by FIC schooner "Foam" where it arrived on **26 May 1869**.

The addressee died in Stanley in 1880 and is buried in Stanley Cemetery.



A piece from London, 8th May 1871, shipped on RMS "Oneida" to Montevideo and arriving in Stanley on 23 June 1871.



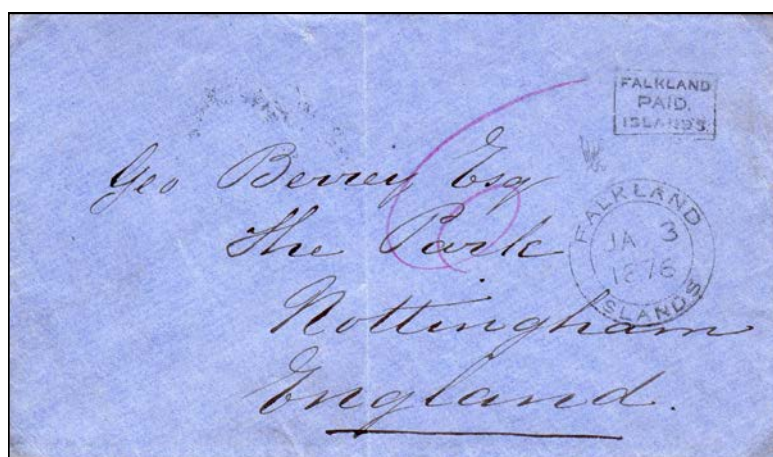
Stampless cover from **Stanley to Montevideo, 2 January 1872**, prepaid at the rate of **4d per ½ oz**, a **unique rate** to Montevideo only. Carried on the FIC vessel "Foam".

Barnes Ref 2/72

Registered stampless cover, **Stanley to Bedford**, sent **3 April 1872** and prepaid at the rate of **10d** (**6d per ½ oz and 4d registration**). Carried on the "Foam" to Montevideo and then on PSNC "John Elder" to Liverpool.



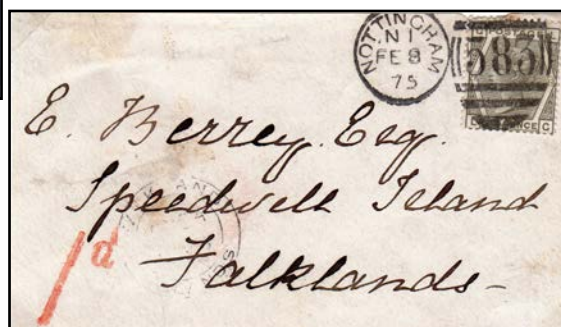
Barnes Ref 8/72



Stampless cover from **Speedwell Island**, a remote small island to the south east of East Falkland (known because of the return cover below) to **Nottingham, 3 January 1876**, prepaid at the rate of **6d per ½ oz**. **Unique example from an outer island.**

Carried on the FIC vessel "Black Hawk" to Montevideo and then by RMSP "Neva" to Southampton.

Nottingham to Speedwell Island, 8 February 1875, at the rate of **6d per ½ oz** (1d. accountancy to colony) Shipped via Southampton, RMSP "Neva" to Montevideo and "Black Hawk" to Stanley, with arrival cds 24 March 1876





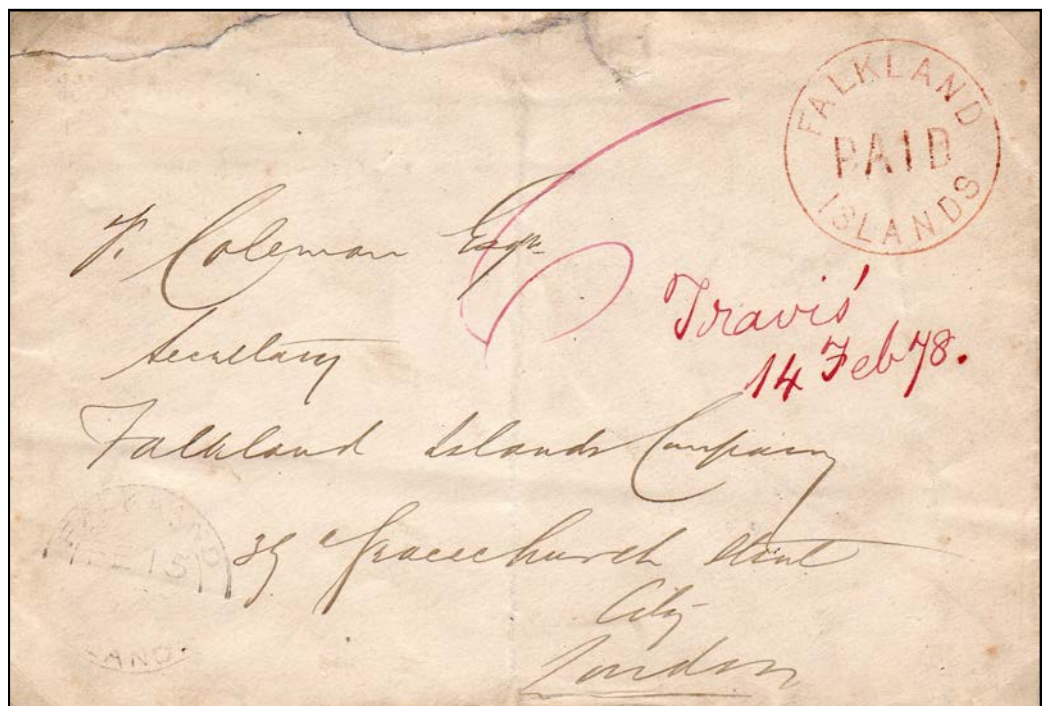
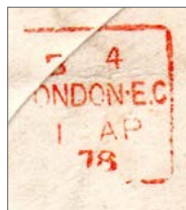
Stampless pre paid cover to Norristown, Pennsylvania, USA cancelled by Falkland Island cds MY 15 77 and the large circular "FALKLAND ISLAND PAID" hand stamp. The rate of 1/1 for ½ oz was a combined rate to the USA. **This is the only usage to a country other than the UK.**

The cover was carried by FIC "Black Hawk" departing 16 May to Montevideo, PSNC "Sorata" departing 23 May from Montevideo to Liverpool, then via London(18 June) and New York on 29 June 1877.

There is a manuscript arrival marking for 3rd July.



Barnes ref; 3/77



Stampless pre paid cover to London, 14 February 78 in manuscript (noted by the addressee to be from George Travis) and bearing a London arrival mark on the reverse for 1 April 1878. **Rated 6(d) for ½ oz.** Shipped from Stanley by FIC "Sparrow Hawk" to Montevideo where it was transferred to RMSP Montego for Southampton. In the hand writing of George Travis, Postmaster, Stanley 1873 - 1878.

Packet Letters Inward Mail

The postal rate to the Islands from Great Britain was 6d per ½ oz from 1 July 1857 until 1 April 1879. The packet service was largely provided by the Royal Mail Steam Packet operating between Southampton and Montevideo and a contract packet with the Falkland Island Company between Montevideo and Port Stanley. Much of the surviving mail is from the U.K. but a few covers have survived from other origins. Examples are shown from the U.S.A. and India as well as the UK.

The First Postage Stamps

The first postage stamps were produced in the late 1870's for introduction at the Port Stanley Post Office as follows: 1d claret - 5.2.1878, 4d grey black - 29.7.79., 6d blue green - 5.2.78., 1/- bistre brown - 6.6.78. These were all printed on unwatermarked greyish paper.

The universal 4d rate was introduced in the Islands from 1 April 1879. This rate lasted until 1 January 1891 when the Empire rate was reduced to 2½d per ½ oz. Covers during the early period of use are rare, only a handful have survived.

During this early period of adhesive use, cancellation was usually by way of an oval steel obliterator or hand crafted cork canceller. Each "cork" is unique and was sometimes only used on a single mail because of its tendency to wear and crumble. A number of examples lasted for several mails but the gradual deterioration can usually be detected as time passed. A study of these "corks" has enabled dates to be attributed to covers which do not bear legible counter date stamps on the cover. Early examples of cancellations are:



Steel obliterator
4.4.79 - 31.7.00



Cork -Early 4 x 2
15.11.78 - 1.1.81.



Cork 5 x 4 thick & thin
26.3.84 - 17.5.84



First Cork FI
13.12.84 - 28.10.85



Cork -6 x 4
2.10.86 - 17.12.86

The Provisional Issue 1891

On 1st January 1891, the postal rate to Great Britain and the Empire was reduced from 4d., to 2½d., per ½oz. The supply of ½d., and 2½d., stamps had been lost on the Kosmos "Neko" when she foundered. Authority was therefore given for the bisecting of the 1d., stamp.



incoming large linen envelope from London to Stanley, 1 February 1872, at the rate of 4/- for 4 oz. (6d per ½ oz) and showing an "8" accountancy mark in manuscript as the amount due to the colony.

Shipped by RMSP "Neva" from Southampton on 9 February arriving in Montevideo on 8 March 1872 before transfer to Falkland Island company schooner "Foam" arriving in Stanley on 23 March 1872.

A unique example of this rate addressed to the first Bishop of the Falkland Islands, Waite Hocking Sterling, % G.M. Dean, ship broker, merchant and vice consul to the UK in Stanley.

Penny pink embossed envelope uprated for 6d per ½ oz and showing 1d accountancy to the colony. Post marked Whitby 23 September 1878 and Falkland arrival on 3 November.

Shipped on Royal Mail steamer "Guadiana" leaving Southampton on 24 September arriving in Montevideo on 21 October. "Black Hawk" took the mails to Stanley arriving 3 November.

The handwriting is that of George Travis, the Falkland Island postmaster who had just returned to England earlier that year. The addressee Fred Cobb was Colonial Manager of the FIC in Stanley.



Cover to the Governor from Brighton, 6 January 1874 at the rate of 6d per ½ oz.

Shipped via Southampton on RMSP "Douro" to Montevideo and then by FIC Schooner "Black Hawk" to Stanley, arriving 22 March 1874.

Cover from Dublin to George Travis in Stanley, 5 May 1874. at the rate of 6d per ½ oz.

Shipped via Southampton on RMSP "Neva" to Montevideo and then by FIC Schooner "Black Hawk" to Stanley, arriving 17 June 1874.





London to Stanley, 25 January 1878, at the double rate of 1/- for 1 oz and therefore showing a manuscript "2" in red for accountancy credit to the colony. Shipped by RMSP "Elbe" to Montevideo, then by FIC schooner "Sparrow Hawk", arriving 30 March.



London to Stanley, 19 August 1879, at the rate of 4d per ½ oz.

Shipped by RMSP "Montego" from Southampton on 30th August and arrived in Montevideo on 25th September. A further five weeks elapsed before "Black Hawk" took the mail to Stanley arriving on 8 November 1879.



Newport, Rhode Island to Stanley, 26 September 1877, at the rate of 15 cents for ½ oz (applicable 1.7.75 - 1.1.78)

Routed via New York, Liverpool, London, Southampton (RMSP "Elbe") Montevideo, then by FIC schooner "Black Hawk", arriving 30 March. A unique example prior to 1880.

Poona, India to Johnsons Harbour, East Falkland, 13 April 1890 at the rate of 4 ½ annas for ½ oz. Initially routed through P & O steamer through Suez and Brindisi to Southampton and then by Kosmos "Abydos" to Stanley, arriving 9 June 1890.





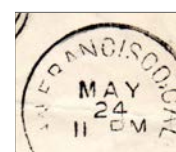
Mourning cover from **Stanley to Hethel** near Brackon Ash, Norfolk sent on **6 April 1880**. This is the earliest known example of the 4d stamp on cover from the Islands and one of six examples using the unwatermarked 4d original printing. Shipping was by "Letitia" chartered from **Dean & Son**, Stanley immediately prior to the new mail contract with Kosmos. Mail was transferred to **PSNC "Araucania"** in Montevideo for its passage to the UK.

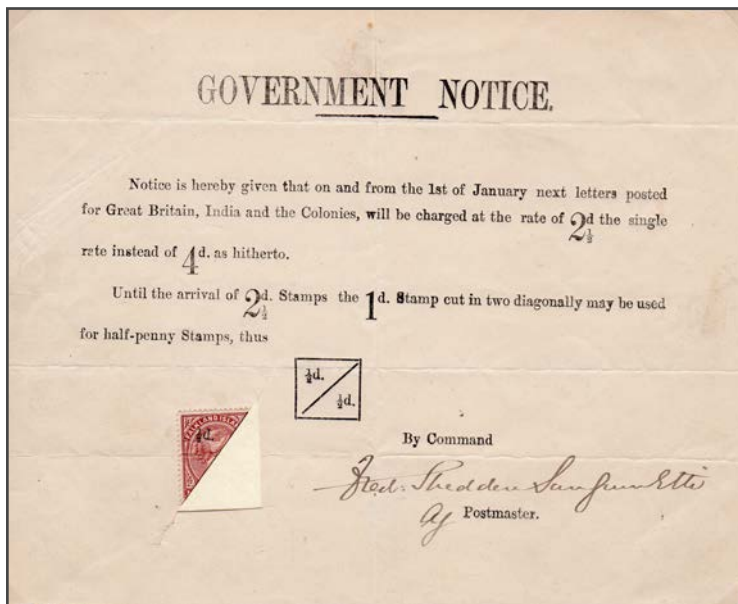


Stanley to Glasgow, 6 January 1883 using the original 4d (un watermarked paper) and cancelled using the steel obliterator. Shipped under the new mail contract by the Kosmos steamer "Theben" on 7 January. The mails were off loaded at Dartmouth and arrived in Glasgow on 15 February 1883.



Stanley to San Francisco, 25 March 1884, using the first watermarked 4d stamps (1882 printing) and cancelled using the 5 x 4 cork. Kosmos "Ranee" left Stanley on 26 March to Montevideo, then via Liverpool to New York and finally San Francisco on 24 May 1884.





The notice states the procedure formally and is signed by **Frederick Shedden Sanguinetti, the Acting Colonial Secretary**. It is one of only three examples and the only one to bear the actual imprint of the



Cover from Robert Blake at Hill Cove, West Falkland to his business partner in London at the new rate of **2½d per ½ oz.** All the stamps bear the surcharge as per the Government notice. Shipped by Kosmos "Denderah" on 13 February 1891.



Registered cover from Stanley to London, 28 March 1891, at the rate of **4½d per ½ oz including 2d., for registration**. Shipped by Kosmos "Isis" the same day.



Stanley to London, 14 April 1891, at the rate of **2½d per ½ oz.** Arrived in London 23 May 18891 by Kosmos "Heredot" and PSNC "Sorata". The stamps are not surcharged.

The foreign rate remained unchanged at **4d., per ½ oz until 1898** and the use of bisects continued until early 1892 on non philatelic mail. A few covers exist using bisected stamps to make up the correct foreign rate.

Stanley to Monegan, USA, 28 October 1891 at the **Foreign rate of 4d per ½ oz.** shipped by Kosmos "Heredot" on 29 October and then by "Britannia" from Punta Arenas. There is a London transit mark for 3 December 1891.



The Kosmos Steamship Company - Mail Contract with the Falkland Islands 1880 -1900

The Kosmos Steamship Company of Germany was the first European packet service which landed mail directly in the Falkland Islands. Services were roughly every month from 1880 until 1900 and there were inward and outward voyages for the vessels which also served Montevideo, Punta Arenas and the west coast ports of Chile.

This contract followed a period of "off/on" agreements with the Falkland Island Company which had sometimes led to acrimony between the FIC and the Governor, usually about money but also reliability. Initially the "Ramses" called on 20th April 1880 and then again on 17th June and took homeward mail and some passengers. A one year contract was signed on 2nd July in London. The steamers would leave from Hamburg and call at Antwerp, St. Vincent, Montevideo en route to Stanley and then go on to Punta Arenas and the west coast ports of South America. This worked well and the contract was extended to 1885. Under the extended agreement the vessels also called at Dartmouth. Also as an alternative routing, mail was transferred to vessels of other lines from Montevideo (PSNC or Lamport and Holt) in the event the mail could be returned to the UK faster. Another condition of the contract was the appointment in Stanley of an agent to look after and manage the new service. This saw the arrival of Hugo Schlottfelt who came to live at Jubilee Villas in Stanley.

A notable upset occurred on 21 July 1891 when the Kosmos vessel "Neko" foundered off Ushant, losing the new supply of ½ d stamps destined for the Post Office in Stanley. These had been long awaited after the alteration of the postal rate from 1 January 1891 from 4d per ½ oz to 2½d per ½ oz for letters to the Empire. The new stamps eventually arrived in September 1891 diminishing the need for use of the bisected provisional issue, which were deemed cancelled in September 1892.

Most of the mail from this period was addressed to the UK, but examples are seen of mail to Germany, the USA, Canada, New Zealand and Gibraltar. Examples are shown in the display. For a short time Kosmos also operated a local steamer service around the Islands.

The registration rate during this period was 2d, it having been reduced prior to the beginning of the Kosmos contract.

The agent Hugo Schlottfelt was also a part time stamp dealer and numerous examples of mail can be seen bearing his distinctive hand writing and signature. The display seeks to show non philatelic examples of this correspondence including items of Kosmos stationery envelopes.

The period was one of relative stability, services were broadly satisfactory and dependable but the politics became gradually more difficult both locally and internationally. Pressure was exerted for a change in contractor by the turn of century with the intention of a new agreement with a British Shipping Company.

Deutsche Dampfschiffahrts-Gesellschaft „Kosmos“				
Mail-Service to and from Port Stanley - Falkland Islands, under Contract with H. B. M. Government.				
Time Table for 1884. Second Semester.				
Outwards				
Leave Hamburg	Leave Antwerp	Leave Dartmouth	Leave Port Stanley	
Denderah 1. July 1884	5. July 1884	7. July 1884	9. Aug. 1884	
Uarda 8. Septbr. 1884	13. Septbr. 1884	15. Septbr. 1884	18. Octbr. 1884	
Kambyses 2. Novbr. 1884	8. Novbr. 1884	10. Novbr. 1884	13. Decbr. 1884	
Homewards				
Leave Port Stanley	Leave Dartmouth	Leave Antwerp	Leave Hamburg	
Memphis 18. Oct. 1884	28. Dec. 1884	29. Decbr. 1884	3. Jan. 1885	
Luxor 18. Jan. 1885	22. Febr. 1885	23. Febr. 1885	28. Febr. 1885	
Neko 10. March 1885	19. April 1885	20. April 1885	25. April 1885	

The Steamers of the Company will call at Dartmouth as indicated above to receive and land Mails and Passengers to and from the Falkland Islands but no cargo will be received or landed at Dartmouth.

The Company will endeavour to keep to the above dates as nearly as possible but will not hold itself responsible for any variation arising through unforeseen circumstances.

The Directors



Kosmos Steamship Company original postcard depicting a vessel in the Straits of Magellan

Foreign Rate 1879 - 1898

Stanley to Chemnitz, 15 March 1894, at the rate of 4d for ½ oz. using a Kosmos agency envelope. Shipped on Kosmos "Abydos" on 17 March, received London 18 April and Chemnitz on 19 April 1894.



Imperial Rate 1891 - 1898

Stanley to Forest Hill, Kent, 16 February 1892. Shipped by Kosmos "Neko" on the same day arriving on 31 March 1892.



Stanley to London, 11 November 1897. Shipped by Kosmos "Heredot" which left Stanley on 12 November. The mail reached London on 17 December 1897 when it received a back stamp.



Stanley to Boston, USA, 23 June 1896. A heavy packet of 5 ½ oz from the Colonial Secretary to a slipper manufacturer in Boston. Shipped by Kosmos "Heredot" on 27 June 1896 and back stamped in Boston on 5 August 1896.



Stanley to Christchurch, New Zealand, 15 November 1893 at the single registered rate of 4½d. Shipped by Kosmos "Heredot" on the 16th November and back stamped on arrival in Christchurch on 5 February 1894.



Stanley to Glasgow at the double rate of 5d per oz and 2d registration, 23 June 1896. Shipped by Kosmos "Heredot" which left Stanley on 27 June and arrived in Glasgow on 30 July 1896.

Stanley to London, 17 August 1894 at the Empire registered rate and cancelled by "Pincers" cork only found on one mailing. Shipped by Kosmos "Neko" on 18 August.





Cover from **Government House** (Royal coat of Arms on reverse) addressed to the Staff Commander of **HMS Rodney**, a pre Dreadnought battleship stationed at **Gibraltar** from May 1894.

At the registered rate of **4½d., per ½ oz** (2½d., per ½ oz and 2d registration) and cancelled by the Falkland Islands oval steel killer, it was shipped by **Kosmos "Heredot"** which left Stanley on 17 September 1894 and arrived in Tilbury on 19 October. It transited through London on 22 October before despatch to Gibraltar.

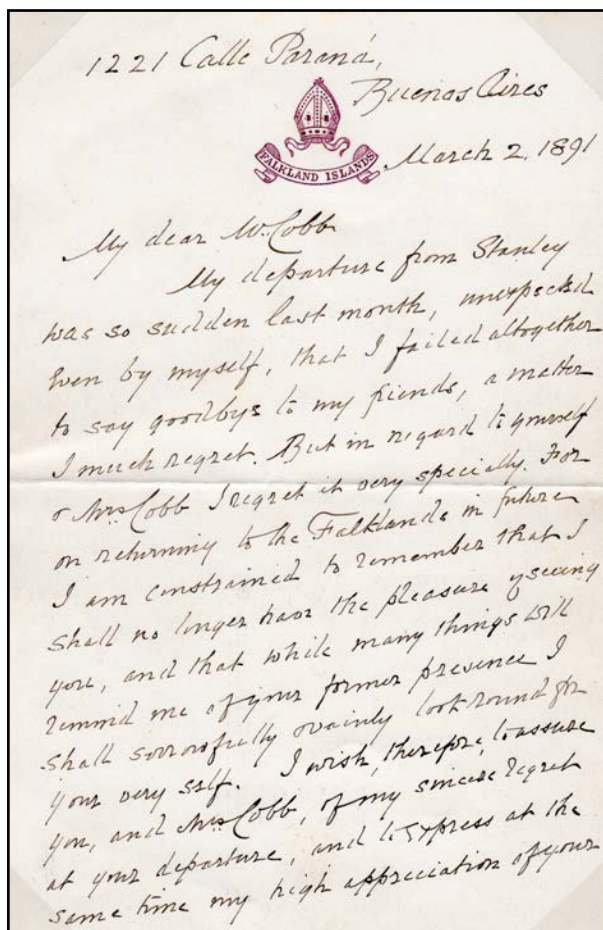
Stanley to Montreal, 24 February 1896, at the double Empire rate of 7d (5d for 1 oz and 2d registration). Shipped on Kosmos "Memphis" leaving Stanley on the same date, received in Montreal on 11 April.



Registered cover from Stanley to London, shipped by **Kosmos "Itauri"** on 23 September 1898 taking the mails to Montevideo where they were transferred to PSNC "Orepesa" arriving in London on 11 November. The letter is sent by **Hugo Schlottfeldt**, the Stanley agent for the **Kosmos Line**.

Registered cover Stanley to Oruro, Bolivia at the total rate of **4 ½ d.** for ½ oz. Cancelled in Stanley using the improvised cds "190C". Shipped by **Kosmos "Ammon"** leaving on 3 March 1900.





It was not always possible to send mail by direct packet. When Stanley was missed on the outward trip, mail needed to be transhipped at Punta Arenas onto the Kosmos homeward steamer stopping at the Falkland Islands.



Cover with complete letter enclosed dated **2 March 1891** from **Bishop Waite Hocking Sterling** in Buenos Aires to Fred Cobb, Falkland Island Company in Stanley at the rate of 8 centavos.

Shipped on **Kosmos "Aconcagua"** to Punta Arenas and then transhipped to **Kosmos "Isis"** backwards to Port Stanley arriving 27 March as per mark on obverse.

Bishop Waite Hocking Sterling was Bishop of the Falkland Islands and responsible for the building of Port Stanley cathedral.

THE IMPERIAL PENNY POST 1898

Cover to Salisbury with an enclosed letter, marked "**By 1st post from Falkland Isles**" at the new reduced Imperial rate of 1d., cancelled in Port Stanley on the **first day the rate was applicable, 25th December 1898**.

Shipped by **Kosmos "Tanis"** which left Stanley 5th January 1899 and arrived Tilbury 7th February 1899.

The letter within, dated 9th December, was written by an officer on board **HMS Basilisk**. The letter to his sister in Salisbury makes clear the envelope should be kept as it will be using the **first imperial penny post**, although the content includes local news "I also hope this is the last letter I ever post in this one sided backbiting, never to be forgotten spot on the Earth's surface".



Pacific Steam Navigation Company 1900 - 1917

The mail contract of the Kosmos Company expired in June 1900. There was a desire to change for political reasons, the German influence was at the time becoming progressively uncomfortable for the Authorities. A new contract was signed with the PSNC which operated steamers between Liverpool and the South American ports as far as Valparaiso. This included the Falkland Islands on outward and homeward routes. Calls were usually made every month.

The route of the PSNC took in not only the Falkland Islands but also all intermediate ports through the straits of Magellan (Punta Arenas) and the Chilean coast up to Valparaiso. Further connecting services went further north.

The Port of call in the UK became Liverpool, where the PSNC was based at Wheelwright House.

Whilst the Governor was still frustrated that their steamer connection was only every four weeks, the contract worked well and only one major mishap took place. In 1912 the "Oravia" hit the Billy Rock outside the harbour and eventually had to be abandoned. She sank the following day but not before all the passengers, crew and the mail had all been recovered by the local tugs Penguin, Plym and Samson. Indeed this was the first rescue which had been initiated by a call for help by radio transmission.

1914 brought with it two huge historic events. The first was the opening of the Panama Canal which decimated shipping in the Falkland Islands, virtually isolating them from the new shipping lanes. The outbreak of World War I was quickly followed by the Battles of Coronel and the Falkland Islands in December 1914. Communication got worse and the mail contract was terminated in September 1917. Thereafter spasmodic visits were made by passing cargo vessels.

The Company used a famous series of postcards produced by Andrew Reid of Newcastle.

The postal rates remained broadly unchanged during this period:

Postcards 1d.

Foreign destination - 2 ½d per ½ oz (from Dec 1898 until January 1923)

Empire destinations - 1d per ½ oz.

These were both increased incrementally in 1907 from ½ oz to 1 oz., further 1 oz to foreign destinations charged at 1½d

The registration fee remained unchanged at 2d.





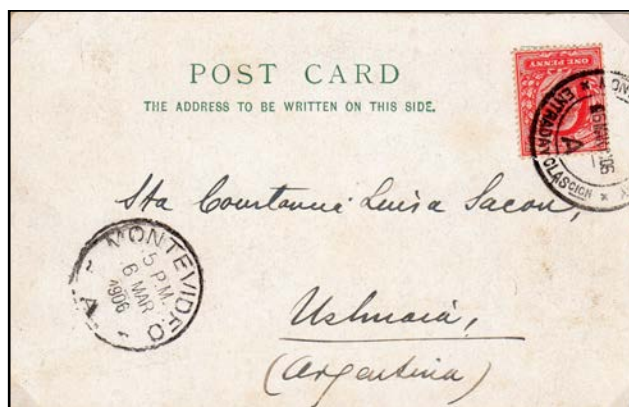
Montevideo to Johnsons Harbour, 28 May 1904 at the rate of 1d.
Shipped by PSNC "Oruba" to Stanley where it arrived on 8 June.



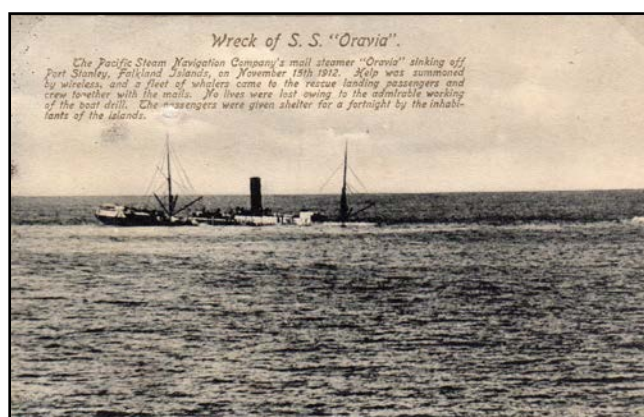
Rotorua to Darwin Harbour, East Falkland, 21 April 1904 at the rate of 1d. Shipped by "Papacusi" from Wellington to Rio de Janeiro, then by PSNC "Oruba" to Stanley arriving 8 June.



Stanley to Liverpool, 22 May 1905. The sender, a passenger on PSNC "Orita" which arrived in the Falklands on its way to Valparaiso originally intended to post the card in Montevideo and had affixed 2 Uruguayan stamps for the purpose. The card was posted in the Falklands and shipped to Liverpool on PSNC "Oravia" on 27 May 1905.



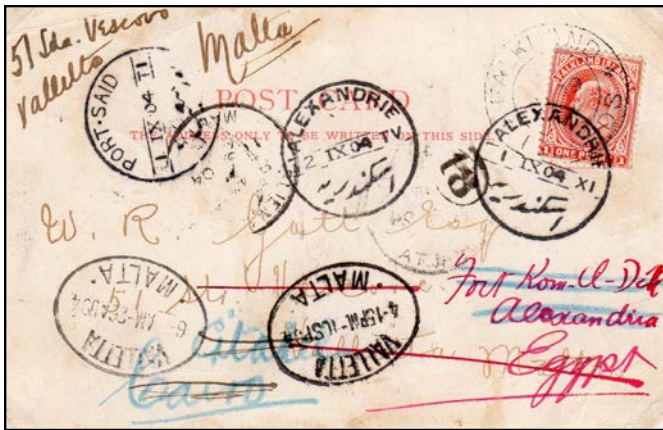
Stanley to Ushuaia, 2 March 1906, shipped on PSNC "Oropesa" to Montevideo (6 March) for transfer forward to Ushuaia. The sender wrote and addressed the card in Stanley and is likely to have been a passenger on the ship. A GB EDVII 1d has been used, cancelled and accepted.



Postcard depiction of the PSNC Oravia foundering on the Billy Rock on 15 November 1912



Postcard of the tug Samson in Stanley Harbour; she rendered assistance in reaching the crew and passengers of the Oravia following a distress call by radio.



Stanley to Malta, redirected to Egypt, 19 July 1904 at the postcard rate of 1d. Carried on PSNC "Sarmiento" which left on 23 July. A host of transit stamps follow with arrival in Alexandria on 2 September.



Stanley to Bethel, Germany, 23 May 1905, shipped on PSNC "Oravia" 25 May 1905. One of the first cards available, published by Albert Aust of Hamburg.



Registered cover Stanley to Boston, 22 June 1901 at the rate of 10d for up to 2oz and 2d registration, total 1/-.
Shipped on PSNC "Iberia" on 26 June to Liverpool, then by Cunard steamer to Boston, arrival mark of 2 August.

Stanley to Austin, Texas, 13 September 1904 at the rate of 2½d., per ½ oz.
Shipped by PSNC "Panama" to Liverpool leaving 16 September and arriving in Austin on 22 October 1904.





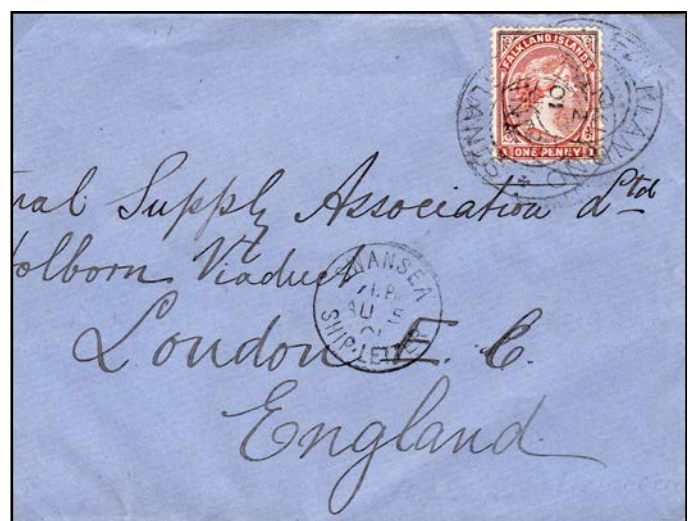
Stanley to Liverpool and redirected to Yorkshire, 13 October 1903, at the rate of 1d., per half oz. Carried on PSNC "Oravia" which left Stanley the same day arriving Liverpool 7 November.



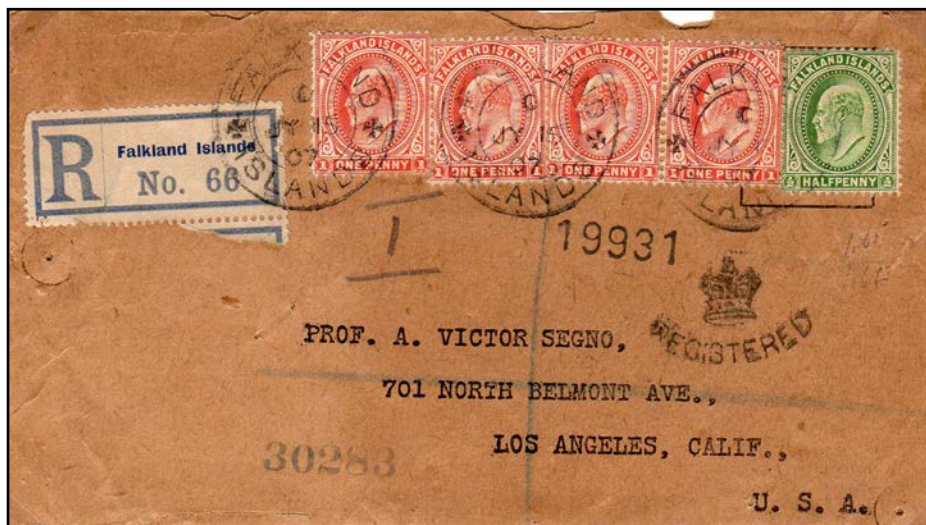
Punta Arenas to Stanley, 11 October 1908, at the rate of 15 cts for 20 gms. Carried on PSNC "Orissa" arriving Stanley 4 November.



Stanley to London, 15 June 1908, at the registered rate of 3d., 1d., per oz and 2d., registration. Carried on PSNC "Oronsa" which left Stanley on 17 June and arrived in London on 10 July 1908.



Stanley to London, at the rate of 1d per half oz. Carried on PSNC Cargo vessel "Antisana" which left Stanley on 2 July 1901 and called at Swansea to discharge cargo on 4 August. Being a non contract vessel the mail received a Ship Letter marking.

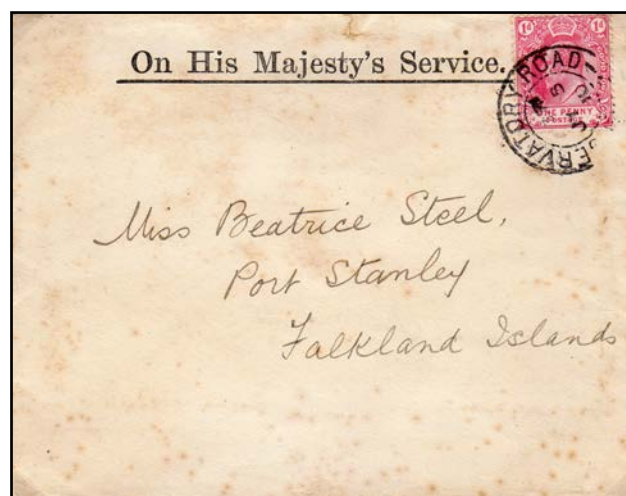


Registered cover from **Stanley to Los Angeles**, 15 July 1907, at the rate of **4½d., per oz** (2½d., postage and 2d registration). Shipped on **PSNC "Orepesa"** which arrived in Liverpool on 24 August 1907. Final arrival in Los Angeles was 11 September 1907.

Stanley to Punta Arenas, Chile 17 November 1908 at the rate of **2½d., per oz**. Shipped on **PSNC "Orita"** which left Stanley on 18 November and arrived in Punta Arenas on 21 November outbound to Valparaiso.



Stationery envelope from Punta Arenas, Chile uprated to 30 cents (four 5 cents stamps an reverse) as registered rate from Chile. Shipped on **PSNC Orepesa**, arriving Stanley 5 September 1911.



Cover from Cape of Good Hope, 5 July 1910, at the rate of **1d per oz**. Back stamped on arrival in Stanley, 24 August 1910. Shipped to UK, then by **PSNC Orepesa** from Liverpool arriving 24 August.

Internal Mail within the Falkland Islands

Governor Moody was appointed in 1841 and arrived in Port Louis aboard the Brig "Hebe" in January 1842. Building of a new town commenced at Port William (later name changed to Port Stanley) during 1843 and the Governor duly moved into his new residence in July 1844. There were no formal internal arrangements for postal services within the islands at this time; indeed until 1891. Mail was therefore despatched by private means, either by boat or on horseback. In practice the quickest was by local schooner, the overland alternative was frequently through heavily waterlogged ground. So far only three items of mail have been discovered prior to 1880 and all are on display here.

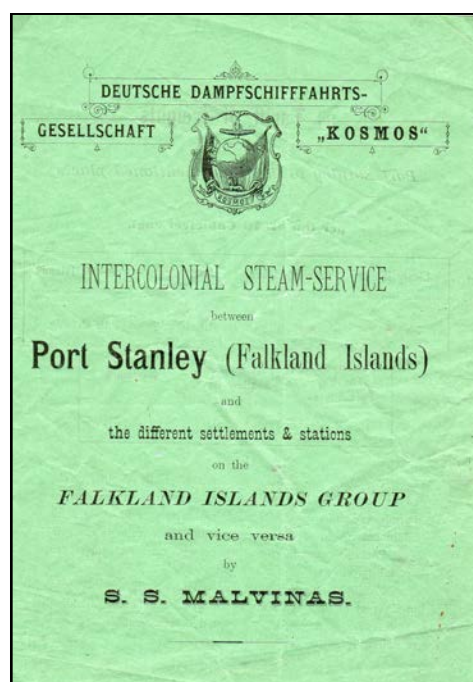
A formal internal mail service was not established until 1891. Between 1881 and 1885, the Kosmos company's steamer "Malvinas" maintained an irregular service and from 1851 and 1891 local trading schooners conveyed mails intermittently to and from Stanley. The "Perseverance" was one such vessel; the item displayed here was effectively a consignee letter judging from the content.

Wireless telegraphy was used officially for the first time in October 1912 when the Governor sent messages to HM the King and the Commanding Officer of HMS Active at Montevideo, Uruguay. In November it was used successfully in helping to save the crew and passengers of PSNC "Oravia" which had foundered on the Billy Rock outside Stanley Harbour. The first surviving telegram is shown, resulting from a radio transmission from New Island. It was duly delivered to the Factory Ship in the Harbour.

With the formation of the Internal Post in 1891, at the rate of 1d., a rate which was maintained until 1966, came formal usage of the coastal steamers as conduits of mail delivery. Some had their own markings with hand stamps, earlier versions were in manuscript.

The ships "Columbus", "Falkland" and "Afterglow" had their own markings, all of which are shown here, although only in the case of the "Afterglow" are they known on cover. This ship is a good example of a dual purpose vessel. Following the passing of a new law in 1921, enacted to prohibit the slaughter of fur seals in territorial waters, the Falkland Island Government purchased an Admiralty drifter HMCS Afterglow. The vessel provided an inter island mail service when not engaged in other duties. On 31 January 1923 the gunner was appointed Mail Officer.

One special arrangement is worthy of note. Between 1891 and 1920 supplies of stamps initialed or marked by residents in outlying districts (known as "camp") were kept at Stanley Post Office. These stamps were used on unpaid or underpaid letters and an account was kept so that the supply of stamps could be replenished when necessary by the addressee. No known examples on covers have survived.



to you for your consideration
when I see you, and which I
sincerely hope for the good of all
you will at least try.

Y^r sincerely
M. White

Govt. House
29th Oct. 1847.

An entire letter sent from M. White (captain of the ship "Ariel" in Stanley Harbour) to Captain Lynch of the Chilean Man of War "Condor". The letter is dated 20 September 1848; there are no postal markings.

The letter states : " this will be handed you by Mr Williams who is Mr Lafone's principal here and who will no doubt be glad to treat with you for a cargo of spars in exchange for his cattle..." The addressee Captain Patricio Lynch served in both British and Chilean navies and was one of the principal figures in the Battle of the Pacific.

The is the second earliest internal letter in the Falkland Islands.

Capt Lynch
Chilean Man of War
Condor

Richard A. Williams Esq
Port Louis

The addressee, Richard Williams, was the agent of the Lafones, businessmen with a growing interest in the Islands and based in South America at the time.

Letter sent from Government House, Port Stanley to Port Louis by the Governor on 29th October 1847. There are no postal makings as none existed at this time. This is the **earliest known internal letter** in the Falkland Islands.

Stanley 20th Sept 1848.

Sir

You will be handed you by Mr Williams, who is Mr Lafone's principal here, and who will I have no doubt be glad to treat with you for a cargo of spars in exchange for his cattle, as per my statement to you and H. O. Governor Macarthy, at the at Port Louis with best wishes

I am
Y^r sincerely
M. White

Capt Lynch
Chilean Man of War
Condor

March 14th 1874

Cargo from Johnson's Harbour
on board of the Perseverance

28- Bags of wool
9- Bulls' Hides
1- Sheep Skins
1- Bag Hair

G. P. Smith
Johnson's Harbour

March 14th 1874

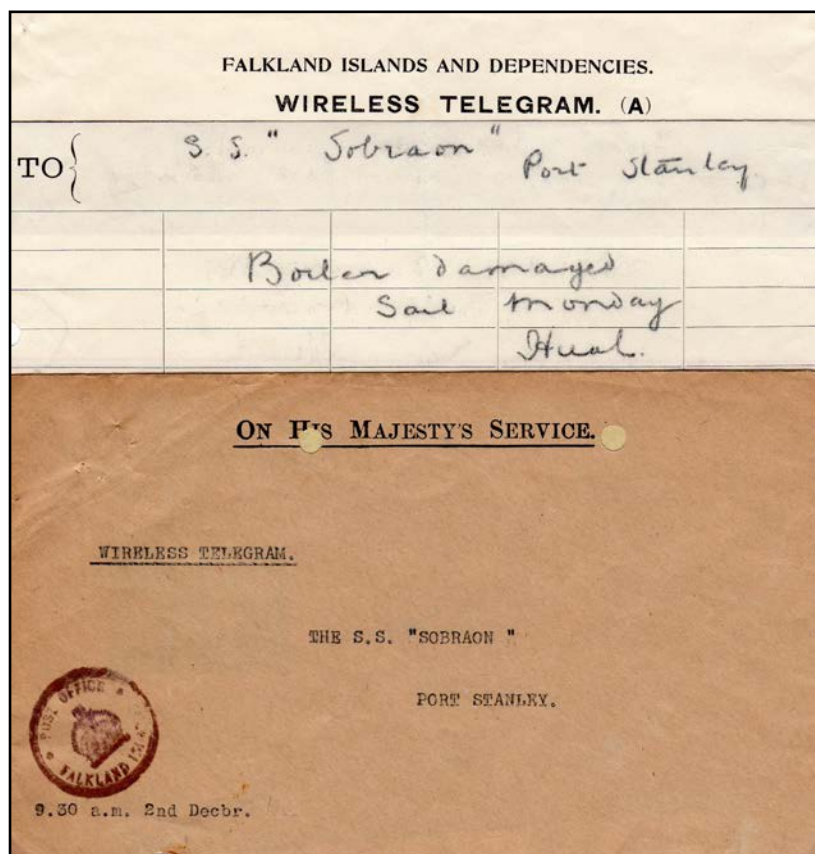
for
Mr J. Robson
J. Shars
Stanley

A private letter from Johnson's Harbour, East Falkland to Stanley dated 14th March 1874. There was no postal rate payable on any internal letter until 1891.

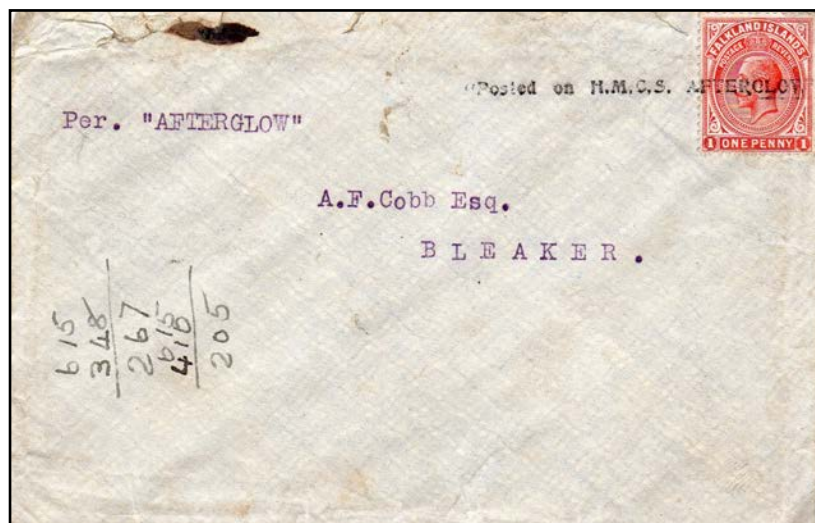
The letter, which was carried on board the "Perseverance", is in the form of a consignee letter in that it refers to the cargo which has been despatched.

This is the only known item surviving from this period and the earliest example from an outlying farm into Stanley.

The "Perseverance", a ketch of 40 tons, was a well known local vessel. Built in Southampton in 1847, she arrived in the Falklands in 1854, The FIC chartered the vessel in 1860 and eventually bought her in 1862. She was wrecked in Falkland Sound on 18 September 1905 after having been used to ship cargo and livestock between East and West Falkland for a number of years.



Wireless Telegram dated 2 December 1912 addressed to the "SS Sobraon", a whaling factory ship in Port Stanley Harbour, and sent OHMS with the **Post Office Crown marking in violet**. The message emanated from the harbour at New Island and was from of the **factory ships catchers "Hval"**. This is the first known example of a telegram in the Falkland Islands.



HMCS AFTERGLOW

Stanley to Bleaker Island, a unique example of the straight line "Posted on HMCS AFTERGLOW" cancellation used very briefly in **early 1923** before the later oval marking was made available. The internal rate was 1d., per oz.

Registered cover to Bridge of Weir, 6 July 1926, at the empire rate of 1d., per oz plus 3d., for registration. This used the new oval mark "HMCS AFTERGLOW * POSTED ON BOARD".

Shipped to Stanley on the Afterglow and transferred to PSNC "Losada", a cargo vessel bound for Liverpool, arriving at destination on 18 August.





A manuscript cancellation
**"Schooner Fair Rosamund
 W Falkland Mail 8/10/98"**
 - this was the date the
 mail was due to leave Fox
 Bay
 (FI Gazette Jan 1898)
 Not known on cover.

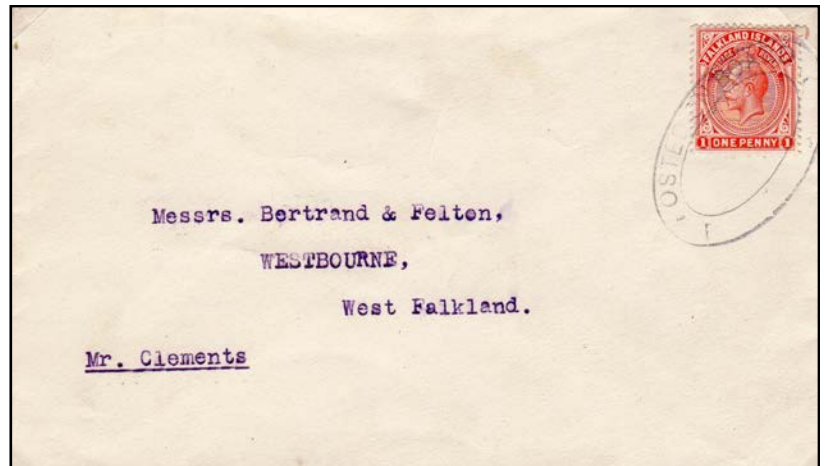


Posted on Board **"RMS Columbus" 23 OCT 1913**
 This ship was under contract from Salvesen & Co to carry inter island mail for a short period between 1911 and 1913. Her boilers became unsafe and she was withdrawn from Service in 1913. Not known on cover.

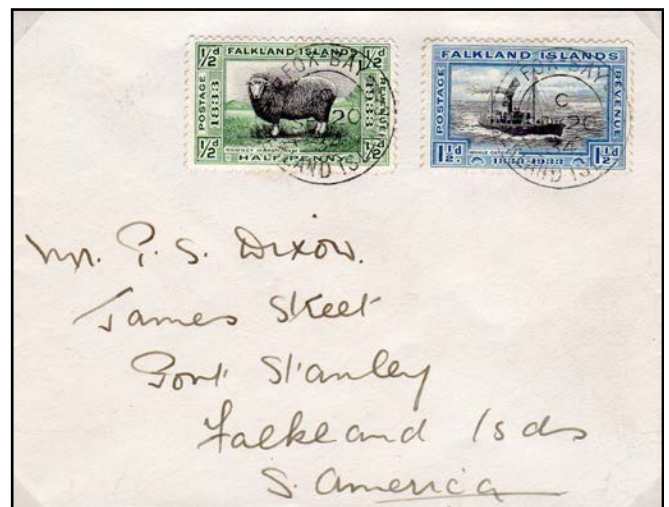


Under an agreement between the Governor and the Falkland Island Company, the **RMS "Falkland"** was to carry mail to outlying settlements. She was to leave Stanley monthly, within 72 hours of the mail arriving from England. Three different marks were used during the period up to 1930. A piece from a registered cover, **6 August 1918**, with a combination of two handstamps, **an oval dated marking** and a separate **straight line "RMS FALKLAND"**. This mark is not known on cover but from evidence available from pieces appears to have been in use between 1914 and 1919.

Stanley to Westbourne, West Falkland, **"POSTED ON BOARD"** [RMS Falkland]; a later use of the blind oval marking used in the late 1920's. This is the only mark which has survived on covers.



Internal cover from **Government House** (Crested Envelope) to **Chartres on West Falkland**, 22 December 1904, at the rate of **1d per ½ oz.**
 Shipped by the local mail schooner **"Lafonia"**, it is an **extremely rare example of early stamped internal mail.**



Internal cover from **Fox Bay** to **Stanley**, **20 September 1934** at the **double internal rate of 2d** for a letter between **1 and 2 oz.**

INTERNAL MAIL

Between 1891 and 1920 supplies of stamps initialed or marked by residents in outlying districts (known as "camp") were kept at Stanley Post Office. These stamps were used on unpaid or underpaid letters and an account was kept so that the supply of stamps could be replenished when necessary by the addressee. No known examples on covers have survived.



Carcass for Jason Hansen,
Carcass Island, West
Falkland



P for Pitaluga,
Salvador, East
Falkland



TH for Tom Hennah,
Port Stevens, West
Falkland.



Bertrand & Felton for
Howard Clement, Roy
Cove, West Falkland



Stanley to Roy Cove, West
Falkland, 13 December 1928, at
the internal registered rate of
4d., (1d., per oz and 3d.,
registration)



Local use of a KGV stationery envelope in Stanley, 31
October 1938, at the internal rate of 1d., per oz.



Stanley to Johnson's Harbour, East Falkland, 28 May
1938, at the internal rate of 1d., per oz.

Expedition Mail to and from the Falkland Islands

There was a great age of expeditions to the Antarctic at the end of the nineteenth and beginning of the twentieth century. Many of the countries in Europe sponsored such expeditions and in turn many of these used the Falkland Islands as an advanced base. Later expeditions concentrated on scientific research; indeed the Discovery Committee led voyages over a number of years to enhance understanding of whales and whaling. Towards the end of World War II the Royal Navy dispatched Naval Party 475, Operation Tabarin to make sure the Axis powers were not using any of our Antarctic bases as fuel dumps or indeed for any other military purpose.

The expeditions covered by this display are as follows:

The British National Antarctic Expedition 1901 - 1904

Generally known as the Discovery expedition and led by Robert Falcon Scott, this was a jointly run expedition by the Royal Society and the Royal Geographical Society. It was a scientific success but never made a serious attempt at the South pole reaching 80 degrees south. The ship after being ice bound in the Antarctic for months eventually returned home on 10 September 1904. A relief ship HMS Morning helped with the ice bound rescue and much needed supplies.

Swedish Antarctic Expedition 1901 to 1904

Dr Otto Nordenskjöld led the Swedish Antarctic Expedition from 1901 to 1904. Ending with the loss of his ship "Antarctic", the expedition was considered a scientific success. The ship made two visits to the Falkland Islands on its trip to the south.

Scottish National Antarctic Expedition 1902 - 1904

William S Bruce led the Scottish National Antarctic Expedition aboard the ship "Scotia". Scientifically very successful cataloguing more than 1100 species of animal life, 212 of them previously unknown to science but snubbed by the English establishment at the Royal Geographical Society in London. Bruce set up a base on Laurie Island in the South Orkneys. "Scotia" safely returned to Scotland.

Swedish Magellanian Expedition 1907 - 1909

The Swedish Magellanian Expedition was undertaken for scientific research under the leadership of Carl Skottsberg specifically to make studies in Patagonia, the Falkland Islands being a subsidiary area of interest.

Royal Research Ship Discovery II 1929 - 1939

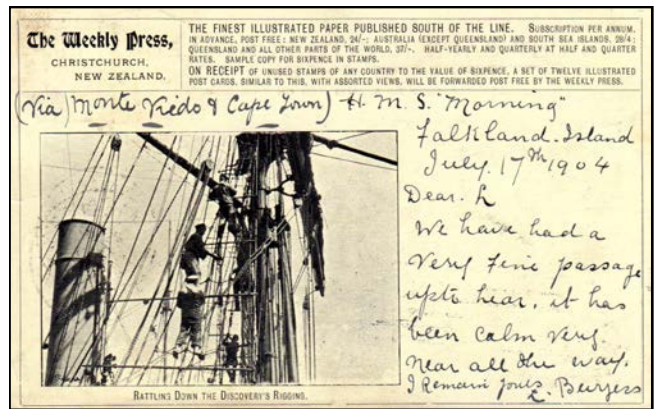
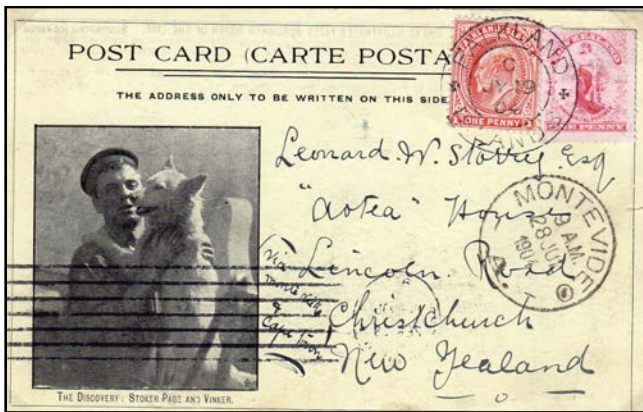
The Discovery Committee was set up by the Secretary of State for the Colonies in 1924 to initiate biological studies in the southern ocean with particular reference to whaling but also the sciences of meteorology, geology, botany and magnetism. Royal Research Ship Discovery II, built specifically for oceanographic research and named after the original ship "Discovery" left London on 3 October 1931 and arrived in Port Stanley on 4 November. She continued work in Antarctica and the southern oceans on a number of marine related research topics until the outbreak of World War II.

The British Grahamland Expedition 1934 - 1937

The British Grahamland Expedition was the last of the pre war British Expeditions to the Antarctic and was led by John Rymil in the ship "Penola" named after the leaders home town in Australia. After sailing to the Falkland islands, a forward base was established on winter Island in the Argentine Islands and then further south at Barry Island in Marguerite Bay. A great deal of scientific work was accomplished, in particular important geological finds.

Operation Tabarin (Naval Party 475) 1944 - 1945

Planned in 1943, Operation Tabarin (Naval Party 475) was tasked with an expedition to parts of the Antarctic previously claimed by the UK in order to establish a new presence, check for any occupation by the Axis powers and to carry out scientific research. The party arrived in Port Stanley aboard the troopship "Highland Monarch" on 26th January 1944. The equipment and personnel were transferred to SS Fitzroy and HMS William Scoresby which departed for the Dependencies on 29th January. Once the War was over, the bases and personnel became the Falkland Islands Dependency Survey (FIDS)



BRITISH NATIONAL ANTARCTIC EXPEDITION 1901 - 1904

Postcard from Stanley written by Leonard Burgess, a seaman on HMS Morning, the relief ship to the Discovery Expedition bearing 1d. stamps from the Falkland Islands and New Zealand. Dated 17 July 1904 and marked via Montevideo (28 Jul 1904) and Cape Town.

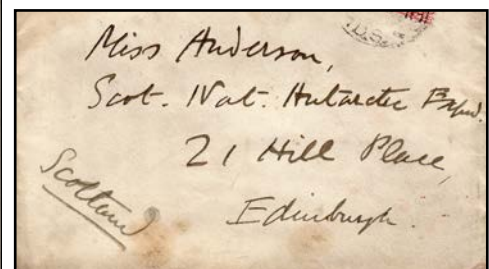
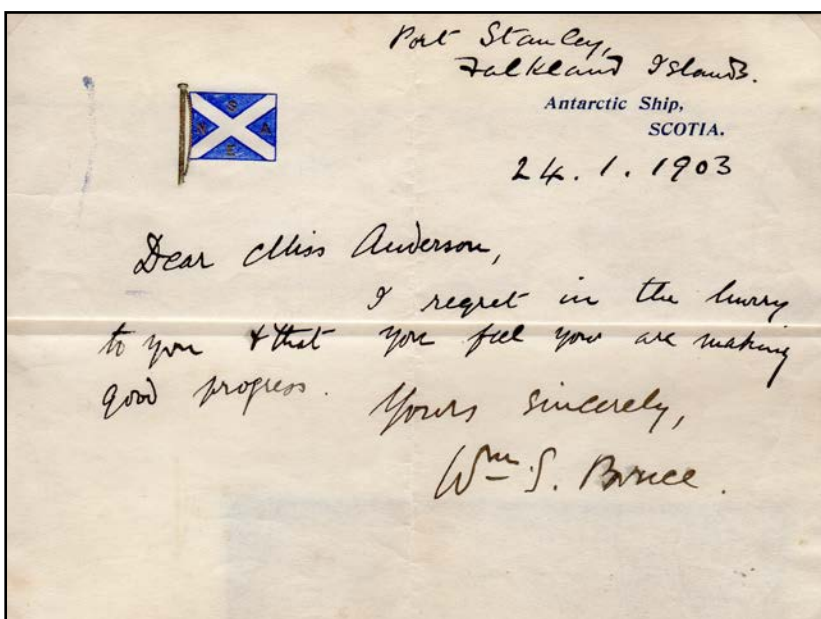


SWEDISH ANTARCTIC EXPEDITION 1901 - 1904.

Eksjö, Sweden to Port Stanley, 22 November 1901, to Dr Nordenskjöld from his parents.
Shipped via Chile on PSNC "Liguria" arriving on 7 January 1902.



Stanley to Uppsala, Sweden, 22 June 1902 at the foreign rate of 2½d., per ½ oz. Sent by Dr Otto Nordenskjöld, leader of the expedition to his parents. Bears the expedition cachet on the reverse.



SCOTTISH NATIONAL ANTARCTIC EXPEDITION 1902 - 1904

Stanley to Edinburgh, a personal letter from the leader of the Expedition, William Bruce on Saltire headed notepaper is dated 24 January 1903 includes news "I do so now before my departure for the Antarctic tomorrow." The cover is back stamped 23 February 1903 but the original stamp has been removed.

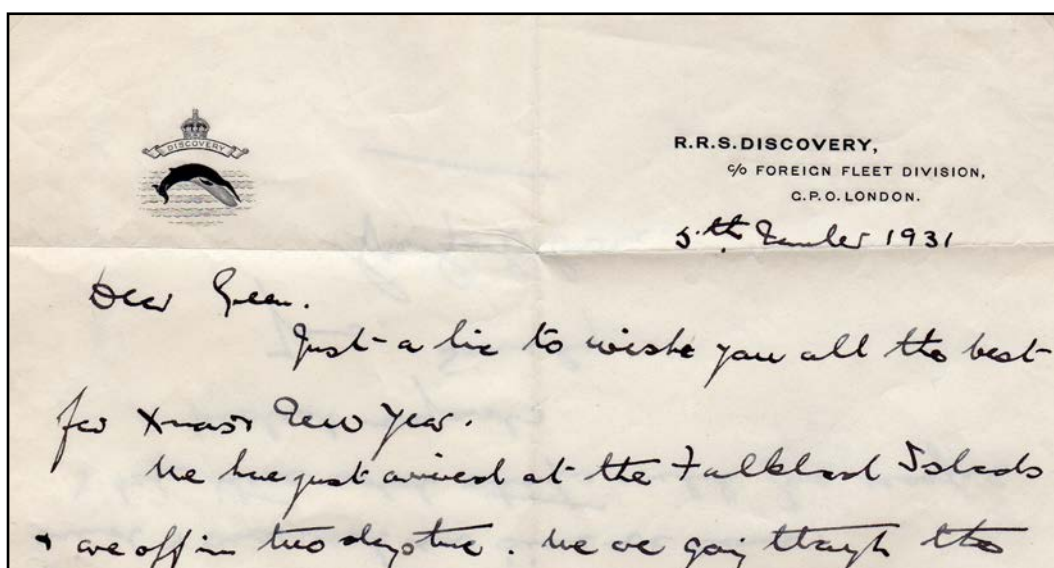


Stanley to Uppsala, 6 November 1907, at the Foreign rate of 2½d., per oz.
Carried on PSNC "Orita" which left on the same day.
In the handwriting of **Carl Skottsberg**, leader of the Swedish Magellanian Expedition.



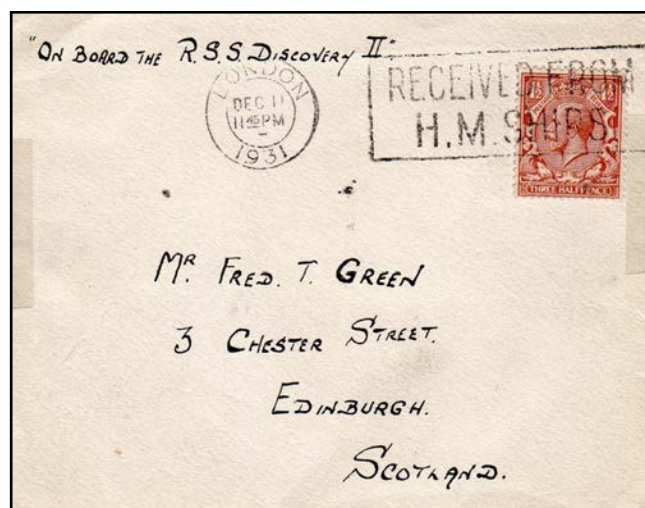
SWEDISH MAGELLANIAN EXPEDITION 1907 - 1909

A picture postcard of the original Swedish Antarctic Expedition picturing the leader Carl Skottsberg.



RRS DISCOVERY II

Cover to Edinburgh from Port Stanley, 5th November 1931. Treated as naval mail and marked in London on arrival, 11 December 1931, "Received from HM Ships."

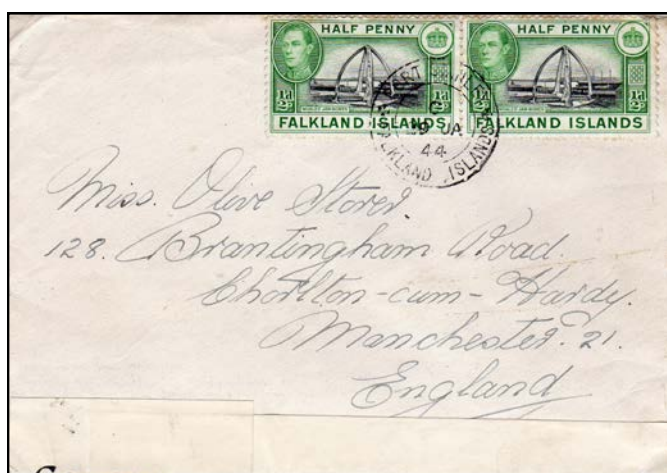




A photograph of the "Penola" at anchor in Grahamland.

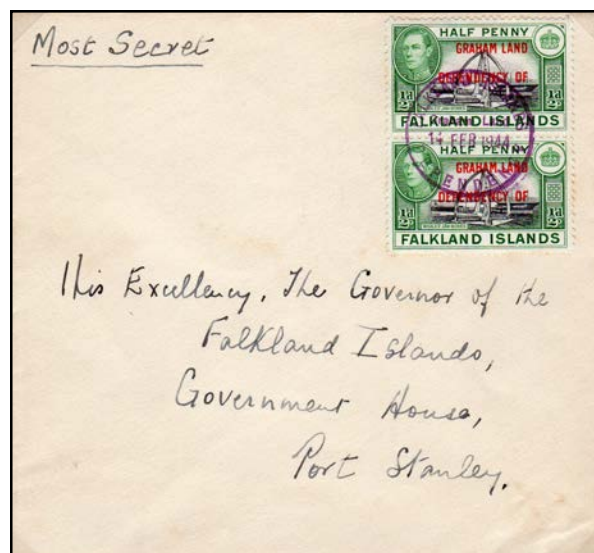
BRITISH GRAHAM LAND EXPEDITION 1934 -1937

Bingley to Port Stanley, 20 February 1936; back stamped on arrival 27 March. The cover was then taken to the southern base in early 1937 and was later recovered by Commr Richard Black USN, leader of the US Antarctic Expedition 1939-41 when he visited the abandoned base in June 1940.

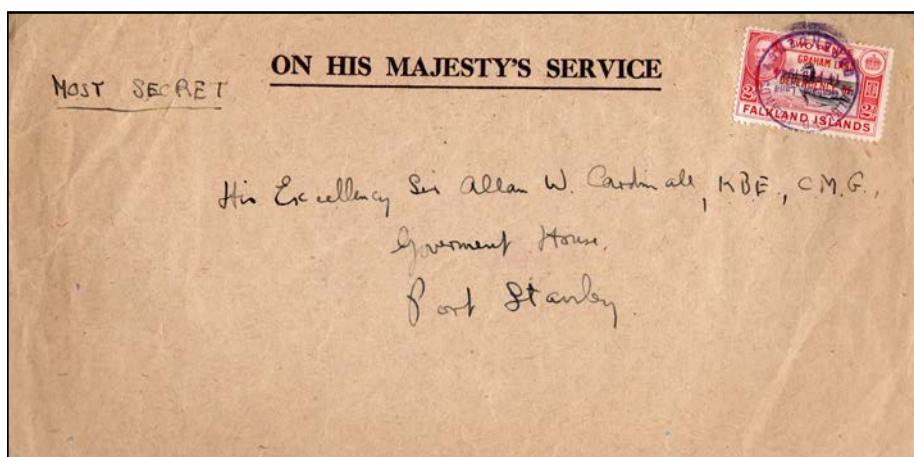


OPERATION TABARIN (Naval Party 475)

Stanley to Manchester, 29 January 1944, at the rate of 1d., per oz. The letter is sent by "Chippy" Ashton, Carpenter on the expedition, to his girlfriend in Manchester. **Censored in Stanley with a wide spaced label.**



Secret despatch, written by Captain Roberts on SS Fitzroy from the new base at Port Lockroy, Graham Land. Dated 14 February 1944, two days after the Post Office had opened at the internal rate of 1d., per oz.



Port Lockroy to Port Stanley, 14 February 1944, at the internal rate of 2d for a 2 oz. letter. A "Most Secret" Despatch written by the Expedition Leader Lt. Cmd. Jimmy Marr. No censorship; the letter was sealed with a label "Lt Cdr JWS Marr, HMS Bransfield"

Special Rates and Treatments

These are many and varied. A selection of the more important examples are illustrated in this display.

Newspaper wrappers and printed matter

Crucially this type of post must remain open or unsealed. An example of each is shown, the early Argentine newspaper wrapper is addressed to the original settler on West Falkland. The date markings could only be identified by means of scan layering. The type of wrapper involved was only in use for a limited time.

Registration markings

There were two distinct types of registration markings, one a large "R" not known on cover and the more usual Crown Registered mark in use over a wide period. There is a small variant to this in use at Fox Bay which is shown later .

Mail posted "Out of Course".

This is far from a rare occurrence in the Falkland Islands as mail is often written on board ship and posted in the wrong place giving rise to the use of a number of hand stamps. The usual Tax markings is a "T", in this case an example of a Falkland Island postcard posted in Punta Arenas, Chile is shown. A more unusual treatment of a letter posted on the PSNC Orissa is also displayed. This item shows the correct GPU procedure to be followed in such a case with the figure "0" placed by the side of the postage stamps.

The Post Office Crown Marking.

This circular marking is known to have been in use from 1906 cancelling revenue stamps in blue ink. It is opined that this mark was originally intended for use as a mail bag seal for the personal use of the Postmaster. It is known later as a side marking for items emanating from the Post Office. Shown is the unique cover to the USA with Crown actually cancelling the stamps.

"Income Not Known"

A mark only seen in three instances on cover to the Islands. It is self explanatory.

The Government House Received Mark

This marking was initially introduced in 1891 as an administrative mark to indicate the date of arrival for documents sent to Government House. It was used for this purpose until 1897 when Governor Grey Wilson re introduced it as his personal canceller postmarking his letters from time to time.

Mail Posted on Board Ship

A "PAQUETTE" marking on a cover via Lisbon and a further "TRANSATLANTIC" cover posted in Chile illustrate this; other variations are known, it not being unusual for mail to be carried direct to Chile by local mail steamer.

Mail from Government House

This is included because it appears to be the exception rather than the rule. Mail censorship was in operation at the time. The first cover displayed included a letter with a detailed description of the Governors meeting with Admiral Craddock and the news of the defeat at Coronel. The second is perhaps more understandable as it related to Prisoners of War. Do as I say not as I do!

Treatment of the Centenary Issue by Argentina

The Argentines refused to recognise the issue and at the time they were very annoyed about it. Letters were treated as unpaid and taxed accordingly or in more extreme cases the stamps were removed altogether.

Parcel Label

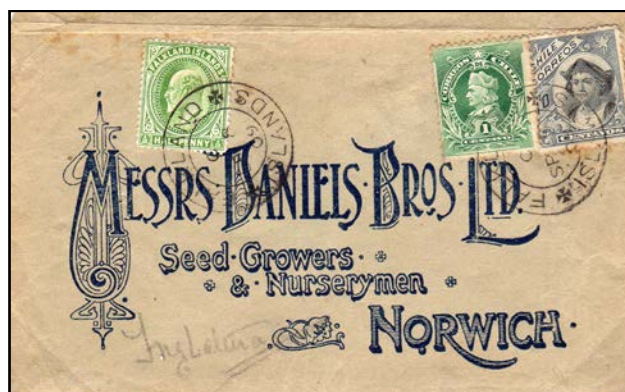
An example of a label in use between the Islands correct for a parcel weighing up to 2 lbs.

Insured Mail

Very little has survived and only a handful of examples are known. The practice was first authorised in 1891. A commercial example to a well known firm is displayed.



Newspaper 1 centavo wrapper from Argentina, 5 February 1888, uprated by a further cent for transmission abroad. Sent via Montevideo to connect with **Kosmos steamer "Menés"**, arriving in Stanley 16 February 1888. The addressee **James L Waldron** was one of the original settlers in West Falkland and created the farm station at **Port Howard**.



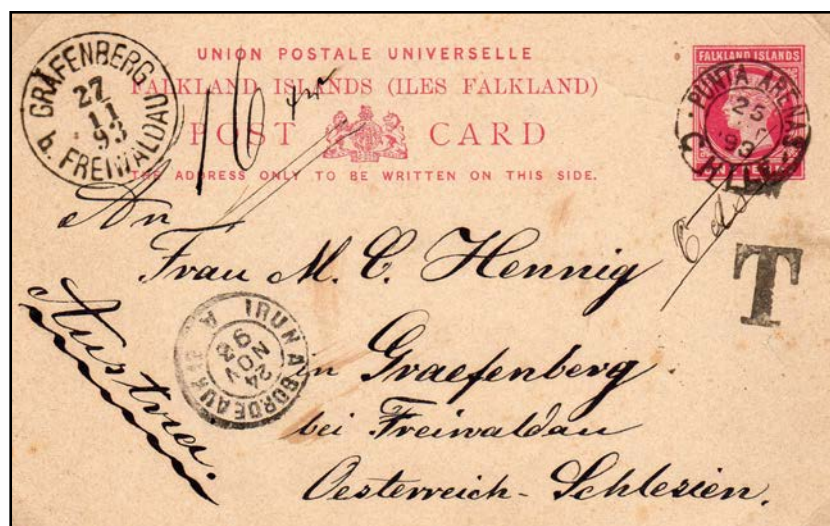
Printed matter envelope 8 September 1909 sent unsealed at the special rate of $\frac{1}{4}$ d for 2 oz (from 25.12.1898). Sender had been a passenger on **PSNC "Orcoma"** and appears to have intended to send from Punta Arenas in Chile (hence 1c & 10 cent stamps) but eventually posted in Stanley with the correct use of a Falkland Island stamp. The ship left Stanley for Liverpool on 8 September 1909. The cover is back stamped in Norwich on 3 October 1909.



Stanley to Boston, 3 November 1898, showing the registered crown marking. Shipped on **Kosmos "Heredot"**, transferred in Liverpool, arriving in Boston on 6 January 1899.



Registered piece to Sussex, at the registered rate of 3d. (1d per $\frac{1}{2}$ oz and 2d registration) applicable from 25 December 1898. **There are no known examples of the large "R" marking on a commercial cover.**

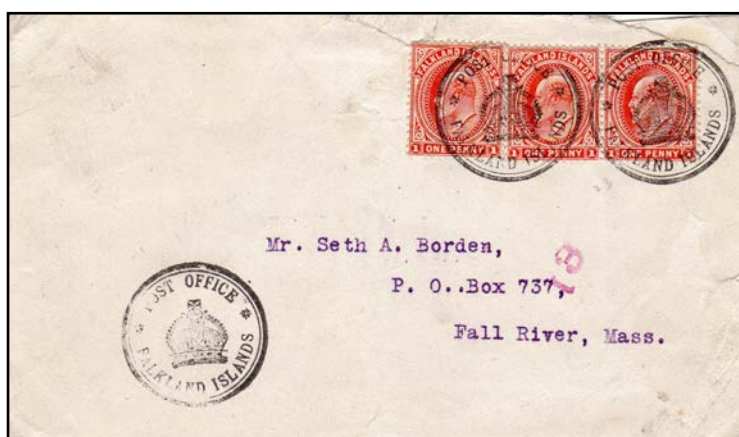


Written in Stanley, posted in Punta Arenas, Chile to Austria, 2 October 1893, hence "T" marking applied in Chile. Transferred to **PSNC "Potosi"** at Punta Arenas. The writer was a passenger on **Kosmos "Totmes"** and neglected to post it in Stanley.

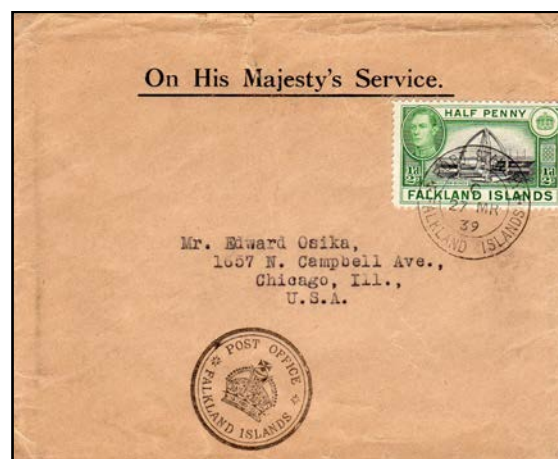


Article VI.2 of the Treaty of the GPU concluded at Berne on 9 October 1874 states: "...in case postage stamps may be used which are not of any value in the country, no account shall be taken of them. This fact shall be indicated by the figure "O" placed by the side of the postage stamps"

Stanley to Ipswich, posted on PSNC "Orissa", entered the mails in Lisbon, November 1912. It appears to have been the intention of the sender to register the letter but no service was available. **Postal rate from Stanley was 3d.**, for a registered cover. The postage deficiency for an ordinary letter would be 2d., including fine.



Stanley to Fall River, Massachusetts, thought to date from around 1906. A unique cover showing the cancellation of postage stamps using the Post Office Crown canceller applied in black ink.



Stanley to Chicago, 27 March 1939, at the **printed paper rate of ½d.**, for 2 oz. The envelope is not sealed which bears out the correct usage. A clear example of the use of the **POST OFFICE FALKLAND ISLANDS** in black.



Postcard from **Königsberg to Stanley**, 9 September 1907, arriving on 25 October by PSNC "Oravia".

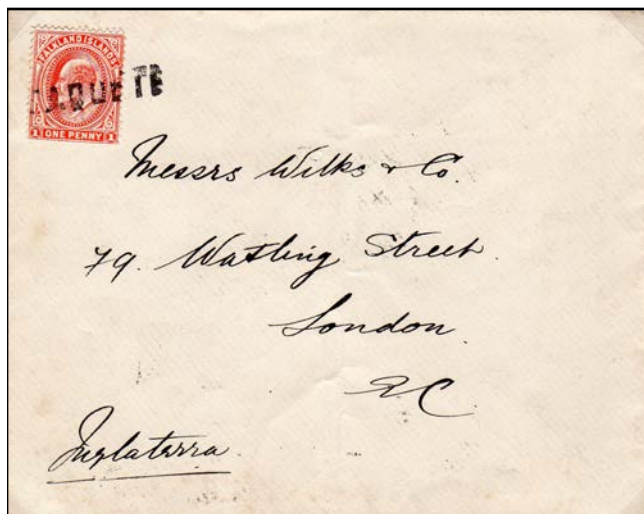
The addressee could not be found (a children's Governess who had returned to Germany). The **"Inconnu Not Known"** marking was applied and the card returned from whence it came.

This is **one of three examples known**.

The **GOVERNMENT HOUSE REC'D MARKING** was initially introduced in 1891 as an administrative mark to indicate the date of arrival for documents sent to Government House. It was used for this purpose until 1897 when Governor Grey Wilson re introduced it as his personal canceller postmarking his letters from time to time



1897 letter from Buckingham Palace to Governor Grey Wilson accompanying a medal in commemoration of Queen Victoria's Diamond Jubilee. Arrived on **Kosmos "Ramses"** on 21 December 1897.



Cover posted on board PSNC "Orepesa", after leaving Punta Arenas on 28 November 1908 (George Vickery). Landed at Lisbon on 24 December, cds and "PAQUETE" marking and subsequently received in London on 28 December.



Cover from **Government House, (crested envelope) Stanley to Twickenham** in the handwriting of Governor Allardyce, 28 November 1914 at the Empire Rate of 1d., per oz. Shipped on "Crown of Galicia" on 14 December, it contained a letter relating to the Battle of Coronel. **The letter passed uncensored.**



Roy Cove, West Falkland to London, 10 June 1926, entered the mails at Punta Arenas, Chile.

Likely to have been shipped direct from Roy Cove on board SS Falkland and taken direct to Punta Arenas.

Government House to Geneva, 1 March 1915, at the Foreign rate of 2½d., per oz. Shipped on PSNC "Quillota" on 16 March to London and arriving Geneva on 23 April 1915. Contents relate to Prisoners of War from the Battle of the Falkland Islands. **It passed uncensored.**





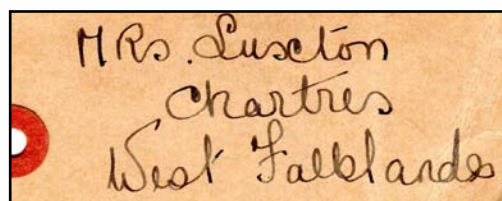
Stanley to Buenos Aires, 30 September 1933, at the correct Foreign registered rate of 5½d., per oz. the cover has been treated as unpaid and taxed accordingly.



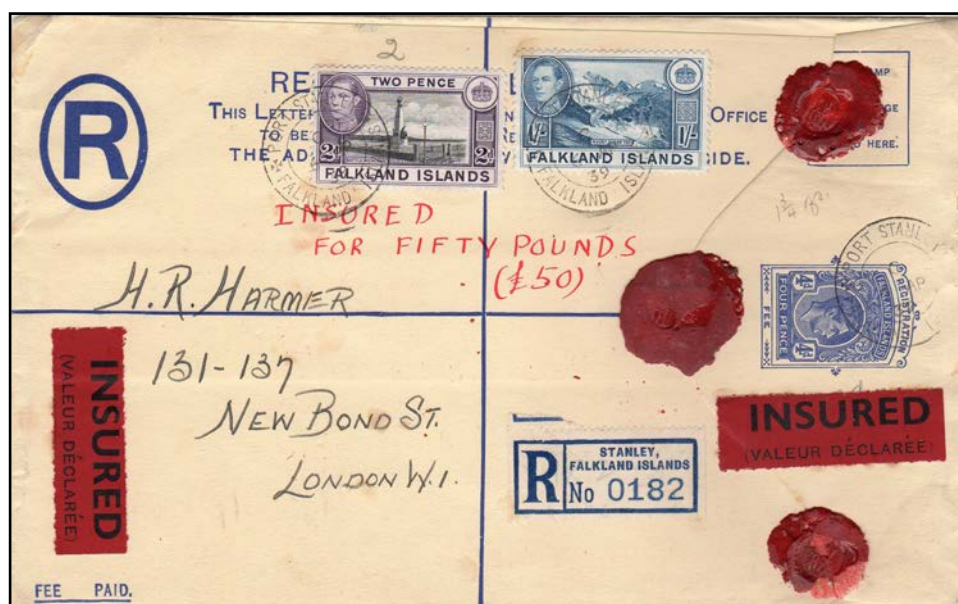
Stanley to Mar del Plata, addressed to an officer on HMS Dauntless, 10 December 1933, before being redirected. The stamp has been removed and replaced with an inked star and a manuscript "T" marking is present.



Stanley to Chartres, West Falkland, a parcel label, 2 April 1938 at the inland parcel rate of 9d for a parcel up to 2 lbs.



Stanley to London, 6 April 1939, at the Registered Insured Empire rate of 1/6, made up of 2d., postage (2oz), 3d., Registration, and 1/1 for Insurance up to £50. Back stamped in London on arrival 4 May 1939.



Air Mail to and from the Falkland Islands

Most of the early attempts were philatelically inspired but nevertheless sent to what was considered to be a very unusual destination at the time. In nearly all cases, letters were either transmitted by air for a tiny fraction of their journey or didn't travel by air at all.

The first recorded items into the Islands were carried by Graf Zeppelin to the South American mainland. The last part of the journey from Montevideo to Stanley was by steamship

The first Graf Zeppelin flight to South America was in 1930 and commercial flights began in 1932. The cover in the display was carried on the second flight in 1934 from Stuttgart on 9 June. Very few examples exist of Zeppelin mail to the Falkland Islands, the transit time represented a record at the time, only 14 days.

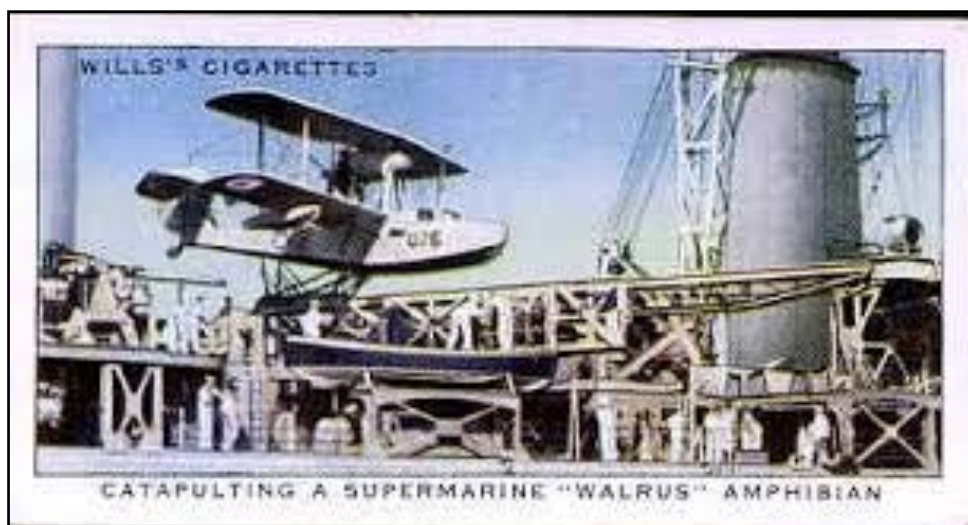
In the late 1930's there were two companies operating air mail routes direct to South America; Lufthansa which used catapult aircraft for the transatlantic part of the route, supplemented by the Zeppelin flights until 1937, and Air France which flew from Paris via Dakar and Buenos Aires. The Companies although in competition with each other co-ordinated their flights so that there was one departure mid week and one on Saturday, illustrated by two covers in the display only days apart. Thus we can find evidence of inward air mail activity up to the middle of World War II which all went by air to Buenos Aires and Montevideo but continued by sea thereafter.

The very first air mail within the Falkland Islands was by Walrus catapult aircraft from HMS Exeter visiting the Islands in 1934. Five examples of covers carried by the "Walrus" have survived. They were sent to outlying farms from Port Stanley at the unofficial rate of 2d using an overprinted version of the Centenary 2d value. The one displayed is illustrated in the Postal Service of the Falkland Islands by Robert Barnes.

HMS Exeter visited the Islands on further occasions and used the "Walrus" again for the same purpose, this time including a cachet from the Fleet Air Arm Officer on the ship.

Official acceptance for onward transmission outward from the Islands, air only from Montevideo, did not occur until on 18 August 1944 by virtue of "The Post Office (Air Mail Fees) Order 1944". There was a special rate for mail only going as far as Argentina of 4d., for 5 gms., otherwise the main rate was 3/6 for 5 gms (air mail fees now measured in grams not oz's). Transmission of mail to Montevideo continued to be by sea.

An attempt has been made to display a number of commercial examples using high value Falkland Island stamps at correct rate. In practice the main user was the Falkland Island Company sending urgent messages and reports back to the UK.





An American first flight cover from Cleveland to Stanley, 27 December 1927. Back stamped Port Stanley 3 AP 28; only the Buffalo to New York leg was by air. 28 Cents paid for Registered air Mail.

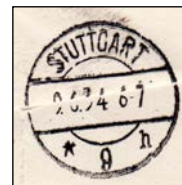


An early attempt to send an Air Mail letter from Philadelphia in August 1933; rejected on the grounds that it was "Insufficiently prepaid" for Air Mail Service. Back stamped Montevideo 12 Sep 33 and Port Stanley 3 OC 33.

The cover below was carried on the second flight Graf Zeppelin flight of 1934 from Stuttgart on 9 June. Very few examples exist of Zeppelin mail to the Falkland Islands, indeed this represented a record at the time, 14 days in transit.



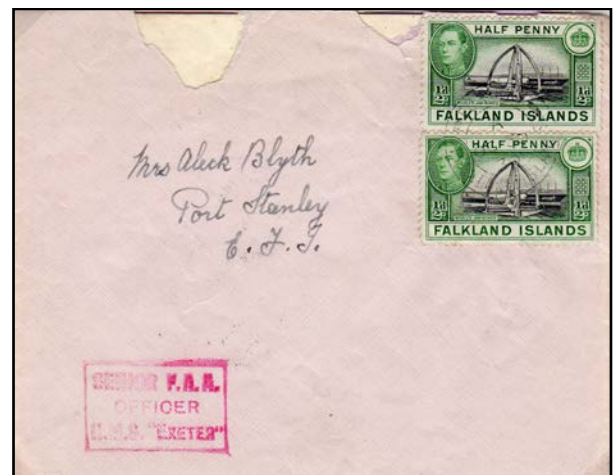
Cover from London to Stanley dated 7 June 1934, 4/2 paid. Rate was 4/- for ½ oz with 2d late fee payable (cds is 4.15pm)
Flown from Croydon airport to Stuttgart (9 June), then to Friedrichshaven (9 June). **Graf Zeppelin departed 20.10 hrs 9 June and flew nonstop to Recife, Brazil arriving early on 12 June local time.** Mail then transferred to Junkers JU 52/3M of Syndicato Condor Limitada and flown to **Montevideo (13 June)**. Finally by "Lafonia" Montevideo to **Stanley (20 June)**



The very first air mail in the Falkland Islands was by Walrus catapult aircraft from HMS Exeter visiting the Islands in 1934. Five examples of covers carried by the "Walrus" have survived.



Using a 2d Centenary issue overprinted in violet, this cover was sent from Stanley to the outlying settlement of San Carlos. It bears a full cds for 30 November 1934.



HMS Exeter at Fox Bay to Stanley, cancelled at Fox Bay 30 October 1939 at the internal rate of 1d per oz. Believed to have been flown on the ship's "Walrus" aircraft and hand stamped by the senior Fleet Air Arm Officer from the vessel. Only four such covers have been found.

AIR MAIL

In the late 1930's there were two companies operating air mail routes direct to South America, Lufthansa which used catapult aircraft for the transatlantic part of the route and Air France which flew from Paris via Dakar and Buenos Aires.



Registered letter from Caernarvon to Stanley 2 April 1938 at the rate of 4/- for a half oz and 3d registration, total 4/3. Flown by Lufthansa flight L337, arriving Buenos Aires 10 April. Transfer to Montevideo (back stamp 10 April) for shipping to Stanley on "Lafonia" arriving 21 April.



Registered letter from Caernarvon to Stanley 7 April 1938 at the rate of 4/- for a half oz and 3d registration, total 4/3. Flown by Air France flight 142a. Mail was closed in London on 9 April and aircraft "Ville de Dakar" departed Paris on 10 April via Dakar. The transatlantic leg departed Dakar on 12 April and after 14 hours thirty minutes in the air arrived in Buenos Aires early the following day. Transfer to Montevideo (back stamp 13 April) for shipping to Stanley on "Lafonia" arriving 21 April.



London to Stanley, 2 November 1938, at the rate of 12/- for 1½ oz and 3d. registration. Sent via Lufthansa service using airfields in Gambia and catapult aircraft operating between two ships in the Atlantic. From Montevideo to Stanley by SS "Fitzroy"

London to Stanley, 28 February 1939, at the rate of 8/- for 1 oz with an additional 3d for registration. Sent via Lufthansa service and backstamped in Montevideo on 6 March. Transferred to SS "Fitzroy" for shipping to Stanley.



AIR MAIL

The first air mail was accepted in the Falkland Islands for onward transmission by air from Montevideo on 18 August 1944 by virtue of "The Post Office (Air Mail Fees) Order 1944". There was a special rate for mail only going as far as Argentina of 4d., for 5 gms.



Stanley to Buenos Aires at the special rate of 4d., 18 August 1944, the first day of official air mail acceptance.



The initial Air Mail rate was set at 3/6 for 5 grams (until 11.10.45) Port Howard, West Falkland to Wantage, 7 October 1944 with blue Air Mail etiquette.



Air mail to the UK, 16 September 1944, at the rate of £1/1/8 (21/8) for 34 grams. Routing was by sea to Montevideo, by air to North America and then by North Atlantic Air service. Censored in Stanley with label across left flap. One of only two known commercial usages of £1 on cover.



Updated use of 1d. Stationery envelope for air mail, 21 February 1945, at the rate of 6/5 for 10 grams with an additional fee of 3d for registration (No "1" in manuscript). Censored in Stanley using a label at the left. Unique usage.



Commercial air mail to the UK, 13 December 1944, at the rate of 18/8 for 30 grams. Censored in Stanley with label across back flap.

World War II

Formal censorship regulations came into force early in September 1939 and local censor labels were produced. Two similar types were printed and both are shown in the display. They do not appear to have been used universally as frequent examples are seen where censorship has been first applied in the UK or at the destination.

The naval establishment in Stanley, a “stone frigate” known as HMS Pursuivant (Church House opposite the cathedral) used the standard Naval Tombstone mark and is seen signed by local censors. Two further types of boxed Censor marks are known in blue, again signed locally, although it is yet to be proven as to whether the mark was applied in Stanley or on the ship “Fitzroy”. Both types, of which there are only four examples, feature in the display.

With the arrival of the West Yorkshire Regiment as garrison in 1942, a number of Army Censor marks were used. Numbers 4428 and 3023 were the first to be recognised as directly associated with the Islands because they were discovered on two large correspondences. Since then others have been found, although these are confined to only a handful of examples.

Privilege rights for mailing was given to three distinct groups of civilian mail in the Islands, these being mail sent on Red Cross business, mail sent by Evacuees from Stanley back to their parents or guardians and thirdly internal mail sent in respect of business for the Fellowship of the Bellows.

Mail sent on Red Cross business can be recognised either by a distinct red cachet or by being in a printed cover of the British Red Cross Society.

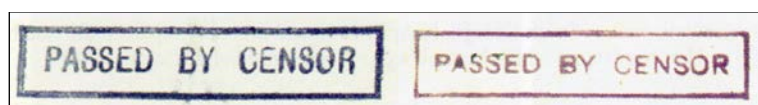
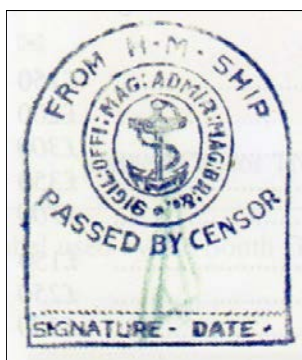
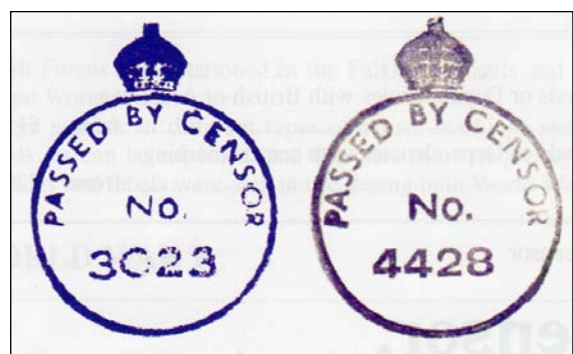
Women and children were evacuated from Stanley in December 1941 because of the perceived threat from the Japanese. Any mail from Camp (Outlying settlements) to Stanley passed through the Post Office free if endorsed “Evacuee”. There are eight examples known and one is shown in the display.

The Fellowship of the Bellows was set up by British residents of Uruguay and Argentina to help with the war effort. Mail relating to this effort passed through the Stanley Post Office free if the designated cachet was used. There are six examples known of which an example is displayed.

Two distinct types of incoming mail are displayed; the first is an example of military mail from Africa, the second shows a letter intercepted by the military censor of civil mails to a German Doctor who was stationed at Darwin Harbour in East Falkland. This fully complied with the regulations showing the language as German. The remaining mail services retained some degree of normality as far as was possible; there were no changes in postal rates other than air mails which are dealt with separately and a small increase in the foreign rate in 1940 to 3d from 2½d. Examples are shown of a number of different items of Postal Stationery during the war time period.

Opened by Censor.

Opened by Censor.



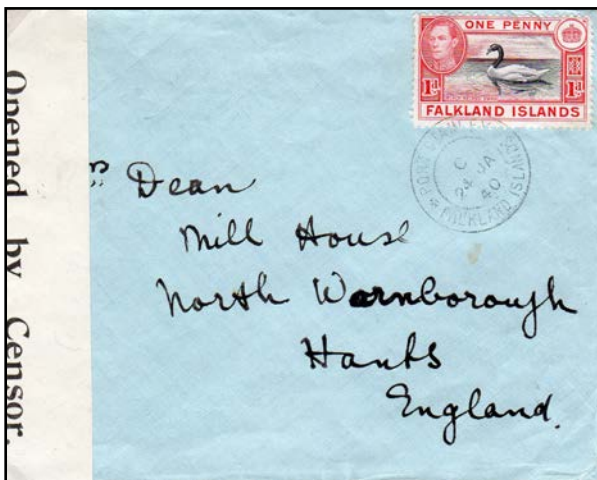


Stanley to Sandefjord, Norway, 20 February 1940 at the Registered Foreign rate of 5½d., per oz (2½d., per oz postage and 3d., registration)

Censor label applied in the UK, before returning to Stanley because Norway had by then been invaded so "POSTAL SERVICE SUSPENDED RETURN TO SENDER" applied.



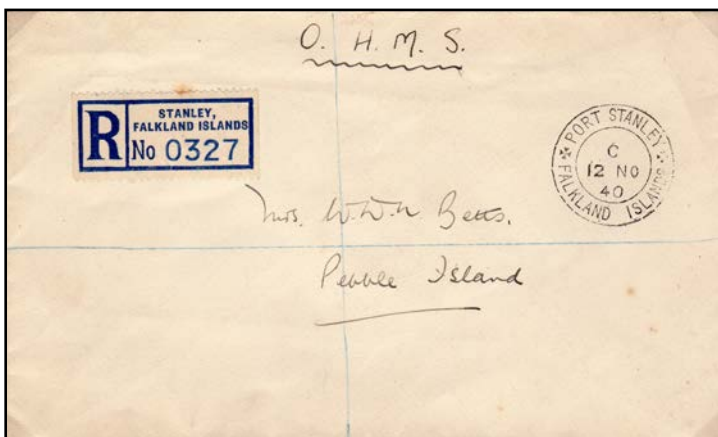
Stanley to New York, via Montevideo, 12 April 1940, at the Foreign rate of 2½d., per oz; censored in the UK.



Stanley to Hampshire, 24 January 1940, at the Empire rate of 1d., per oz. The "wide spaced" censor label was applied in Stanley.



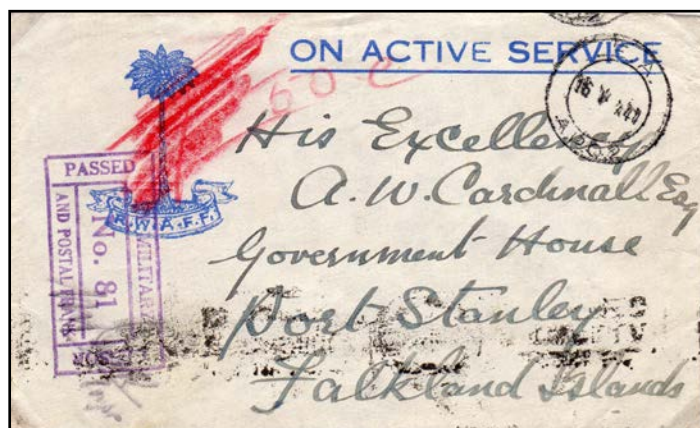
Stanley to California, USA, 1 August 1942, at the Foreign rate of 3d., per oz; censored in Stanley with "wide space" label. Montevideo transit mark on reverse for 8 August. Carried on SS Strategist which had just delivered a complete base camp for a new Falklands garrison comprising the West Yorkshire regiment.



Stanley to Pebble Island, West Falkland, 12 November 1940, registered but no postage paid, OHMS.



Stanley to Darwin, 11 December 1941, with an income tax assessment.



East Africa to The Governor in Stanley, 16 May 1941 by way of HM Services **privilege mail**. subject to **military censorship** by East Africa Army Post Office. Buenos Aires transit mark 3 July 1941.



From **Hanover, Germany** at the end of World War II to **Darwin, East Falkland** at the incoming rate of 75 pf. A **Censor** label was applied in compliance with the regulations that the identity of the sender (on reverse) and the language were displayed on the cover.



Cover to Stanley received **2 June 1942**, posted free from an **Evacuee in Darwin**. One of only eight examples known.



Stanley to Darwin, 14 November 1943, posted free by virtue of the use of the **"Fellowship of the Bellows"** hand stamp. One of only six items known.



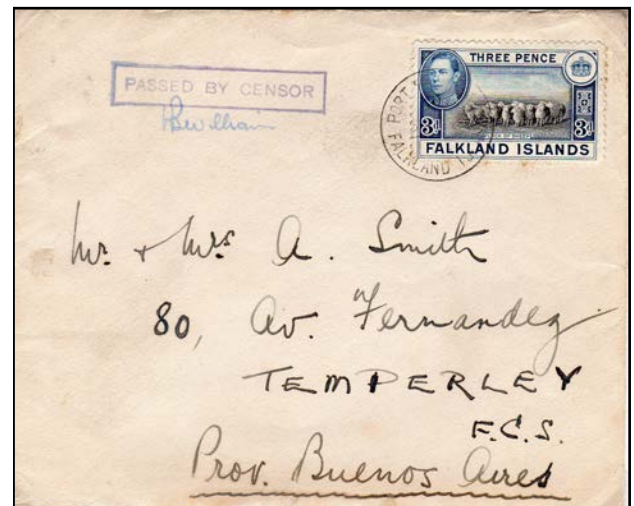
Stanley to London and redirected to Tenby, **30 July 1941**.
Posted free “on active service” from HMS Pursuivant (a “stone frigate”), the Naval Communications establishment at Church House, Stanley. **Censored in Stanley** and received in Cardiff 24 September 1941.



Stanley to Leeds, 5 January 1943, from Private Robinson of the West Yorkshire Regiment stationed in Stanley . Passed by Army Censor 4428 (in the Falkland Islands) and sent free "on active service"



Stanley to Buenos Aires, 18 August 1942, at the Foreign rate of 3d., per oz. Likely to have been examined by the censor at HMS Pursuivant, the naval establishment in Stanley. Shipped on board SS Fitzroy. **Only four examples** of this marking have been found. Received in Buenos Aires on 9 September 1942.



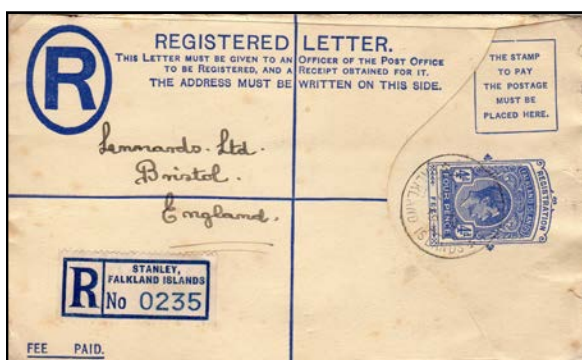
Stanley to Buenos Aires, 25 April 1945, at the Foreign rate of 3d per oz. Censored at HMS Pursuivant in Stanley and signed by the examiner. Shipped on SS Fitzroy; one of **only four covers** with this marking.



Stanley to Buenos Aires, 9 December 1941, uprated to the Foreign rate of 3d., per oz. Shipped on SS Fitzroy and received on 15 December.



Stanley to Eastbourne, 4 September 1945, at the Empire Registered of 4d. Shipped on SS Fitzroy to Montevideo and back stamped in Eastbourne on 13 November.

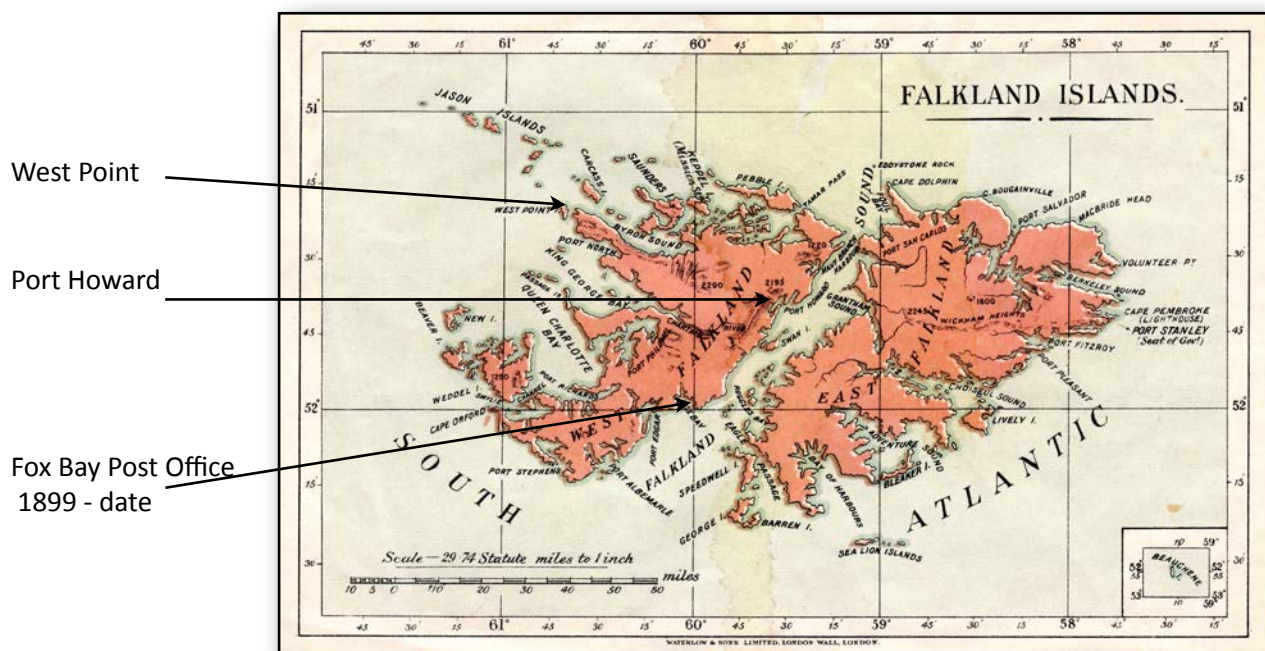


Stanley to Bristol, 8 April 1939, at the Registered rate of 4d per oz. (1d postage and 3d registration) Small format envelope.



Stanley to Pretoria, South Africa, 11 February 1943, at the Registered Empire rate of 4d., per oz. Routed via Montevideo, 27 February 1943 and Censored in the UK. Large format envelope.

Fox Bay Post Office, West Falkland, 1899 - date



Fox Bay Post Office opened on 1 July 1899. It had its own counter date stamp and crown registered marking. Fox Bay is situated on the south east side of West Falkland. It served the farms on the main island in the west together with their outlying inhabited islands, although some of these were also served by inter insular schooners. The Post Office is still in existence today, although its location has changed several times.



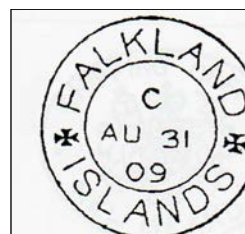
1899 - 1909



1899 - 1904



1899 - 1914?



1909 - 1911



1914 - 1953

The "W FALKLAND" cds is not seen after 1904: indeed any correspondence at this time needs to be corroborated using separate evidence of its origination. The Crown Registered (with cross on Crown) mark only seen from Fox Bay, continued to be used.

Not until 1914 did Fox Bay have a new Counter Date Stamp. Little is known about the period 1904 - 1909 but in June 1909 a new Postmaster arrived, Dr Stanley Turner. He took on the role as part of his many and varied duties in the West. It is believed he took with him a new cds, previously used in Stanley and used this to cancel mail in Fox Bay.

Whilst Fox Bay was the largest centre of population at about 100 (it has now declined to below 30), some of the other settlements were reached more quickly and conveniently by sea. Only in the last 25 years were any roads constructed between Fox Bay and Port Howard, the second largest settlement.



Fox Bay to Glasgow, 28 April 1902, 1d per ½ oz., and 2d Registration, uprated on a postal stationery envelope. Shipped by local schooner “Estrella” to Port Stanley and then by PSNC “Orepesa” to Liverpool, leaving 29 May, arriving in Glasgow on 24 June 1902.



The “W FALKLAND” cds, in use in 1899 - 1904. Seen on four known covers.



The Fox Bay PO Registered Crown hand stamp, in use 1901- 1908. Seen on four known covers



Fox Bay to London, 2 December 1907, 1d., per oz and 2d for registration. Shipped by local schooner to Stanley (where the stamps were cancelled) and then by PSNC “Oronsa” on 4 December arriving in London on 28 December 1907. The cover was written by Mrs Bolus, the wife of the then Postmaster at Fox Bay Dr Percy Bolus. **It contained a money order which is listed in the journal at the Fox Bay PO. The individual Fox Bay Crown Registration mark is used.**



This piece with five King Edward VII definitives are all cancelled **using a new cds dated 2 August 1909**. There were no marks to distinguish the Fox Bay PO at the time. Importantly it carries a greeting, probably to an ex colleague, and is **in the hand writing of Dr. H Stanley Turner** who, apart from his other duties **was Postmaster at Fox Bay from June 1909 until 1911**. The date is consistent with the departure of the mail schooner “Hattie LM”, which arrived in Stanley on 6 August 1909.



Registered cover from **Fox Bay to Hadowfield, New Jersey, 15 March 1929**, at the Registered Foreign rate of **2½d per oz and 3d., for registration**. Shipped via PSNC service to the UK and then by Cunard service to New York, arriving 6 May 1929.



Postcard from **Newtonards, Northern Ireland, 11 November 1915** at the **postcard rate of 1d**. Shipped aboard PSNC “Oronsa” from Liverpool and arriving at Port Stanley on Christmas Day 1915 where it received an arrival cds. Early incoming mail is almost unknown. The postcard is addressed to the daughter of Dr Henry, who had been appointed as Medical Officer in Fox Bay one month earlier.



A 1½d GB Reply card used from Fox Bay on 15 August 1931. Believed to be a unique example from Fox Bay in this period.



Fox Bay to Buenos Aires, 20 August 1933, at the foreign rate of 2½d., per oz. Back stamped in Montevideo 4 September and Buenos Aires 5 September 1933. Not taxed possibly because it arrived in Argentina from Uruguay and not direct from Stanley.



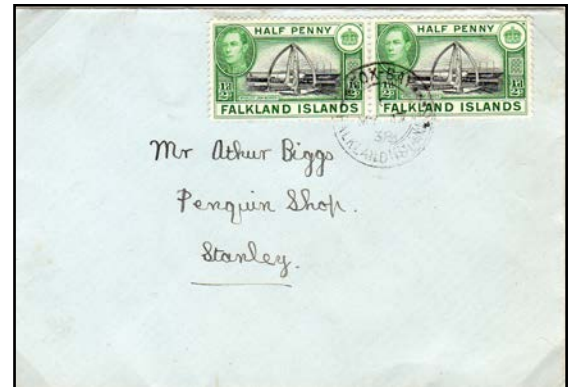
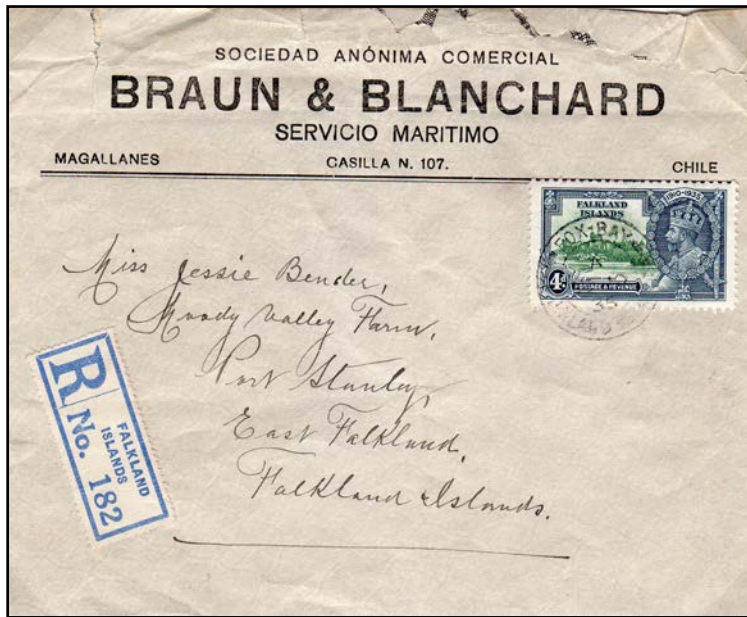
Fox Bay to Buenos Aires, 23 November 1933, at the Registered Foreign rate of 7d for a 2 oz letter. Back stamped in Stanley and Buenos Aires on 13 January where it was taxed on arrival "A COBRAR \$1.00". Mail from Stanley bearing "Centenary" stamps was not recognised as paid by Argentina.



Fox Bay to Salcombe, 16 December 1933, at the Registered Parcel rate of 1½d for a 2 lb. parcel.



Fox Bay to Devon, 8 February 1937, at the Registered Empire Parcel rate of 9/9 for a 25 lb parcel and 3d., Registration.



Fox Bay to Stanley, 17 May 1938, at the Internal rate of 1d., for 1 oz. Back stamped in Stanley on 19 May 1938; shipped by local steamer SS "Fitzroy".

Fox Bay to Stanley, 10 December 1935, at the Internal Registered rate of 4d., 1d., per oz and 3d., Registration.

MAIL to and from WEST FALKLAND not through FOX BAY



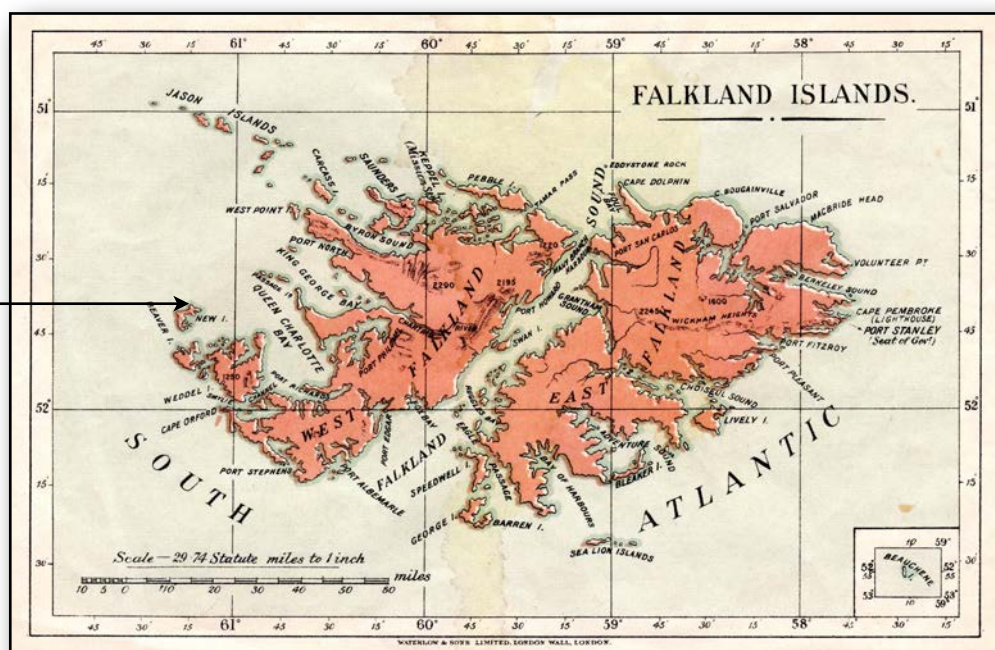
Cover to Port Howard, West Falkland from Wallingford, at the universal Empire rate of 1d per ½oz, the day after its introduction on 25th December 1898. Shipped aboard Kosmos "Ammon" which arrived in Stanley on 2 February 1899 where it was hand stamped on arrival. There was no post office at Port Howard. Delivery was direct from inter insular mail schooner.



Cover from Clifton Station (West point), West Falkland to Cambridge, Massachusetts dated 22 April 1914 locally and 12 May 1914 in Port Stanley. The inter Insular mail steamer, the newly arrived RMS "Falkland" left Stanley on 1 May 1914 for its trip to the west, calling at San Carlos, Fox Bay, Port Stephens, Hill Cove, West Point and New Island returning to Stanley on 12 May in time to meet the homeward PSNC steamer "Orissa" which left on 13th May for Liverpool where it arrived on 8th June.

New Island Post Office, West Falkland, 1909 - 1917

New Island Post
Office 1909 - 1917



New Island is one of the most westerly islands of the Falkland Islands. It had been known to whalers, particularly from America for two centuries, many having visited the area, met with others and gone ashore. Part of the Island was leased by Christian Salversen in 1909 and they set up a whaling station, having initially failed to obtain a lease in South Georgia. The New Island Whaling station lasted until 1916, by which time Salversen had secured a lease of Leith Harbour, South Georgia and became established there.

The number of workers based at New Island was considerable (over 1000) in the early period and a Post Office was established, opening in July 1909 and continuing in operation until 1917.

The Post Office used its own distinctive postmarks, the first a plain double ring with FALKLAND ISLANDS in between, the date being added in manuscript, and the second a NEW ISLAND double ring containing a code and date stamp. The first was in use from 29 July 1909 until the second arrived in November 1909.



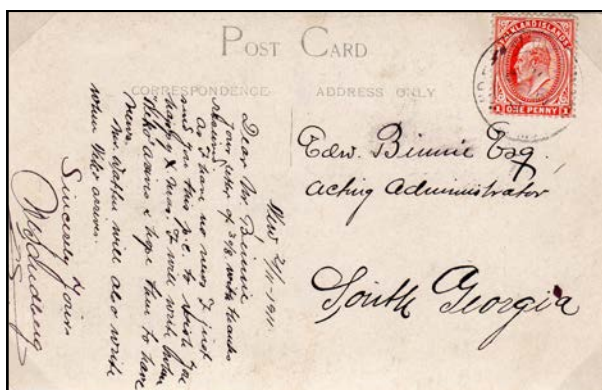
Although the Post Office opened on 29 July with the use of the provisional canceller and the centre in manuscript, mail had been despatched for cancellation at Port Stanley before this. Such mail can only be identified by the content or, as is the case of the original postcard in the display, by known handwriting.

The New Island Post Office could also deal with registered letters, money orders and insured parcels. No commercial items have survived; the New Island registration label is only known on a few philatelic covers to WT Wilson.

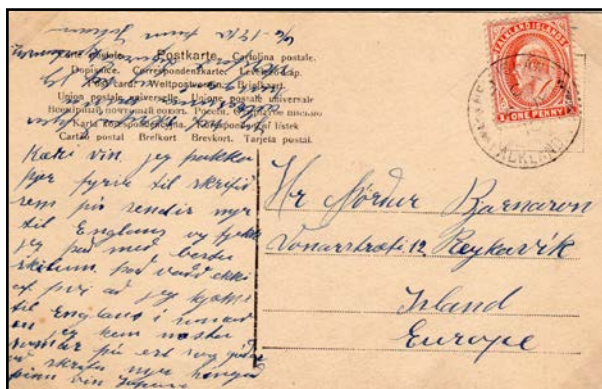
The display includes a significant proportion of the surviving items for this small Post Office in its short term of existence.



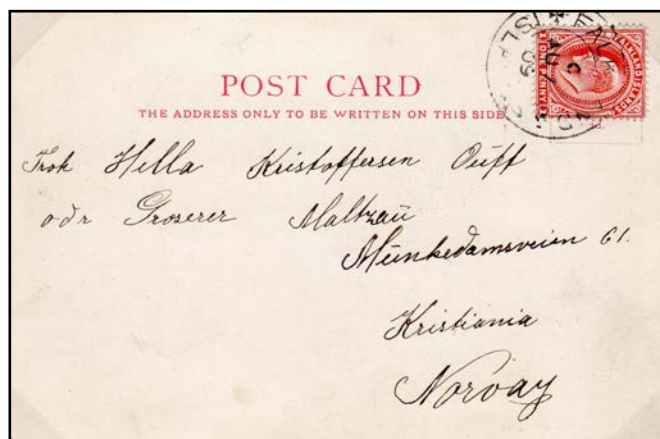
New Island to Stromstat, Sweden, 31 August 1909, at the Foreign rate of 2½d., per oz, using the provisional first canceller completed in manuscript. Carried on the whale catcher "Swona" back to Stanley and then PSNC "Orcoma" which departed Stanley on 9 September. This is the **only known example of this mark on cover**, the other four are on postcards.



Postcard from New Island to South Georgia, 22 November 1911, at the rate of 1d. The Postcard depicts the RMS "Columbus" which was involved in the movement of mails at New Island.

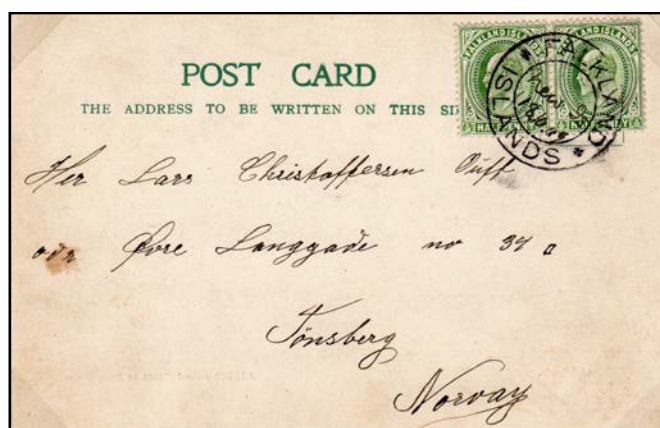


New Island to Iceland, 6 July 1910, at the rate of 1d. Shipped locally on whaler "Swona" to Stanley, then by PSNC "Oravia". Christian Salvesen had negotiated the purchase of machinery for a whale processing plant from Iceland at the inception of the whaling factory.



A forerunner - postcard from the whaling station dated 27 July 1909, two days before the Post Office opened at the postcard rate of 1d.

Shipped to Stanley aboard "Hattie LM" where it arrived 6 August and postmarked 7 August before departure on PSNC "Oravia".



New Island to Tonsberg, Norway, 18 October 1909, using the provisional canceller completed in manuscript. Carried on whale catcher "Swona" back to Stanley. One of only four known examples of this mark on a postcard.



South Georgia to Buenos Aires via New Island, 15 November 1912, at the postcard rate of 1d. Headed South Georgia, 2 November 1912, the card was shipped by whale catcher "Sonja" to New Island where it was cancelled as above for onward transmission to Argentina. A unique example of mail from South Georgia being cancelled at New Island.



New Island to Fredrickstad, Norway, 17 November 1913 at the rate of 1d. Shipped to Stanley on RMS "Columbus" departing that day, then by PSNC "Oronsa" to Liverpool.



South Georgia to New Island, 30 April 1912, at the postcard rate of 1d. Shipped on board RMS "Columbus" arriving 11 May; sent by Edward Binnie, acting postmaster and magistrate in South Georgia.

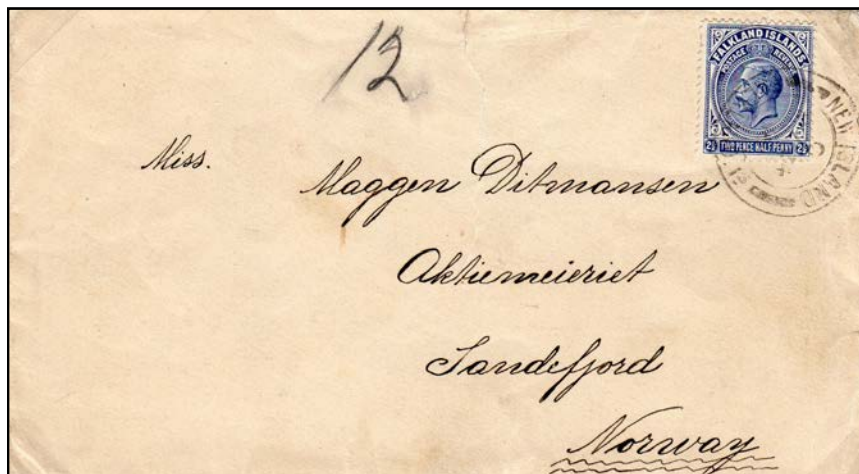


Easter Island to London via New Island, 16 February 1911. Arrived in New Island aboard the rescued yawl "Pandora" on its round the world voyage. Despatched on board "Starlight" from Stanley. The Chilean stamp, affixed at Easter Island (endorsed in manuscript - Easter Island was also previous port of call) cancelled at New Island was not recognised for mail posted out of course. A "T" marking therefore applied with 2d. to pay.



New Island to Horten, Norway, 27 September 1911, at the Foreign rate of 2½d., per oz.

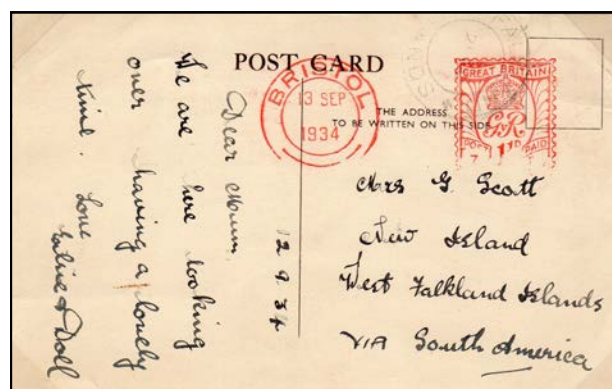
Shipped locally on RMS "Columbus" to Stanley where it arrived on 2 October; then by PSNC "Oravia". Arrived in Horten on 31 October 1911.



New Island to Sandefjord, Norway, 24 May 1916 at the Foreign rate of 2½d per oz. Shipping to Stanley was by whale catcher "Scapa" departing that day; transferred to PSNC "California", eventually arriving in Sandefjord on 20 July.



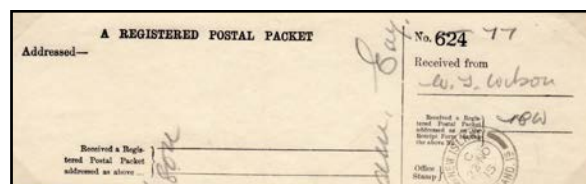
Hamilton, Australia to New Island via Leith, Liverpool and Stanley, 1 November 1914, at the Empire rate of 1d., per oz. The cover addressed at first to Edinburgh was then redirected by Salvesen in Leith to the SS "Neko" at the New Island Whaling Company. It was shipped by PSNC "Bogota" from Liverpool arriving Stanley 21 February 1915 (marking on reverse) The "Neko", a floating factory ship, had arrived in New Island on 4 November 1914 and left on 17 April 1915.



Bristol to New Island 13 September 1934. By this time the New Island Post Office was long closed but the Port Stanley arrival mark is seen for 20 November 1934.



New Island to Birmingham, 15 July 1915, on philatelic cover with 6d and 1/- KGV stamps. Shipped by PSNC "Orita" which departed Stanley on 18 August. The cover is marked on arrival in Birmingham on 16 September 1915.



A receipt for a registered postal packet, cancelled at New Island on 22 November 1915 and initialled by the acting postmaster John Innes Wilson.

A brief summary of Postal Contracts to the South American mainland (usually) Montevideo

1851	The Falkland Island Company (FIC) with the schooner "Amelia".
1854 - 56	Ad hoc charters, some through Dean & Son, Stanley.
1857 - 61	FIC with the mail schooners "Victoria", "Fairy" and "Allen Gardner".
1861 - 63	No contract, mail operated on a haphazard basis with some local charters.
1863 - 72	The Government mail schooner "Foam".
1873 - 80	The FIC mail schooner "Black Hawk", the "Sparrow Hawk" in 1877 and the "Letitia" chartered from JM Dean & Sons for one voyage in 1880.
1880 - 1900	The German Kosmos Company. This was the first reliable shipping contract. Mails were conveyed to and from the Islands on a monthly basis. There was also a supplementary mail arrangement to connect with a mail boat in Punta Arenas, Chile.
1900 - 1917	The Pacific Steam Navigation Company appointed for both practical and political reasons. Direct sailings most months both homeward and return.
1917 - 1931	The PSNC continued on an intermittent basis but the opening of the Panama canal in 1914 had isolated the islands. The ship "Fleurus" and the FIC "Falkland" both took mails to and from Montevideo.
1931 - 1945	The FIC return with the steamers "Lafonia" and "Fitzroy"

Inter insular Communication

Prior to 1881	Private local schooners.
1881 - 1885	The Kosmos Company's "Malvinas"
1885 - 1891	Mail by local trading schooners.
1892 - 1901	Private vessels "Result" and "Chance", "Fair Rosamund"
1901 - 1910	Many different private vessels
1910 - 1913	Mail contract with Salvesen & Co. using "Columbus"
1914 - 1919	FIC steamer "Falkland"
1922 - 1926	Government drifter "Afterglow".
1931 - 1945	FIC vessels "Lafonia", "Fitzroy" and "Darwin"

A brief summary of Postal Rates from the Falkland Islands

Packet rates to the UK:

Up to 7.6.1852: 2/7 per ½ oz. (Ship rate 8d)

7.6.1852 - 1856: 1/- per ½ oz. (Ship rate 8d)

1856 - 1.4.1879: 6d per ½ oz.

1.4.1879 - 31.12.1890: 4d per ½ oz.

1.1.1891 - 24.12.1898: 2½d per ½ oz.

25.12.1898 - 1.5.1949: 1d at first for ½ oz., and then from 1.10.1907 1d. for 1 oz.

From 1.10.1918 until 5.2.1920 an extra 1d War Tax on letters sent to UK and Empire.

Packet rates to Foreign destinations:

Prior to 1879, 4d to Montevideo or a composite rate via the UK with additional amount depending on destination.

1.4.1879 - 24.12.1898: 4d for half an oz.

25.12.1898 - 31.12.1922: 2½d for ½ oz and then for 1 oz from 1.10.1907.

1.1.1922 - 31.12.1925: 3d per oz.

1.1.1926 - 31.8.1940: 2½d per oz

1.9.1940 - 1.5.1948: 3d per oz.

Inter Island Mail rates:

Prior to 1891: Nil

1891 - 1959: 1d per oz.

Registration fees:

25.6.1858 - 31.5.1862: 6d

1.6.1862 - 31.3.1879: 4d

1.4.1879 - 31.12.1922: 2d

1.1.1923 - 1.4.1959: 3d.

Air Mail Rates:

To UK 3/6 per 5 gms from 18.8.44 - 9.3.45.

2/3 for 5 gms from 10.3.45 until 13.10.45.

Air mail was accepted from the UK as early as 1934, rates were in the main the same as those used for air mail to the South American continent.

Printed matter:

up to 25.12.1898: 1d up to 4 oz (½ rate internally)

25.12.1898 - 1.5.48: ½d for 2 oz.

Parcel rates and Insured mail

A variety known, from 1891.

