

Philatelic Bulletin



Volume 6: Number 6 February 1969



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STOP PRESS

Regional Stamps – Change of Colour

The date of issue of the change of colour of the 4d regional stamps has been postponed until 26 February. The new stamps will be on sale at all Post Offices in the particular regions; at the Philatelic Bureau and from the philatelic sales counters. There will be no first-day cover services for this issue.

As these stamps are being issued only one week before the new High Value definitives it would be most helpful to the Bureau if orders for the Regional stamps could be sent to the Bureau as early as possible.

There are no new stamps to write about this month but details of the 2 April first-day cover services for the Anniversaries issue are given.

The new National Postal Museum is to be opened by Her Majesty the Queen on 19 February 1969, and will be open to the public the next day. We hope that you will all come along to see the Museum and its treasures.

Most Letters to the Editor in recent weeks have been about subjects for new issues and stamp design generally. These are subjects of great importance to philatelists, but letters on any topic of the hobby are equally welcome.

The articles on the British Ships are completed this month with information on the *Cutty Sark* and the *Great Britain*.

The PMG visits the Bureau

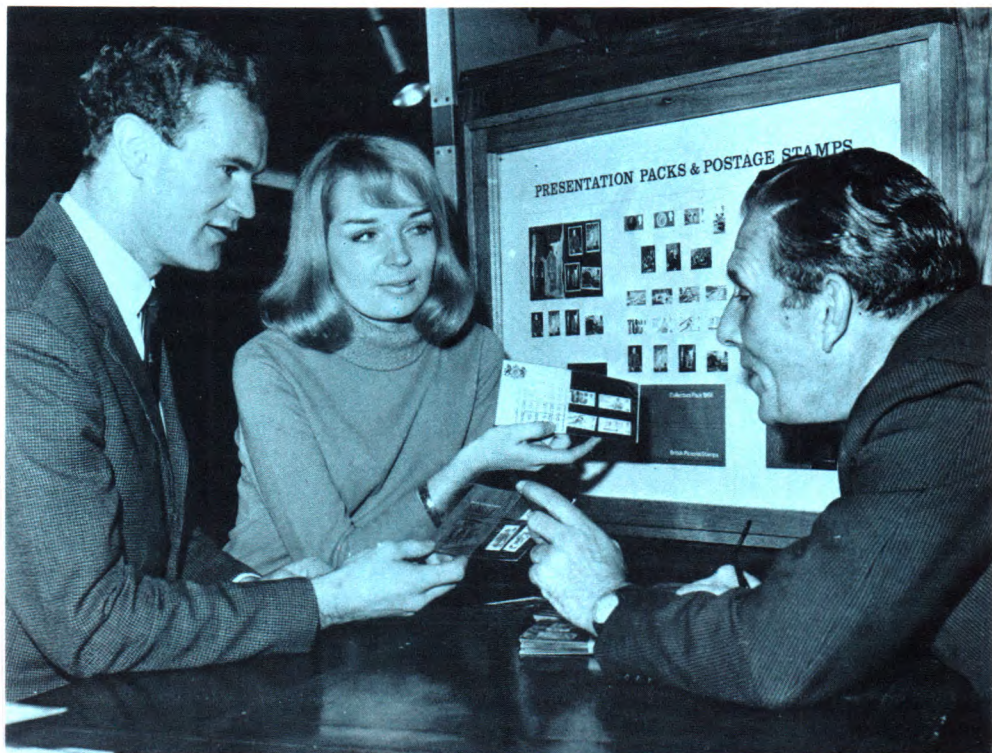
The Postmaster General and a large party of representatives from the national and philatelic press recently visited the Philatelic Bureau in Edinburgh.

After lunching and inspecting a display of stamps, artwork and graphic material which illustrates the growth of our philatelic business the party was shown around the Bureau.

The visit coincided with the first day of issue of the British Ships and all sections of the Bureau were hard at work. The visitors saw something of the way the 150 staff deal with the many thousands of orders and were obviously impressed by what they saw.

While touring the Bureau a visit was made to the Exhibition Gallery where considerable interest was shown in the very tasteful display. The theme was 'British Ships' and in addition to the stamps, artwork, etc, great use had been made of authentic nautical instruments of historical interest.

Opening of Philatelic Counter at Belfast



Photograph by courtesy of Century Newspapers Ltd.

This photograph shows the Irish and British Lion rugby fly-half Mike Gibson being presented with a souvenir album of British postage stamps by Anne Hunt, GPO Personality Girl, after Mike had opened the latest philatelic sales counter in Belfast Head Post Office on 25 November 1968.

The layout of the counter has been planned

so that philatelists can inspect the stamps on sale. The staff have been carefully trained for the specialist work and are able to give collectors information and advice about current and future issues. It is hoped that the friendly service will meet the needs of the most fastidious collector and encourage the beginner as he ventures into philately.

British Ships

The Great Britain

In 1839 the Great Western Steamship Company decided to build a new ocean going passenger vessel and commissioned the foremost designer and engineer of the day, Isambard Kingdom Brunel, to draw up the plans for an iron-built steamship that would surpass anything existing at that time and for which no expense would be spared. So enthusiastic was Brunel that building commenced the same year under the supervision of William Patterson, a noted shipbuilder of the time, in a specially-constructed graving dock at Bristol and although originally intended as a paddle-steamer, before she was half completed a new propeller-driven vessel, the *Archimedes*, came on the scene and impressed Brunel so much that he changed his design to that of a screw-propelled ship.

The *Great Britain* or the *Mammoth* as she was originally to have been called, was 322 feet overall with a beam of 51.5 feet and had a tonnage of 3,270. There were 26 single and 113 double state-rooms for her passengers who were catered for on a luxurious scale. She was fitted with a four-cylinder steam engine developing 1,000 horse-power that drove a four-bladed propeller 15 foot in diameter, plus 1,700 square yards of sail to assist her when the wind was in the right quarter. These sails were set on six masts, a most unusual feature for a ship of that period, and as they had no official title were christened Monday, Tuesday, Wednesday, Thursday, Friday and Saturday.

On 19 July 1843, HRH Prince Albert launched, or rather floated, the *Great Britain* out of her building dock and after fitting out, which took until December 1844, she left Bristol for London where she was visited by Queen Victoria and hundreds of Londoners.

The *Great Britain* was designed for the transatlantic service and her career on this route began on 26 July 1845 when she sailed on her maiden voyage from Liverpool to New York with 60 passengers and 800 tons of cargo to become the first iron-built, screw-propelled

steamship to make the Atlantic crossing. This passage took just over fifteen days.

Although an outstanding success, she was to suffer an accident in 1846 when she ran aground in Dundrum Bay, County Down, off the coast of Ireland, that put her out of commission for six years. It took almost a year to refloat her but her bottom, boiler and engines were found to have been strained, and fearing the repair cost would be too high, she was sold at a fraction of her building price to Messrs Gibbs, Bright & Company of Liverpool.

Fitted with new engines and her rig reduced to four masts, she spent the next 23 years in the Australian emigrant trade until in 1882 she was sold once again. This time her new owners removed the engines and converted her into a three-masted sailing ship and put her back on the Australian run until, during a very rough passage round Cape Horn, she sustained such severe damage that she was forced to put into Port Stanley in the Falkland Islands for repairs. Here at long last she was declared no longer fit for service at sea. However, her life was far from finished for she became a store-ship for wool and later coal until in 1937 she was found to be leaking and she was towed to the quiet inlet at Sparrow Cove where she lies aground to this day.

There may still be another episode in the life of the *Great Britain* to come for recently efforts have begun to bring this great old ship back home to Bristol for preservation.

The Cutty Sark

On the afternoon of Monday 22 November 1869 a sailing ship was launched at Dumbarton, on the Clyde, that was to become one of the most famous clippers in the history of Great Britain. She had been built for Captain John Willis Junior who gave her the curious name of *Cutty Sark* taken from the short chemise of Robert Burns with Nannie. Universally known as 'old white hat', after the white top hat he used to wear, Willis' ambition was to win the great annual race home from

New High Value Stamps

China with the first of the new season's tea, the winner of which nearly always gained the highest price for her cargo. One year before, in 1868, a new clipper bearing the name *Thermopylae* had been launched that was very fast indeed and it was this ship that the *Cutty Sark* had been built to beat, but although they raced each other on many occasions over the following years Willis' ambition was never achieved in the tea race.

Of composite construction (wood and iron), the *Cutty Sark* had a length of 212·5 feet, an extreme breadth of 36 feet and a gross tonnage of 963. She normally carried a crew of twenty-four. 32,000 square feet of sail could be set on her three masts that could produce the equivalent to 3,000 horse-power to give her a speed in excess of 17 knots in the right conditions, that on one occasion, drove her 363 miles in twenty-four hours.

Unfortunately for the *Cutty Sark*, the days of sailing ships in the tea trade were numbered a week before her launching, on 16 November 1869, when the Suez Canal opened ensuring steamships a faster and more reliable passage to and from the east.

1877 proved to be the last year in which a clipper ship could pay a dividend on a tea cargo and the *Cutty Sark* had to be switched in 1878 to the Australian wool run, but even cargoes here were on the decline and in 1895 she was sold to the Portuguese under whose flag she traded until 1922 when she was re-purchased for Britain by Captain Wilfred Dowman who restored her to her former glory. In 1938, two years after his death, Captain Dowman's widow presented the *Cutty Sark* to the Thames Nautical Training College so that she might join *HMS Worcester* at Greenhithe as a training-ship for cadets for the Royal and Merchant Navies. Here she remained until May 1953 when she was presented to HRH Duke of Edinburgh, patron of the *Cutty Sark* Preservation Society, so that she may be preserved in dry dock at Greenwich as a permanent memorial to the sailing merchantmen.

The new definitive range will be completed on 5 March 1969 by the issue of the four high value stamps, 2s 6d, 5s, 10s and £1.



The stamps show a line engraving of the Arnold Machin head which has received world-wide acclaim since it was first shown on the 4d stamp issued on 5 June 1967.

The printing details are:

Printer : Bradbury Wilkinson & Co. Ltd

Machine : Steel Plate Press

Format : Vertical

Perforation : 12

Size : 29·72mm × 34·35mm

Colours : 2s 6d Peat Brown

5s Raspberry Red

10s Sapphire Blue

£1 Blue/Black

Postmark Slogans

'Basildon Faces the Future' is in use at Basildon until further notice.

'March 1 Bristol Rag Week March 8' will be in use at Bristol from 1-28 February in the transposed position.

'Cardiff-Caerdydd Inter College Charities Appeal February 13-15 Chweffror' will be used at Cardiff in the transposed position from 16 January until 12 February.

'Durham Colleges' Charities' Week 1969 15th-22nd February' will be used at Durham in the transposed position from 26 January until 22 February.

'Gloucester O and DS My Fair Lady 17th-22nd March for booking 'phone 22363' will be used at Gloucester in the transposed position from 17 February until 16 March.

'Great Yarmouth and Gorleston on Sea for "Fine" Holidays' is being re-used at Great Yarmouth until 30 November 1969.

'Visit Lakeland the roots of heaven' will be used at Ambleside in the transposed position from 1 February until 15 March, and then from 16 March until further notice it will be used at Windermere.

'BBC Music Programme Weekend Lancaster 21-23 February' will be in use at Lancaster in the transposed position from 25 January until 21 February.

'Lively Lovely Llandudno' will be in continued use at Llandudno from 9 January until 10 December.

'Book Your Place in the Sun at Margate' will be in continued use at Margate from 1 December until 30 November.

'1819 Sheffield 1969 Trustee Savings Bank 150th Anniversary' will be used at Sheffield in the transposed position from 3 February until 31 March.

'Stranraer in Bonnie Galloway' will be re-used at Stranraer from 1 February until 31 July.

'Royal Tunbridge Wells 1909-1969 Diamond Jubilee' will be used at Tunbridge Wells in the transposed position as soon as possible until further notice.

'TRW Twickenham rag week 1-16 February 1969' will be used at Richmond in the transposed position from 20 January until 16 February.

'Victoria Line (Walthamstow-Victoria) Now Open' will be used 7-20 March in the standard position, transposed where possible, at all London District Offices.

'National Children's Home. A Milestone in Child Care 1869-1969' will be used at 33 offices throughout the country, a selection of which follows; Battersea, Southampton, Chelmsford, Leeds, Cardiff, Coventry, Manchester, Glasgow NDO, Wimborne and Solihull, appearing in the transposed position where possible from 1 January until 31 December.

'Lorna Doone Centenary 1969' will appear at Lynton in the transposed position and not in the standard position as stated in the January issue.

'Take a break. Head for Whitby. Guide Book 1/- P.O. please' came into use at Whitby on 10 January 1969 and not on 23 December 1968 as previously announced. 9 January 1969 was the last day of use of the slogan 'Bicentenary Captain Cook 1768-1968 Whitby'.

The Opening of the National Postal Museum

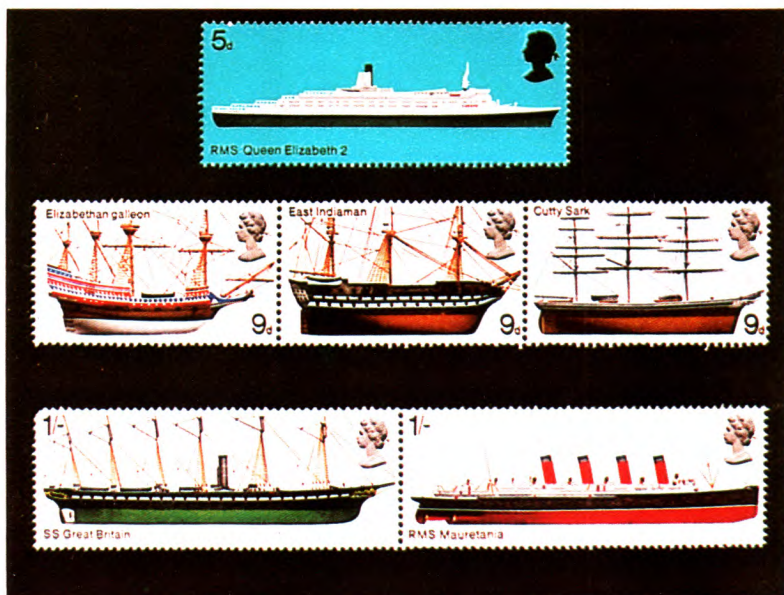
Her Majesty the Queen is to open the new National Postal Museum on 19 February 1969.

To mark the first visit of a reigning sovereign to London's Chief Post Office for over 60 years a display of all the stamps of The Queen's reign is being arranged.

The Museum which houses over a quarter of a million stamps including the whole of the Reginald M. Phillips collection of 19th-century British stamps will be open on Monday to Saturday between 10 a.m. and 4.30 p.m. from 20 February 1969.

British Ships Presentation Packs

GPO PACK BRITISH SHIPS



The six ships stamps which were issued on 15 January 1969 are contained in this very attractive Presentation pack which is available price 5s 8d from the Bureau or from philatelic posting box offices.

For bulk purchases a discount of 6d per pack is allowed on orders of 100 or more from the Philatelic Bureau, 2-4 Waterloo Place, Edinburgh 1.

The presentation packs which we offer for each new special issue have become increasingly popular since the first was issued for the Shakespeare series in 1964.

On Changing Your Address

To facilitate improved and more accurate methods of sorting we have re-arranged our *Bulletin* subscribers' addressograph plates in 'County' order instead of the more usual alphabetical order. This has raised a very thorny problem which our customers can help us to solve.

For example: If Mr Jones moves to Weybridge in Surrey from Abingdon in Berkshire,

We have been urged to extend the range of the packs and intend, therefore, to issue two new packs on 5 March 1969 which will contain the definitive series. One will hold the low value stamps ($\frac{1}{2}d$ –1s 9d) and the other the four high value stamps (2s 6d, 5s, 10s and £1). The prices are 9s 10d and £1 18s 6d respectively.

This will be the first occasion on which definitive stamps have been made into presentation pack form and available to all, although we have in the past made up packs for special exhibition purposes.

we shall have his addressograph plate filed under 'Berkshire'. When he tells us his new address we either have to scan thousands of plates or write back and ask where he previously lived before we can enter the new particulars.

Please help us to help you. If you change your address – tell us the old one as well as the new.

National Postal Museum Notes

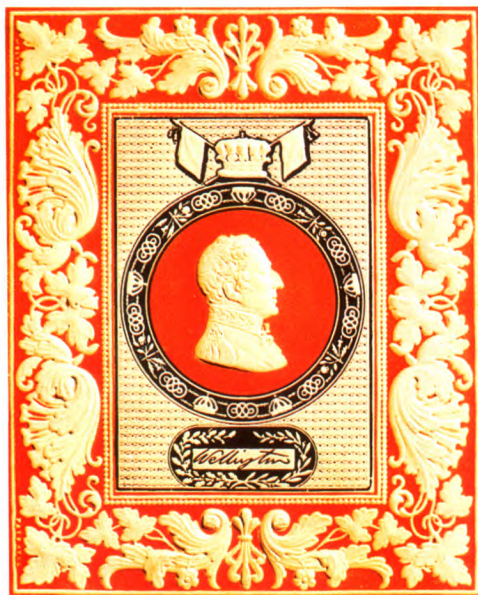
The 'Might have been' multi-coloured stamps of 1840

More changes in the design of postage stamps have been made since the accession of our Sovereign Lady Queen Elizabeth II than in the previous one hundred and twelve years since the world's first adhesive postage stamps were printed by Perkins, Bacon & Co. in 1840. The forerunners of all postage stamps were of course the monochromatic penny blacks and twopenny blues: today, thanks to the technical advances made in the printing trade, multi-coloured stamps of great complexity have become commonplace, although not less praiseworthy on that account.

On the eve of the formal opening of the greatly enlarged National Postal Museum in which we shall be showing all the stamps of Queen Elizabeth's reign and the whole of the Reginald M. Phillips collection of 19th-century British postage stamps and much besides this month's 'Museum Notes' is devoted to the 'Might have been' multi-coloured stamps of 1840.

As Robson Lowe has pointed out in 'The British Postage Stamp' the most professional of all the award winners in the Treasury competition of 1839 was Charles Fenton Whiting who submitted at least seven different designs for the competition most of which were bi-coloured essays. Although it is doubtful whether the process employed was suitable for the necessary mass production of stamps, Whiting's essays, in which the Phillips' collection is rich, demonstrate that the colour printing of stamps at that time was a distinct possibility.

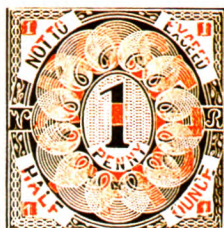
Colour printing prior to and in the early days of the 19th century was in its infancy: many printers evolved their own particular processes and took out patents to protect their interests. Among them was William Congreve (1772-1828) whose process was acquired by Whiting & Branston of Beaufort House, 96 Strand, a firm which subsequently split in two; Charles Whiting carrying on the Beaufort House press. Charles Knight, publisher of the 'Penny Magazine' who was an associate of Rowland Hill's in the 'Society for the Diffusion of Use-



Wellington Portrait from Marcus Samuel Collection

ful Knowledge' and who suggested to Hill the idea of introducing pre-paid postal stationery, also patented a colour-printing process as did George Baxter whose 'Baxter' prints are now much sought after. Both Baxter and Knight were connected by marriage with the firm Messrs Clowes & Sons who printed the ill-fated 'Mulready' letter sheets.

Illustrating these notes are copies of some of Whiting's essays and samples of Beaufort House security printing. The Congreve process Whiting employed had governmental backing. It was used for ream labels used by the Excise Department in connection with paper duty, for patent medicine labels, for stamps on Country bank notes and so on. In the hands of Whiting & Branston it was employed in the production of lottery bills and tickets until public lotteries were abolished in 1826. It is perhaps interesting to recall that lottery brokers traded under names appropriate to their calling such as



Hazard & Co., Richardson Good Luck & Co. – the forerunners of the 'ERNIE' of our computerized era! These lottery bills, multi-colour printed, were engraved by the Rose engine as were the backgrounds of cheques, bank notes and other documents where security from forgery was all important.

The brass plates from which the prints were made were uncommonly like a child's jig-saw puzzle. For a design to be printed, say, in red on a green ground the red elements in the design were cut out of the plate which was then inked green: the red elements were then separately inked in red and the plate assembled to enable a bi-coloured print to be taken. Whites were, of course, incorporated by removing the surface of the block as necessary. It was obviously a time-consuming process for other than short runs.

Whiting also exploited this interesting printing method by using embossing dies to produce relief portraits and borders on white paper of some substance and colour printing a framework from prepared plates. Very attractive results were obtained. Subjects included Queen Victoria, Her Consort, The Duke of Wellington, and other notables of the day.

While Whiting's efforts did not lead to the production of viable postage stamps the fact that he was awarded one of the £100 premiums for his Treasury Competition entries indicates that his technical achievements were not only appreciated and rewarded but that they were seriously considered. Human ingenuity and inventiveness mattered in 1840 as it does today.

F. MARCUS ARMAN

New Stamp for Gandhi Centenary

In addition to the new stamps for 1969 announced in the January issue there will be a stamp to mark the centenary of the birth of Mahatma Gandhi. This will be the first occasion on which an overseas statesman has appeared on a British stamp.

New Machines will issue Stamps side by side

Five stamps, side by side, will be served from the new type of stamp vending machine that the Post Office is shortly to introduce.

The machine has been designed to cater for a wide range of postage rates and has been developed in readiness for decimal coinage.

It will take a shilling or a five new pence piece (coins that are identical in size and shape) and will issue a strip of stamps side-ways in this order: 2d, 2d, 3d, 1d, 4d. For present tariffs this arrangement gives combinations for any amount from one penny to one shilling and provides for easy separating into three divisions of 4d (2d and 2d, 3d and 1d, 4d) and two divisions of 5d (2d and 3d, 1d and 4d).

From decimalization day in February 1971 the machine will continue to accept both shilling and five new pence coins but by a simple change of roll will issue decimal value stamps. This will avoid any out-of-service time in going over to decimal working.

There will be 22 pre-production-run machines installed, 9 in London and the remainder in other parts of the country. Further machines will be introduced gradually over the next two years. They will replace all other types of Post Office-owned stamp selling machines, including those selling 2s booklets, to provide a nationally uniform service at more than 10,000 places.

The stamps issued from the machines will be in the new definitive series on coated, un-watermarked paper with a single phosphor line, and will issue left edge first.

Stamps will be available from machines only in 1s strips but it will be possible to obtain complete rolls of 300 sets (1,500 stamps) value £15 from the Philatelic Bureau, 2-4 Waterloo Place, Edinburgh 1. The roll designation will be 'mixed value roll GS'. Details of when to send orders will be given later. None will be sold across post office counters.

There will be no first-day cover services and no special cancellations to mark the introduction of these stamp rolls.

Mechanized Parcels Sorting Office for Peterborough

A £1.4 million mechanized parcel sorting office is to be built at Peterborough. This is one of the offices provisionally nominated as a parcel concentration centre within the Post Office national parcel plan. Under this plan it is proposed to concentrate parcel sorting by the mid 1970s into 34 highly mechanized centres, each of which will serve a large surrounding area.

The Peterborough office is due to come into full operation by July 1970. Work has started on the site in Lincoln Road, formerly occupied by a railway workshop. There will be a direct bridge link with a nearby mail order house. Similar highly mechanized parcels offices are under construction elsewhere, including Birmingham, Manchester, Leicester and Nottingham. There are 10 offices with parcels machinery already in operation.

The reduced handling of parcels through fewer centres is expected to bring a more reliable service.

In placing the contract for the Peterborough office the Post Office is, for the first time, giving a contract for a mechanized sorting office, covering both the building and its equipment, to one company. The contract covers design, engineering, construction, equipping, project management and commissioning.

The office will have eight 'tilted belt' parcel sorting machines with associated equipment. Each 'tilted belt' machine is capable of handling 2,700 parcels an hour.

Bulletin Back Numbers

As the number of subscribers increase we receive more and more requests for back numbers of the *Bulletin*.

Unfortunately Volumes 1 and 2 are out of print and we regret that it is not possible to supply copies of these volumes.

Unaccepted Stamp Designs

The designs shown this month are a selection of those submitted for the British Ships issue of 15 January 1969



Andrew Restall



Andrew Restall



Andrew Restall



Johan T. Polak



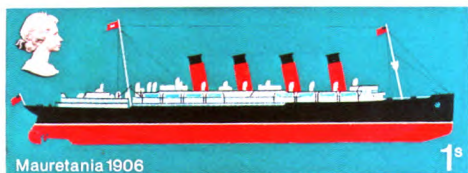
Johan T. Polak



Clive Abbott



Clive Abbott



Clive Abbott

50th Anniversary First Regular Airmail Service

After the Armistice in November 1918 British troops began the crossing of the Rhine for occupation of Germany. At this juncture it was decided to provide the first ever British airmail service (civil or military): *ad hoc* flights took place in January and February, and on the first of March 1919 the inaugural flight of the first regular Forces airmail service took off from RAF HAWKINGE, near Folkestone, and landed in Cologne in Germany. On that day the mail was prepared for the flight by the Royal Engineers (Postal Section) who are still, although now called Royal Engineers (Postal and Courier Communications), responsible for all Forces mail. The aircraft used for the service was a specially modified version of the RAF DH9 built with an enclosed rear cockpit, which is illustrated together with the two handstamps.

To commemorate the occasion a special

first-day cover has been designed, and two special handstamp datestamps and receipt cachets produced. The mail will be flown by RAF aircraft over the original route.



The following philatelic service will be available at:

Home Postal & Courier Communications
Depot RE,
Philatelic Section
Inglis Barracks, Mill Hill
London NW7.

A special first-day cover, with the RAF 1s stamp, with a closed form of address, will be cancelled with the special Folkestone handstamp, and flown to Cologne where it will be stamped with a special receipt cachet. The completed cover will be returned to addressees in a separate envelope. Cost 5s.

The special cover, with the 1s RAF stamp, with its closed form of address, will be cancelled with the Cologne datestamp, flown on the return journey by RAF aircraft to Folkestone where it will be stamped with a special receipt cachet. Again this cover will be returned to addressees in a separate envelope. Cost 5s.

In addition pre-addressed, pre-stamped envelopes only will be cancelled with the Folkestone handstamp and returned to addressees. Cost 6d.

The proceeds from the sale of covers will be donated to Service Charities.

The Post Office at Stampex and the Ideal Home Exhibition

The Post Office will have philatelic displays and enquiry points at both Stampex and the Ideal Home Exhibition. Copies of 'The British Postage Stamp' will be available, and a philatelic sales counter will be provided at Stampex.

We shall be pleased to welcome visitors at Olympia, London, between 4 and 29 March at the Ideal Home Exhibition, and at Stampex, Royal Horticultural Hall, London SW1, between 5 and 13 March 1969.

Latest Variations

The 1s Postage Due label with PVA gum was put on sale in November.

A special handstamp will be used at Beaconsfield, Bucks, on 10 May 1969 in conjunction with the '700th Anniversary of Beaconsfield Charter Fair'. The circular design has a central motif of a roundabout above the date and designation.

'44th Annual Conference Rotary International G.B. Bournemouth' will be used from 17-20 April 1969 at Bournemouth. The Rotary symbol is the central motif of the circular design. '20th N.E.P.A. Convention-Middlesbrough Teesside' will be used on 19 April 1969 at Middlesbrough. The rectangular design shows the Middlesbrough Transporter Bridge as a central motif.

'Opening of the Methodist Youth Centre - Truro Cornwall' will be used on 28 February 1969 at Truro. The rectangular design has a young girl on the left of the stamp and a youth on the right. Both figures are pointing to the central motif of a cross.

'Taunton Stamp Club Silver Jubilee - Taunton Somerset' will be used at Taunton on 19 April 1969. A motif showing a map of the world is in the centre of the rectangular design.

'Scout and Guide Philatelic Exhibition Baden-Powell House S.W.7' will be used at South Western District Office on 22 February 1969. Baden-Powell House is shown on the right of the rectangular design.

Items for re-posting for the 'Scot and Guide' handstamp should be sent under cover to the District Postmaster, South Western District Office, 9 Howick Place, London SW1. Items for re-posting for the other handstamps should be sent under cover to the Head Postmaster concerned.

Philatelic Agents-Germany

Our agents in Germany at Kirchnerstrasse 2, Frankfurt am Main, will accept orders for any current British stamps from either dealers or individual collectors. A service charge of 2.5 DM will be made on each order.

The Bureau in Edinburgh, will, of course, still accept orders from Germany at its usual service charge.

Letters to the Editor

Dear Sir,

I note that you have had several letters, in the *Bulletin*, advocating suggestions for subjects for commemoration in future stamps.

As you welcome letters, would a letter be out of place for representing an opposite, but doubtless minority, point of view, which is so much contrary to your policy that I do not expect you will print it!

One writer suggests railway subjects, and seems to threaten us – but I think not! – with 545 stamps. Two correspondents advocate coats of arms of every county. An old Whitaker's *Almanack* gives the number of counties in England, Scotland, Wales and Northern Ireland as 101. One of the writers also would like to see fish on the stamps; perhaps some pisciologist could say how many hundreds of different kinds of fish inhabit the United Kingdom waters. Another proposes municipal buses, a mere 90 more.

Let us have a sense of proportion.

To get through these vast numbers would take a considerable time, even if any given issue lasted only a few days. (Omit the 545, of course, which is an overall figure in 107 years.) To limit the period of issue might give such stamps a rarity value, but if philatelists decided to boycott them, they would become worthless bits of coloured paper!

By all means let schematic collectors satisfy their aspirations, but I would suggest the appropriate medium would be in the form of (say) cigarette cards as were once popular, or on matchboxes which some people used to collect – but NOT on postage stamps!

Another idea was to have a £5 stamp. The logical corollary to this is that there should also be stamps of £2, £3 and £4 denomination. This would add £14 to the outlay of a comprehensive collector, well out of reach of the pocket of a 'schoolboy' collector, and of many others.

We all know that the GPO is raking in a large sum annually in the exploiting of commemorative stamps for purchase by collectors, but I would hazard a guess that 90 per cent of

the public who write letters could not care less what stamps they use, even if they ever see them all, certainly not the high values.

As a philatelist, on and off, for more years than the Psalmist allowed for the span of human life, I am seriously wondering whether the time has not come to close down my hobby. Otherwise, I fear that I shall cease to be a philatelist, and become an accumulator.

If I am not alone in this view, the philatelic golden goose, assuming this proliferation continues, might well be killed, and there would be no more philatelic golden eggs. I would then suggest a commemorative stamp – to end all commemoratives!

Yours truly,

BRIGADIER J. C. WICKHAM DSO

Andover

Dear Sir,

Due to health I shall shortly be severing my connection with the Philatelic Bureau.

I wish to thank all its members for all the help and information I have received since I joined its circle.

There are in my opinion some points that still could be learnt from our Canadian Philatelic Bureau.

1st The right to purchase roll stamps from one to strips of any length (not as in England to rolls of 400 and higher).

2nd The Canadian Government gives at least one month's notice to its members a free notice of all proposed new issues.

With Photo of stamp, Dates of issue, Denomination, Colour and size, No. and size of Pane, also complete history of all commemorative issues.

In one month I will be 94 and a stamp collector since 1882.

Thanking you again with all best wishes,

E. HOLLOWAY

Salmon Arm B.C., Canada

(Mr Holloway is thought to be the Bureau's oldest customer. We wish him many more years enjoyment of his hobby. Ed.)

Dear Sir,

In my opinion, any postage stamp should be a good advertisement to the world of its country of origin.

Is it not time for the PMG to appoint a committee able reliably to inform him on three points: 1. Accuracy of depiction of subject; 2. Artistic merit and good taste; 3. Public opinion?

I will confine myself to a few criticisms only.

The World Scout Jubilee Jamboree issue of 1957 created widespread and intense dissatisfaction because it paid no tribute to the founder of the Scout movement and even the word 'Scout' did not appear.

It was left to other countries to honour Lord Baden-Powell and to name his great brotherhood.

Admittedly the Shakespeare 2s 6d was one of the finest stamps which Great Britain ever issued but how many people saw it? I don't think that a similar compliment can be paid to the 1s 6d, 1s 3d, 6d and 3d and they include those which were used for the majority of air-mail to all parts of the world. It was only the last which was seen to any extent by the man in the street in England. All four, in my opinion, compare most unfavourably with the simple dignified and beautiful USA 5 cent (S.G. 1232) of which millions went all over the world.

Similarly, in my opinion, the Churchill Commemoratives, both 4d and 1s 3d compare unfavourably with the USA 5 cent (S.G. 1246) which had an equally wide distribution.

With reference to Tarr Steps, I am most authoritatively informed by leading British archaeologists that the steps are definitely not prehistoric.

I refer now to the Christmas issues 1966 and 1968. Great Britain is supposed to be a Christian kingdom, so let us tell the world that it is. Would it not be fitting, whatever, and however shallow, our religious beliefs may be, to remember that Christmas is essentially the Festival of the Birth of a Child. Why were all three 'Mother and Child' designs on page 13, Vol. 6, Number 4, rejected?

Now we have to look forward to two imminent issues containing inaccuracies. I am 66, but as a boy of 5 I was taught how the Union Jack should be flown, but on the Concorde stamp it has been printed the wrong way up.

On 15 January I will be sending FDCs all over the world, but I gather the pictures of the *Cutty Sark* and *SS Great Britain* are inaccurate.

I do not expect other people to agree with all my views or to share my tastes, but I would be most grateful if this letter could be published in the *Bulletin* to provoke and invite the views of others on the general principles outlined in first two paragraphs.

Yours sincerely,

GEOFFREY EBBAGE

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Notable Anniversaries First-Day Cover Services

For the Anniversaries issue of 2 April 1969 the Bureau offers its three first-day cover services. The stamps will be 5d, 9d, 1s, 1s 6d and 1s 9d, and details of them will be given in next month's *Bulletin*.

Particulars of the services are as follows:

Service A An officially designed envelope carrying a typed address with the full set of stamps cancelled with the Philatelic Bureau handstamp. Cost 8s 5d each.

Service B Customers' own pre-addressed covers accepted for servicing with the full set of stamps and Bureau cancellation. Cost 6s 5d each.

Service C As Service A except that a minimum order of 50 covers to one address is required and a machine plate is used to impress the address. Cost 7s 5d each.

Special philatelic posting boxes will be available for the convenience of those who prefer to arrange their own covers. The ruling that the full set of stamps must be affixed to each cover has been relaxed on this occasion.

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