

British Philatelic Bulletin

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CARRIED ON BOARD A HELICOPTER
of THE QUEEN'S FLIGHT
piloted by

HRH THE PRINCE OF WALES

Bagshot 30 July 1985

*The cachet to be applied to the covers as mentioned
in the June Philatelic Bulletin.*



The national Royal Mail slogan commemorating 350 years of public service will be used at sorting offices throughout the United Kingdom during the period, 1 July 1985 — 31 August 1985.

Editorial

Charles Gowen told you in his editorial last month that I shall be retiring from The Post Office toward the end of this month, the 24th to be precise, so I have been given the freedom of the editorial column for July.

Whilst I am obviously delighted to have reached retiring age and looking forward to spending more time with my family in the pursuit of leisure, and settling down with my own stamp albums and philatelic study, I shall miss many old chums, both in and out of The Post Office, who have helped me considerably over the years with the content of each monthly Bulletin.

The Bulletin now enjoys a registered readership of 65,000 world wide, and I am particularly proud that, in my own small way, I have helped in this achievement.

I have been associated with Post Office involvement in many national philatelic exhibitions, at which readers have made themselves known to me. These experiences have been most enjoyable, particularly the internationals 'Philympia' in 1970 and 'London 1980'. I now look forward, as a retired collector, to the next international due to take place in 1990.

Now I shall take my leave and watch with interest the continued success of the Bulletin. Long may it remain in its rightful place at the top of the philatelic tree.

FRANK BRENCH

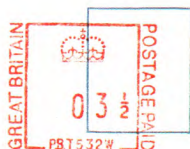
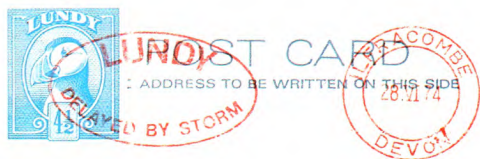


British Private Post Issues – Island Local Stamps

The term 'British private post issues' covers stamps used in association with a number of different services — island local stamps (or *local carriage labels* as they are sometimes called), airway and railway letter stamps, bus, railway and ship parcel stamps; strike post stamps; Christmas charity post stamps and carrier stamps. The oldest of these — the railway and carrier stamps — date back to at least the 1850s, railway letter stamps date from the 1890s and the oldest of the island issues from 1929. Strike stamps date only from 1962 and the Christmas charity issues from 1981. Of all the different types of private post issues, those of the small offshore islands are undoubtedly the most popular. They are also amongst the most controversial — some are issued in connexion with a regular, *bona fide* local postal service, others are basically tourist souvenir labels and some possibly just bogus issues. In this article I give details of the four islands which seem to me to be the most collectable, in that their stamps were issued as part of a reliable postal service, and brief notes and opinions on the issues of some other islands. Although Channel Island locals have been covered in detail in Bill Newport's article in the February 1985 Bulletin, I have included them in my article for the sake of completeness.

Lundy. The most famous of all the stamp issuing islands is Lundy which lies twelve miles north west

of Hartland Point, Devon, A GPO sub post office operated on the island from 1886 to 1927. Following its closure, the then owner Martin Coles Harman organised his own local postal service to take the mail to the mainland. Lundy stamps first appeared on 1 November 1929 and since then about 250 stamps have been issued. The island remained in the hands of the Harman family until 1969 when it was bought by the National Trust who lease it to the Landmark Trust. Visitors to the island are carried by the island's supply tender *Polar Bear* from Bideford or by the new helicopter service. The first two Lundy stamps quickly became known to philatelists and were treated to a considerable amount of press comment. The stamps depicted the puffin — one of the most commonly found birds on the island and which has become virtually the island's 'national emblem'. Mr Harman had a sense of humour and his stamps were valued in Lundy currency — the puffin (what else!) — ½ puffin and 1 puffin (½d and 1d). He even went as far as to issue his own puffin coins but these were later suppressed after a Court battle that eventually reached the House of Lords! However the stamps have remained. The range of Lundy issues was extended by the issue of 6p, 9p and 12p stamps and 2p, 3p and 4p values in 1930 and 1939 respectively. The latter showed a single standing puffin, the three higher values showed the



same number of puffins as the face values of the stamps. These served as the definitive issue until 1957. On several occasions they were overprinted — for example in 1940 for the Red Cross. Some of the early stamps and overprints were issued in very small numbers and are eagerly sought after by collectors, especially in the USA.

The 1957 definitives showed a single puffin — as on the 1939 issue. A new set was issued in March 1971 — in decimal currency — these featured island scenes with a puffin in an oval frame. They remained in use until 1974 when the new set of seven values (2p, 4p, 4½p, 5p, 5½p, 10p and 20p) were issued; each shows a puffin's head. The current set of eleven — in the same design — was issued in January 1982, values 10p, 14p–22p in 1p stages. Several sets of commemoratives have been issued over the years, amongst the most attractive being those issued in 1954, 1969 and 1979 for the 25th, 40th and 50th anniversaries of the Lundy postal service.

Until 1974 users of the Lundy service affixed both Lundy and British stamps to mail sent from the island but since April 1974 only Lundy stamps have been affixed. Sufficient Lundy stamps must be used to cover both the Lundy and British rates and the payment of the British rate is denoted by a meter mark which when applied on postcards cancels the Lundy stamp in the top left-hand corner. On letters the Lundy stamp is still affixed to the reverse of the envelope and is cancelled by a handstamp, the meter mark being applied to the front. Following the latest increase in British postal rates in September 1984, inland mail from Lundy must now bear Lundy stamps to the value of 20p or 15p (first or second class respectively).

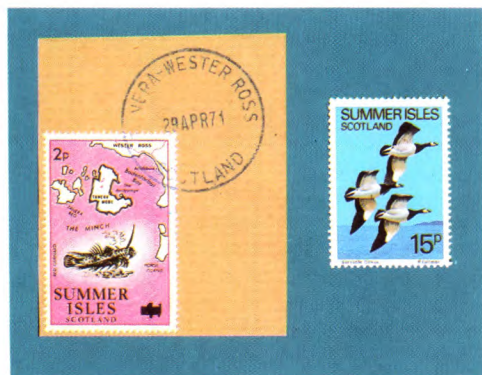
Herm. The second island for which local stamps were issued was Herm which lies off the eastern coast of Guernsey. Since 1946 the island has been leased from the States of Guernsey by A G Jefferies (1946–9) and Major A G Wood (1949–date). A GPO sub post office operated on the island from 1925 to 1938. Covers bearing the Herm datestamp of this period are now extremely scarce. Mr Jefferies introduced four local stamps in May 1949–4 and 8 doubles, 2d and 6d (4 doubles = ½d, 8 doubles = 1d), each showed a map. These stamps remained in regular use until 1958 when they were replaced by similar stamps in different colours. A second definitive issue showing maps and island scenes was issued in 1959 and continued for ten years, being replaced by the third issue showing ships only a couple of weeks before the local post was terminated on 30 September 1969. The following



day an official sub post office was opened on the island by the Guernsey Post Office and Guernsey stamps are now used on all mail from Herm. As well as the definitives, several sets of commemoratives were issued. These included 'Europa' issues in the early 1960s which were criticised by some collectors at the time. On the whole, however, Herm's stamp-issuing record was quite good.

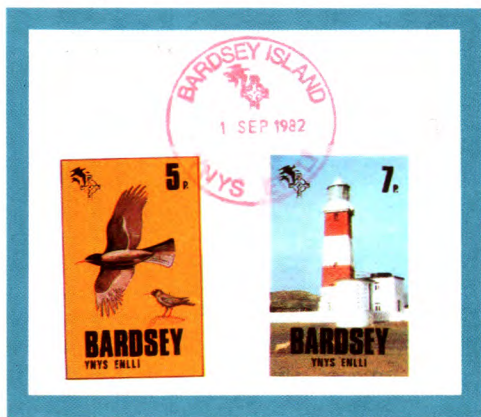
Jethou. The tenant of the neighbouring island of Jethou established a local post in July 1960 when six stamps were issued. The post continued until September 1969 when, like the Herm post, it was suppressed. The Jethou stamps — whilst attractive — did not have the same popularity as the Lundy and Herm issues.

Summer Isles. In September 1970 the first set of stamps appeared for the Summer Isles — a group of small islands in The Minch off the Scottish coast near Ullapool. The islands are visited by many tourists in the summer and there is a small resident population. The stamps are used to carry mail by boat to Achiltibuie where they are put into the postal system. The first set of definitive stamps depicted fish, the stamps were reissued in decimal currency in 1971. The current definitives (issued May 1980) show birds. Several sets of attractive commemorative stamps have been issued, including three delightful stamps for the Royal Wedding in 1981.



In addition to the four islands listed above, local stamps have appeared for another twenty-seven islands. Collectors' views on these vary considerably — some are regarded as legitimate, others as bogus. The notes that follow result from my researches into these issues over a number of years. They should not, however, be regarded as complete and/or authoritative statements as information about the operation of some of the island posts is difficult to obtain. Nevertheless I hope the information will be of interest and help to collectors of these issues.

Bardsey. This island lies off the coast of Gwynedd, north Wales and is now vested in the Bardsey Island Trust, a registered charity. The Post Office deliver mail to the island one day a week and by agreement the Trust is allowed to operate a local post on the other days. Stamps were first put on sale in 1979 but the local postal service seems to operate somewhat spasmodically and the use of Bardsey stamps appears to be optional. To date about fifty stamps have been issued. Proceeds from their sale help the Trust in repair work on the island.



Bernera Islands. Stamps for the islands of Great Bernera and Little Bernera off the western coast of Lewis, Scotland are probably best described as of a souvenir nature. Great Bernera is inhabited (350 residents) and has an official sub post office. Little Bernera is uninhabited although visitors are taken across by a local boatman from Great Bernera. Bernera Islands stamps can be obtained locally on Great Bernera where several private letter boxes have been set up for mail bearing the stamps to be posted. British stamps must also be affixed to mail to cover the cost of transmission after reposting into the main postal system. The Bernera Islands stamps were first issued in 1977.

Birnbeck. A small rocky island off the coast of Weston-super-Mare to which it is joined by the Weston Old Pier, built in 1862. Amongst its several buildings are a restaurant and the Weston lifeboat station. A ½d souvenir stamp was issued in c 1969 and was still on sale in 1981. There is no local postal service.



Brecqhou. This is a small island off the west coast of Sark, leased to a millionaire businessman. The public are not generally allowed on the island. The six stamps were issued on 30 September 1969 and used on covers taken by helicopter from the island to Guernsey and then by plane to Southampton where they were posted. The service lasted one day only as the Guernsey Post Office banned all local stamps from 1 October 1969. The status of these items, never on sale directly to the public, is of private labels.

Caldey. Caldey lies off the coast of Dyfed, south Wales and is reached by boat from Tenby. There is an official sub post office on the island and the stamps are really only tourist souvenirs. There have been five stamps to date — issued in 1973, 1974, 1976, 1980 and 1982. All are valued at '2 dabs' and



are sold at 5p each in the island shop. They depict the island's churches and abbey. The island has been owned since 1929 by monks of the Cistercian order.



Calf of Man. The Calf lies off the south coast of the Isle of Man and is administered by the Manx Museum (Douglas) on behalf of the National Trust. There is a small resident population supplemented in the summer by naturalists and tourists. The local mail service was inaugurated in September 1962 and continued until stopped by the Manx Post Office in 1973. The mail was taken by boat to Port St. Mary. In all some 376 stamps were issued.



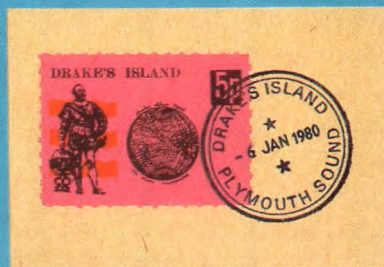
Calve. A small island off Tobermory, Isle of Mull. The first stamps were issued in 1984. So far I have only seen cancelled-to-order copies, none on covers from the island.

Canna. This island is one of the Small Isles group in the Inner Hebrides with a resident population of about twenty and an official sub post office which handles all mail. There is a regular mail service from Mallaig. The single Canna stamp was issued in October 1958 and is sold at the post office; proceeds go to the Shipwrecked Mariners' Society. The stamp is purely a tourist souvenir label; there is no local post.

Carn Iar. This tiny island is one of the Summer Isles group off the Scottish coast near Ullapool. It has been uninhabited since c.1945. In c.1960 it was bought by a London stamp dealer who intended to make it his holiday home. Six stamps were marketed in 1961 but no local postal service was ever established.

Davaar. A small island off the Scottish coast in Campbeltown Loch. The population are mostly lighthouse staff employed by the Northern Lighthouse Board (Edinburgh). The Board hires a local boatman to take supplies and mail to the island. Stamps have been issued since 1964. In the early days the boatman was supplied with some stamps which he gave to visitors as souvenirs but in more recent times there is no evidence of local availability. To date over 500 stamps have been released.

Drake's Island. Lies in Plymouth Sound and is owned by the Plymouth City Council and run as an adventure centre by the Mayflower Trust. A *bona fide* local post operated from 1973 until late 1981 or early 1982. Some of the stamps were locally produced and somewhat crude in design and printing which added to their charm. Later issues were more sophisticated. Most of the stamps show Drake's statue on Plymouth Hoe.



Eynhallow. A tiny uninhabited island lying in Eynhallow Sound between the Orkney Mainland and Rousay. Stamps have been issued since 1973. To the best of my knowledge a regular local postal service has never been established.





Staffa. An uninhabited island off the west coast of Mull, Scotland, privately owned but with ready access for visitors in the summer. Its main attraction is the famous Fingal's Cave. Stamps are sold to visitors on the boat taking them to the island and cards and covers can be taken back to Mull by the ferryman for posting into the British postal system. Staffa stamps of value amounting to double the British postal rate have to be affixed, the correct British postage stamp is subsequently affixed. The stamps were first issued in 1969.

Steep Holm. A small island in the Bristol Channel, reached by boat from Weston-super-Mare. The island has been uninhabited since the end of the Second World War. In 1976 it was bought by the Kenneth Allsop Memorial Trust as a tribute to the naturalist and broadcaster who died in 1973. Members of the Trust cross to the island each Saturday and during the summer visitors may go to explore the island. The stamps which are essentially tourist souvenirs were first issued in 1980. Mail handed in at the island's visitor centre is stamped with a Steep Holm cancellation and taken back to Weston for posting. Proceeds from the sale of stamps aid the Trust (a registered charity) in its

scientific and environmental work on the island.

Stroma. A tiny island off the north coast of Scotland in the turbulent Pentland Firth. A GPO sub post office was in operation until 1958. Since 1961 the main residents have been lighthouse staff. Their needs (including mail) are met by the Northern Lighthouse Board in a similar way to the lighthouse staff on Davaar and Sanda. The stamps first appeared in 1962 and there may initially have been some form of local post but the writer has no evidence of any regular service ever having been established. The stamps ceased to appear after 1970.

Collectors interested in acquiring specimens of the stamps are advised to contact the following:

Lundy — Lundy Philatelic Service, Lundy, BIDEFORD, Devon, EX34 6LA.

Herm — Herm Gift Shop, Herm Island, GUERNSEY, Channel Islands.

Summer Isles — Summer Isles Post Office, Tanera Mhor, Achiltibuie, ULLAPOOL, Ross-shire, IV26 2YG.
Bardsey — Dafydd Thomas, Stabal Hen, Tyddyn Du Farm, Llanystymdwy, CRICCIETH, Gwynedd, LL52 0LY.

Bernera Islands — Donald MacDonald, 3 Lundale, Crulivig, ISLE OF LEWIS, PA86 9LN.



Gairsay. A tiny island in the Orkney group, a few miles to the east of Eynhallow. It is inhabited by one family only. The first stamps were issued in 1980 and have been seen used on mail sent by members of the resident family.

Grunay. A small island in the Outer Skerries group in the Shetlands. The first stamps were issued in 1981 and can be found used on covers sent from the island by the one resident family.

Gugh. A small island in the Isles of Scilly adjoining St. Agnes. At the time of issue of the first stamps in 1972 there was only one resident family. The local post had ceased to operate by Easter 1980. The stamps were mainly used by visitors in the summer months and mail posted at the island shop was taken to St. Agnes for posting into the British postal service. About seventy stamps were issued.

Heston. This uninhabited island lies in the Solway Firth off Kirkcudbright, Scotland. Stamps, reputed to be issued for this island were seen on the philatelic market in the 1960s.

Hilbre. A small group of islands off the coast of the Wirral near West Kirby. There is one resident family. Hilbre stamps — some comprising unofficial overprints on Lundy issues — appeared in the 1960s. No local post is operated.

Inchcolm. A small island in the Firth of Forth on which are extensive ruins of a medieval abbey. Stamps designated Inchcolm are known to the writer only by hearsay.

Lihou. A small island off the western coast of Guernsey to which it is joined by a causeway which is exposed at low tide. From 1964 to c.1980 the tenant Lt. Col. P A Wootton ran the island as an adventure centre (the Lihou Youth Fellowship) and Lihou stamps (issued July 1966-September 1969) were designed primarily to raise funds for this work. A local postal service was operated.

Pabay. Lies off the coast of Skye, Scotland and is reached by boat from Broadford. The island was

bought in c.1950 by Mr A L Whatley who was contracted by the GPO to take the mail from Broadford to Pabay. From 1962 until c.1970 Mr Whatley ran a local postal service and issued stamps. In 1972 the island was taken over by Mr E Gerrard as a nature reserve. New Pabay stamps were issued until Mr Gerrard left the island in 1981. It is believed the postal service has now ceased.

St. Kilda. A group of islands 100 miles off the Scottish coast in the Atlantic Ocean owned by the National Trust for Scotland. A GPO sub post office functioned from 1899 to 1930 when the residents were evacuated. Since the 1950s there has been an army tracking station there and tourists can visit the islands during the summer months. In 1968 the NTS prepared stamps for sale to visitors as souvenirs. They were also on sale at NTS shops on the mainland. The Trust ceased to issue and sell the stamps after 1971.



Sanda. Lies off the Mull of Kintyre, Argyllshire and is inhabited only by lighthouse staff. The mail arrangements are similar to those for Davaar. There is some evidence of a rather spasmodic local postal service operating from the time the stamps were first issued in 1962 until 1970. Stamps have continued to appear since the ending of the service; over 300 stamps have been issued.

Shuna. A small island off the coast of Argyllshire near Oban, owned by Viscount Selby. It is essentially a private island. A 2d stamp was issued in October 1949 and is still available to visitors. It can be affixed to mail sent from the island although there is no local post in the accepted sense of the term.

Soay. A small island off the coast of Skye. There is a regular mail delivery from Mallaig. Soay stamps first appeared in 1965 without the approval of the owner of the island. They ceased in 1967 and have since been declared bogus by the Philatelic Traders Society.



Canna — Sub Postmistress, ISLE OF CANNA, PH44 4RS.

Gairsay — David E. McGill, Langstraill, Gairsay, ORKNEY, KW17 2QA.

Grunay — Mrs Bentley, Grunay, Skerries, SHETLAND, ZE2 9ES.

Steep Holm — N. Keegan, Kenneth Allsop Memorial Trust, 3 Ivy Walk, Hendford Gardens, YEOVIL, Somerset, BA20 2NU.

The writer has normally received prompt replies to his enquiries to the above addresses but cannot accept any responsibility for any non-replies to readers' enquiries. It is suggested that all enquires be accompanied by a stamped, self-addressed envelope or international reply coupon. The writer regrets he cannot supply names and addresses to contact for stamps of the other islands; enquiries should be made of stamp dealers.

JOHN HOLMAN

Editor's Note: Mr Holman has asked me to point out that he is unable to enter into correspondence with readers concerning the issues of the islands mentioned in his article. Readers interested in finding out more about the island stamps are referred to the publications of the Cinderella Stamp Club (Hon. Membership Secretary, 35 Smith St., LONDON SW3 4EP) or, for Lundy Stamps only, the Lundy Collectors Club (enquiries to: 2021 Ridge Road, HOMEWOOD, Illinois 60430, USA). A further article by Mr Holman on the parcel stamps issued by British bus companies will appear later.

New Postcards

South Western Postal Region

South Western Postal Region will issue a new postcard on 25 July. This will be the third card of a series of four to be issued in 1985, to mark the 150th Anniversary of the Great Western Railway with a Post Office/Railway theme.

The card — SWPR 27 — will feature the 'City of Truro' Engine circa 1904, world speed record holder, leaving Truro Station.

The card will cost 14p and orders up to £18.00 will cost 18p extra for postage and handling while orders over £18.00 will cost £1.28 extra.

Fully serviced cards with a 17p definitive stamp and bearing the cancellation 'First Day of Sale' will cost 46p. Alternatively we are offering a fully serviced card with a 34p 'Cornish Riviera' stamp and bearing a commemorative handstamp depicting the

record breaking engine 'City of Truro' which will cost 63p.

Orders and remittances should be sent to the Philatelic Officer, The Head Post Office, St Austell Street, TRURO, TR1 1AA. Payments should be made by National Girobank transfer to account number 209 9012 or by postal orders or cheques made payable to 'The Post Office'. Orders should arrive no later than 25 July 1985.

South Western Postal Region will also issue a new postcard on 1 August, the final card of a series of 4 to be issued in 1985, to mark the 150th Anniversary of the Great Western Railway, with a Post Office/Railway theme.

The card — SWPR 28 — will depict 'The Evening Star', the last locomotive built in the Swindon works.

The card will cost 14p and orders up to £18.00 will cost 18p extra for postage and handling while orders over £18.00 will cost £1.28 extra.

Fully serviced cards with a 17p definitive stamp and bearing the cancellation 'First Day of Sale' will cost 46p. Alternatively we are offering a fully serviced card with a 34p 'Cornish Riviera' stamp and bearing a commemorative handstamp to celebrate the 25th Anniversary of the last steam locomotive built in Swindon works.

Orders and remittances should be sent to the Philatelic Officer, The Head Post Office, Fleming Way, SWINDON, SN1 1AA. Payments should be made by National Girobank transfer to account number 206 9016 or by postal orders or cheques made payable to 'The Post Office'. Orders should arrive no later than 1 August 1985.

South Eastern Postal Region

On 30 July the South Eastern Postal Region will issue two new postcards commemorating 350 years of Royal Mail Service to the public.

The first (SEPR 44) will feature photographs of six postboxes situated in the Windsor area. Each box (Queen Victoria, Edward VII, George V, Edward VIII, George VI and Elizabeth II) has been specially repainted by postal historian Fred Fuzzens.

The cards are priced at 14p each mint, and 46p fully serviced (including a first class stamp, special handstamp, handling and reposting charges). The handstamp illustrates the fluted Victorian pillar box (with vertical posting aperture) situated in Eton High Street, Windsor, which is also shown on the card.

Cards may be ordered from the Postmaster

(Philatelic Counter), 38-39 Peascod Street, WINDSOR, Berks, SL4 1AA (Girobank account number 204 9015), or by cheque made payable to, 'The Post Office'.

The second card (SEPR 45) will feature an illustration of a collection of Post Office transport throughout its 350 years history.

The various means of transport, ranging from postboy on horseback to Road train, will take part in a procession in Bagshot Park on 30 July before His Royal Highness the Prince of Wales, and other specially invited guests.

Cards may be ordered from the Head Postmaster (Philatelic Counter), HPO, Woodbridge Meadows, GUILDFORD, Surrey, GU1 1AA (Girobank account number 306 1213) or by cheque made payable to 'The Post Office'. The special handstamp will feature a scroll and quill pen.

North Western Postal Region

A new set of four regional postcards, Series II, will be issued by the North Western Postal Board on 19 August 1985. The cards will feature North West trams, and the artist, Mr G S Cooper, has depicted them in four locations as follows:—

Oldham. Circa 1920: 4 wheeled balcony car No 4 climb up to the market place, with open top tram in background on its way to Hollinwood.

Manchester. Circa 1920: Wilmslow Road with single deck car 765 passing top covered bogie 'balloon' car 620.

Liverpool. Circa 1938: Bogie streamliner 155 and top covered car still in original livery pass Central Station.

Blackpool. Circa 1985: New single deck car 641 and 1936 built streamliner pass one another on the Prom.

The price of the postcards is 14p each or 56p for a mint set. For orders of mint postcards only, there will also be a handling charge of 18p for orders under £18.00 and £1.28 for orders over £18.00.

Fully serviced cards bearing a 17p definitive stamp and cancelled with a special first day of sale handstamp are available at 46p each or £1.84 for a set of four.

All orders and remittances must be sent to the Head Postmaster, Mails Branch, Philatelic Section, Head Post Office, Copperas Hill, LIVERPOOL, L3 1AA. Payments should be made by National Girobank transfer to account number 615 3003, or by cheque or postal order made payable to 'The Post Office'. Orders should arrive no later than 19 August 1985.

Why Postage Due?

The two items illustrated represent the beginning and the end of a 34-year period during which this particular reason existed for surcharging. Close inspection of each reveals that the sender was attempting to prepay postage by means of a 'cut-out' postal stationery stamp which, from 1 October 1870 until 1 January 1905, was 'contrary to regulations' so that the item in question was treated as unpaid.

Whilst 10 January 1840 — the date of introduction of uniform penny postage — must surely be the most important date in British postal history, 1 October 1870 comes a close second. On this date, a ½d. postage rate for three separate categories of mail was introduced. Newspaper postage was reduced to ½d. per copy irrespective of weight (previously it had been 1d., 1½d. or 2d. for 2, 3 or 4 sheets respectively), and the so-called Book Post, by which almost any printed paper item, including commercial papers, could be sent, was reduced to ½d. for 20zs. Both of these classes of item were subject to inspection in the post and so had to be transmitted open at both ends so that wrappers, bearing an impressed ½d. stamp, were produced for use with them. In addition, an entirely new item — the Post Card — was introduced, enabling a written message to be sent for half the cost of a letter. This again was a piece of postal stationery bearing on the address side a printed halfpenny 'stamp' impression; it was not until 1 September 1894 that private cards to which ½d. adhesive stamps had been affixed were allowed to pass through the post as Post Cards. Recognising that the Post Card would become very popular (though it is doubtful whether the actual sales of 76 million in the first year would have been



anticipated by even the most optimistic), the Post Office also realised that the existing means of cancelling stamps would not be able to cope with a large increase in postal traffic and thus it was probable that cards would pass through the post uncanceled. There was thus the very real danger that the uncanceled stamp could be cut from the card, stuck to blank card or an envelope and re-used.

The simplest solution to this problem was to alter existing regulations to make such a 'cut-out' invalid and so, concurrent with the introduction of post cards, the following Post Office Notice was issued:—

Embossed or Impressed Postage Stamps cut from envelopes, &c, not available for Postage.

It is not legal to use for the purpose of prepayment of postage any embossed or impressed stamp cut out or otherwise separated from any cover, paper or card, on which it was embossed. Any such stamp on a letter, newspaper, publication, packet or card, will be disregarded.

Any possible fraudulent re-usage was thus effectively prevented, and it is interesting to note the second sentence in the following extract from the Post Office Circular (sent weekly to Postmasters) of 10 October 1870:

"Postmasters are instructed not to stamp Post Cards received at their Offices for delivery. Even such Cards, the postage stamps on which have not been obliterated, need not be stamped."

Many advances in cancelling procedures were made in the three decades from 1870 so that the reason for prohibiting cut-outs soon disappeared, but it was not until 1 January 1905 that this prohibition was finally withdrawn. By this time, the Post Office was dealing effectively with over 700 million cards annually.

E. KEITH PARKER



17p Scottish Definitive New Printing

A new variant of the 17p Scottish definitive stamp will be available, initially, from the British Philatelic Bureau, Edinburgh, and philatelic counters from 25 June 1985. It will be printed on a paper produced by another supplier. The adhesive is PVA which is whiter than PVA dextrin, the adhesive generally used. The stamps are not regarded as a new issue and no official first day of issue facility will be offered.

New Scottish Pictorial Aerogramme

A new Scottish Pictorial Aerogramme will be issued on 6 August 1985 to mark the 150th Anniversary of the Birth of Andrew Carnegie.

The charge is 30p of which 26p is for postage. Designed by Forth Studios Limited with illustrations by James Gorman, it is printed by Waddingtons Security Print Limited with two phosphor bars.

The Last Tram Ticket

Three new stamp books, 50p, £1.30, £1.54, announced in the June Bulletin, will be issued on 23 July. Our illustration of the cover of the £1.30 book depicting a 'D' class London tram is accompanied by a ticket issued on its last journey.



Royal Mail: 350 Years of Service



On 31 July 1635 King Charles I issued a proclamation from his court at Bagshot in Surrey extending use of the Royal Mail to the public within Britain. For the first time private letters could be carried alongside State correspondence. To mark this anniversary, the modern Post Office is celebrating its present day Royal Mail Services with the issue of four new special stamps on 30 July 1985 depicting: Datapost (17p), Postbus (22p), Parcel Post (31p), Letter Post (34p).

First Day Cover Service

The following services for first day covers will be provided. Two pictorial handstamps will be available, 'Bagshot' and 'British Philatelic Bureau, Edinburgh'.

SERVICE 'A'

This service consists of the official first day cover — price 15p — addressed to the correct postal address of the destination required and bearing all four stamps. The cover will be cancelled, 'Bagshot' or 'British Philatelic Bureau, Edinburgh' as requested and despatched.

SERVICE 'B'

Customers' own pre-addressed covers bearing the correct postal address, will be given the stamps, cancelled as requested and despatched. The following charges will apply:

	INLAND OVERSEAS	
SERVICE 'A'	£1.49	£1.30
Deposit account customers	£1.43	£1.25
SERVICE 'B'	£1.34	£1.17

The first day of issue facilities will be available at

offices with philatelic posting boxes. Application forms available from the British Philatelic Bureau, Edinburgh, and at Head Post Offices should be returned not later than 19 July 1985.

Technical Details

Designed by Paul Hogarth, the stamps are printed photogravure by Harrison and Sons Limited on unwatermarked phosphor coated paper. The format is vertical, the size is 30 mm x 41 mm with 14 x 15 perforations. There are 100 stamps per sheet and the adhesive is PVA Dextrin.

Reposting Facility

Those customers who wish to send their own stamped and fully addressed covers for cancellation with the 'Bagshot' postmark, should enclose them in an outer envelope, fully addressed and stamped, and send them to: The Head Postmaster, Head Post Office, Woodbridge Meadows, GUILDFORD, Surrey, GU1 1AA.

Postcards

Postcard size reproductions of each of the four stamps will be available from 16 July 1985, price 14p each.

Presentation Pack

A presentation pack, number 163, and first day cover are designed by David Driver. The pack will cost £1.25.

Souvenir Cover

A souvenir cover, price 15p, also designed by David Driver, will go on sale the day after the stamps issue 31 July 1985.



Royal Mail

350 years of service
to the public



ROYAL MAIL FIRST DAY COVER



Mrs J Robinson
200 Manorbie Road
ILKESTON
Derbyshire
DE7 4AB

Royal Mail

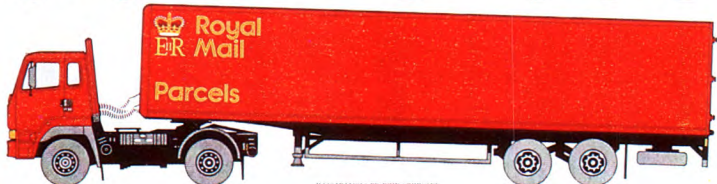


ROYAL MAIL MINT STAMPS

350 years of service
to the public

POSTMAN

extensive change.
Over 350 years
Post Office has
average work
Mail now comes
from letters to
boxes, post-offices
premises are
Yet despite this
of handling the
The Post Office
around 23 hours
each day.
The postman
trained with
of the mail, in
professors in
Messengers also
Post-boys who
and overset their mail with
straw to keep out the damp and
cold. In the last century a
country postman was often ex-
pected to walk up to 16 miles



ILLUSTRATIONS BY JOHN CRUICKSHANK

For the Public Good

This year sees the 350th anniversary of the establishment of the Royal Mail as a public service.

The new public service of 1635 for inland letters was inaugurated by Charles 1 on 31 July, by means of a proclamation issued at his Court at Bagshot, a lodge on the traditional hunting ground of the Stuarts, while on his Summer progress to the sport of the New Forest. The throwing open of the Royal posts to public use, in return for set rates of postage, was just one of several revenue producing measures he had been forced to take in the absence of Parliament — which he had dismissed in 1629 and which he was not to recall until 1640.

Foremost amongst the financial worries of Charles 1 was the desperate need to replace his navy and protect the coast and merchant shipping from the frequent attacks by French privateers and Dutch and Turkish men-of-war. In the absence of Parliament, to raise the 'Ship Money' required to build, provision and man the new ships, he had a need as never before for efficient communications with his sheriffs and others and, because of the unrest beneath the surface that was later to erupt in the Civil War, he also needed a postal service on which he could rely to provide news and intelligence — all this at a time when he had insufficient funds even to pay for what he had.

The early 1630s produced many opportunists eager to sell their money-making ideas to the King in return for favours and reward; but the scheme put forward to offset the cost of running his Royal posts — some £3,400 a year — was one devised by Secretary of State, Sir John Coke, and the man who was already running an efficient postal service to France and the Netherlands for both state and private letters: Thomas Witherings. One time harbinger to the Queen and, as such, the agent who proceeded ahead of the Court on its travels to secure suitable lodging and, no doubt, temporary posts where no permanent arrangements existed, Witherings had both the experience and the contacts the scheme required.

The plan for the new Inland Letter Office proposed the opening of a central counting house in London (in Bishopsgate Street) for the handing in and collection of letters, and for the immediate setting up on the road to Edinburgh of a weekly

postal service that would bring a reply to London within six days. It also provided for the making-up of separate bags for individual post-towns along the road, these then being put into a large portmanteau. At important post-towns such as Cambridge an official foot-post was to be appointed and provided with a 'known badge of His Majesty's Arms' who, on market days, would visit all towns within 6, 8 or 10 miles to receive and deliver letters and to bring back any collected to Cambridge, before the return of the portmanteau out of Scotland. As a link with towns lying further off the main post-road, eg Hull, a horse-post was to be provided. In addition to the service to Edinburgh, others were to be set up to Westchester and Holyhead, for the Irish mail, and to Plymouth; and, as soon as Witherings could accomplish them, to Oxford and Bristol and to Colchester and Norwich. The oldest post-road of all, that to Dover, the age-old link with the Continent, was not mentioned specifically in the proclamation, the reason being that since 1632 a public postal service had already been operating on this route under Witherings' administration as Postmaster for Foreign parts.

Each postmaster on the several post-roads out of London was at all times to have ready in his stable one or two horses to speed Witherings' messengers and the portmanteaux of mail on their way — and, as before, to provide any King's Messenger 'riding post' with a fresh horse, and a guide if required. A post-house, usually an inn, was distinguished only by a post-horn hanging on the door; and the postmasters continued to enjoy the right to requisition horses for the service if the need arose. The posts were to run day and night and, it was claimed, by this improved rate of travelling over that of the traditional private foot-posts or carriers, who took two months to bring a reply out of Scotland or Ireland, letters and news would come to London 'sooner than thought!' The postage on a single-sheet letter carried under 80 miles was to be 2d; between 80 and 140 miles, 4d; above 140 miles, 6d; on the borders and in Scotland, 8d. For letters comprising more than one sheet of paper the postage was doubled, or even trebled! This was affordable since, by comparison, a pair of garters cost 10 shillings and a pair of silk stockings £1.14s.

Within a decade, however, Witherings had been thrown out of office and the public service for inland letters disrupted by Civil War. For a while the King's loyal (but unpaid) posts in the West and on the few other roads still obedient to him, were under Royalist control and the supervision of James Hicks; but soon after, in 1644, the posts (now in

Parliamentarian hands but still unpaid!) were firmly placed under the control of Edmund Prideaux, MP — Attorney General for the Commonwealth. From the outbreak of war in 1642, a weekly post from London serving the Parliamentary forces had stood by every Wednesday at the Saracen's Head in Carter Lane. During the height of the war each of the rival forces found the posts easy means of gathering intelligence for their respective forces. Few contemporary private letters have survived in collectors' hands; many more lie forgotten in state papers, silent witness to the surprising extent to which people continued to use the posts in that unhappy age.

A Commonwealth Ordinance of 1657 for 'Settling the Postage' was consolidated and legalised by an Act of 1660 upon the restoration of Charles II. This new 'Charter of the Post Office' — commemorated by a special stamp issue in 1960 — finally established the Post Office, and began a new era of development and service 'For the Public Good'

JEAN FARRUGIA

The Post Office Archivist

Royal Mail: 350 Years of Service Discount Stamp Book

The Post Office will issue a new discount stamp book to mark the 'Royal Mail: 350 Years of Service' on 30 July 1985. The books will contain 10 x 17p special stamps from the 'Royal Mail: 350 Years of Service' stamps issue and the cost is £1.53, a discount of 17p.

The books will be on sale at most post offices, all philatelic counters, and the British Philatelic Bureau, 20 Brandon Street, EDINBURGH, EH3 5TT until 31 August 1985.

Because of the anticipated demand for these books, sales will be restricted to two per customer at post offices and philatelic counters. At the British Philatelic Bureau, orders for more than two books will be dealt with on a first come first served basis.

Both stamps and books are printed by Harrison and Sons Limited — the stamps in photogravure on the Jumelle press, and the covers on the Libra book making machine. The books will be

produced in one format only. Cylinder numbers will appear on every eleventh book.

The stamps are printed on advanced coated paper (ACP), and a letter 'D' will be printed on the reverse side to facilitate the Post Office accounting procedure.

Posting Boxes

No 73. We have to thank Mr Charles Davidson of Gants Hill, Essex who sent us our photograph for this month.

The posting box illustrated is situated in the village of Great Bardfield on the Dunmow to Fincklingfield Road. It is made of wood and is sometimes referred to as 'home made' because such boxes were made by local craftsmen in the days when sub-postmasters were responsible for supplying (and paying for) their own posting boxes. Of particular interest is the notice above the box which advises the public not to post articles of value or money in it, but to send them by registered post. We would also like to thank The Letter Box Study Group for additional information.



Preliminary Designs

We are again taking the opportunity to reproduce a selection of the many excellent stamp designs submitted for the 1984 programme.



Newell & Sorrell Design Ltd.

Deadman Stone



AN Attack on the EXETER Mail in 1836



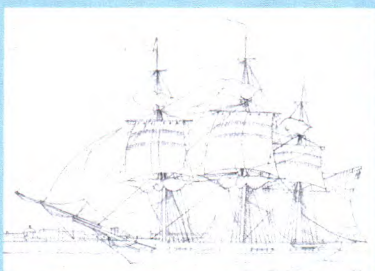
THE 'QUICKSILVER' at Kew Bridge 1835



THE Original BATH Mail Coach of 1764



THE 'QUICKSILVER' at Kew Bridge 1835



THE 'QUICKSILVER' at Kew Bridge 1835



THE 'QUICKSILVER' at Kew Bridge 1835

Keith Bassford & Stanley Paine



AN Attack on the EXETER Mail in 1836



THE Original BATH Mail Coach of 1764



THE NORWICH Mail in a Thunder Storm 1827



THE HOLYHEAD & LIVERPOOL Mail in 1828

9. The Tragedy of the 'Lusitania'

Just 70 years ago — on 7 May 1915 — one of the great Cunard mail-ships, the 32,000-ton *Lusitania*, was torpedoed without warning by the German submarine, U-20, off Ireland's south coast and sank with the loss of more than 1,300 lives. The R.M.S. *Lusitania* had sailed from New York on 1 May despite a clear warning of danger published in a New York newspaper reminding intending travellers that a state of war existed between Germany and Great Britain and their allies, and that, in accordance with formal notice given by the Imperial German Government, 'vessels flying the flag of Great Britain or any of her allies are liable to destruction in the waters adjacent to the British Isles, and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk'.

Bound for the haven of the Mersey and Liverpool, the *Lusitania* was heading up the Irish coast towards Queenstown (Cobh) and was within sight of the Old Head of Kinsale when she was halted by a massive explosion at ten minutes past two in the afternoon and sank 'within the hour'.

Apparently there was insufficient time to launch the liner's lifeboats — Irish fishing-boats picked up pathetically few survivors. The vessel was rumoured to be carrying munitions and she certainly had a rich cargo of several million pounds' worth of gold bullion. Today she lies in 300 feet of water — 'Far, far beneath in the abysmal sea' (Tennyson).

The *Lusitania* and her sister ship the *Mauretania* were launched in 1906 as express mail/passenger vessels powered by steam turbines. Both were capable of 26½ knots, and both held the Blue Riband for record transatlantic crossings at one time or another. The sinking of the *Lusitania* was the subject of an emphatic protest by the U.S. Government and was one of the chief causes of the eventual entry of America into the First World War, during which 'Cunarders' on active service transported nearly a million troops and ten million tons of cargo. The regular express mail service to New York was restarted in 1919 with the record-breaking *Mauretania*, the *Aquitania* and the *Berengaria*, formerly the German liner *Imperator*.
MALCOLM JAMES



Henry Corbould

Drawings

On receipt of Rowland Hill's instruction of 16 December 1839, the security printers, Perkins Bacon and Petch, immediately set about their task by commissioning a drawing (of suitable size) of a profile portrait of the Queen, to be adapted from the head of William Wyon's 1838 City Medal.

The artist engaged for this commission was Henry Corbould FSA, a well known miniaturist and book illustrator, who had recently completed, for Perkins Bacon, a number of delightful pencil drawings of the young Queen Victoria, which were used for colonial banknotes and also for 'Heath's Book of Beauty'. Corbould, who was born in 1787 (died 1844) had a distinguished artistic career during which he worked for 30 years on a collection of drawings of ancient marbles at the British Museum.

Corbould's portrait drawings for the Penny Black, do not appear to have survived, it was probably officially destroyed soon after May 1840. We do know, however, that it was shown to Henry Cole (Hill's assistant) on 30 December 1839 by J B Bacon, who later paid Corbould £12 for his work.

The R M Phillips Collection, housed at the National Postal Museum, contains four of Corbould's sketches produced for Perkins Bacon, two of them reproduced here, can be found in volume 11, pages 33 and 34. The other two are in volume 11, pages 31 and 32.

JOHN MEMMOTT Assistant Curator



War Games

A thematic collection is constructed with stamps arranged in a planned and logical sequence from a wide range of countries to illustrate an idea or a story. The simplest is the *subject* collection which presents stamps with a common design, such as aircraft or an omnibus Europa or Silver Wedding collection, arranged alphabetically by country, or by type or date. The more usual *thematic* collection weaves together stamps completely different in design and subject matter to unfold a story. The same aircraft from a *subject* collection can be arrayed very differently to form the basis of 'Winged Flight', which would illustrate the development of the aeroplane, and incorporate inventors, pioneer flights and aviators. Personally I find this much more satisfying. It needs a great deal of solid research, and also one must give some thought as to the purpose of



the collection. If it is solely to please yourself and entertain friends and neighbouring societies, then drawings, maps, cigarette cards, newspaper cuttings and other ephemera are all perfectly admissible to enhance the display. The only criterion here is one's own pleasure. But for national or international exhibitions there are strict limitations, and a study of the rules will show that the ingredients for a thematic entry are stamps and other postal items, and the exclusion of non-philatelic material that might overshadow the stamp content. First Day covers, miniature sheets and Maximum cards may be used, but sparingly as they take up a great deal of space, sometimes better used by stamps, without necessarily adding to the story. Maximum cards, where the stamp is affixed to the picture side of a postcard, can have the stamp, the card and the cancellation all matching, or the three can be associated but not identical.

Military uniforms make a spectacular display with their brilliant colours, styles, arms and accoutrements. Other European nations have produced some eye-catching designs and superb battle scenes. If limited to the British Army alone there is plenty of material. Gibraltar contributed a series of regiments that have served on the Rock, and Antigua followed suit. Many more regiments have come from the Caribbean, Atlantic and Pacific islands, usually reproducing uniforms current at the time of the regiments' visits. Ciskei, one of the new African homelands, issued an interesting strip in 1983 showing different types of uniforms worn by the 6th Foot at the time of the Kaffir Wars.

It would however be daunting to take on the entire British Army as a thematic presentation, although stamps on that wide subject could be gathered in a stockbook waiting for the boundaries of the theme to be finally selected. 'Uniforms' as a basic theme can easily be divided into sub-sections, perhaps into a series of battles or campaigns, the actual number depending on one's personal choice. The Crimea War 1854 might well be a sub-title with a section devoted to Florence Nightingale (GB 1970) and her new nursing service (Australia 1955), and its

development in wartime to embrace the Army nurse of World War I (GB 1971), and the horse-drawn and motorised ambulances of 1877 and 1917 (Jersey 1977). Another section could deal with the battles of the campaign such as Balaclava where the Charge of the Light Brigade took place under the leadership of Lord Cardigan. Arrogant, quarrelsome, but courageous, the 7th Earl rode well ahead of his 600 men directly into the Russian guns as ordered, and then, unscathed, and seemingly oblivious to the loss of more than a third of his men and nearly all the horses, returned to his private yacht for dinner. Cardigan's portrait was produced on a cover issued by the National Army Museum in 1970, and letters from him and other military commanders can be found and utilised. Various historical events are commemorated by official covers from the Army, Royal Marine, Fleet Air Arm and RAF Museums. These are admirable for displays, but letters from soldiers actually serving with the specific regiment are more advantageous in a competition. The British Forces Postal Service frequently commemorates battles, personnel, equipment etc with special pictorial handstamps. If the cancellation alone is needed, to save destroying the cover it can be mounted on the back of the album leaf and threaded through a slit to the front to show only the necessary postal mark.

The supreme medal for courage, the Victoria Cross, is made from the bronze guns captured in the Crimea at Sebastopol. Several V.C. holders have been honoured on stamps. The Manxman Major General Stuart White (IOM 1983) who won the award at Charasiah during the Second Afghan War, later successfully defended Ladysmith for 120 days during the Boer War. South Africa has produced some handsome stamps for the battles of the Zulu and Boer Wars.

There are many stamps and plenty of postal material that would add interest to a military theme on WWII. The Occupation of the Channel Islands, the only British soil to be occupied by the enemy, during the 1939-45 war, is recalled by the set honouring the Dame of Sark (Guernsey 1984). Her



calm dignity so impressed the Germans that she was treated with the greatest respect. The exiled governments of Poland and Norway issued stamps to be used on mail from their merchant ships at sea. For the 40th anniversary of D-Day, Denmark and Brazil recently commemorated the part played by their nationals in the Italian campaign, and Poles in Britain today remember in pictorial handstamps the deeds of the Polish Brigade. The final choice of theme might be the development of a particular regiment or the evolution of uniform. The 60th Foot was raised in 1775 as the Royal American (Montserrat 1979 — Private of 1783), but its forerunners fought French and Indians in Canada. They soon devised inconspicuous clothes and guerrilla tactics, forming with 95th Rifles (GB 1983) the first British experimental Rifle Corps, using green uniforms as a type of camouflage. The Rifle Brigade regiments were the first to be armed with the new more accurate Baker rifle (St. Helena 1971), and won high esteem as specially trained mobile troops, raiding in small groups ahead of the army like modern Commandos. Regrouped with 43rd/52nd Light Infantry they were lifted out of the line regiments and now form the Royal Green Jackets.

Royal Green Jacket stamp on p.c. showing Rifle Brigade crossing of the River Alma, Crimea. BFPS 1800 cancel.



The Parachute Regiment (GB 1983) was raised in 1940, patterned on the German parachutists who over-ran Europe. With their distinctive red berets they won the German nickname of 'Red Devils' because of their ferocity in battle at El Alamein. Paratroopers initiated a different concept of war. Green Jackets of the 6th Airborne Division were the first to land in Occupied Europe on D-Day (Grenada 1970) to seize vital bridges. Three months later the 1st Airborne Division was dropped at Arnhem to pave the way for an armoured thrust across Holland to Germany. But resistance was too strong, and five VCs were won before the British were forced to withdraw. A company under a wounded Major Robert Cain at Oosterbeek Crossroads, repelled tanks, and, heavily outnumbered, defended their sector for six days, a deed that won him a VC (IOM 1981).

A military theme, like any other, depends on the angle of approach, and whatever items are included, a well-rounded story depends as much on the material firmly but reluctantly discarded.

BARBARA LAST

Withdrawn Items

The following items will be withdrawn from sale during July:

'Royal Mail' stamps, presentation pack, Souvenir pack, postcards — 30 July.

2p definitives printed on p.c.p. issued 12 December 1979 — 9 July 1985.

National Postal Museum News

On 30 July 1985 the National Postal Museum is opening, on the lower two floors, a major exhibition to commemorate the 350th anniversary of the proclamation of 31 July 1635, which officially opened the 'Royal Posts' to the public.

The exhibition which will run until April 1986, tells the story of the British 'postal' services from the time of Henry VIII and the first 'master of the posts', Brian Tuke, up to the introduction of the 1d Black in 1840. The exhibition will specifically stop at the introduction of the postage stamp as this will be the subject of a further display in 1986.

The first frame on the ground floor will feature the Post Office's special 350th Anniversary stamp issue, this is followed in frame 2 by the story of the carrying of the 'Royal Mail' pre-1635. The exhibition

illustrates in frame 3 Charles I throwing open the facilities of his posts to the public in 1635. This frame also deals with the disruption of the postal services during the Civil War and the 're-establishing' of the Post Office by Act of Parliament in 1660. The display continues with the beginning of postmarks under Henry Bishop and the setting up of William Dockwra's London 1d post.

Frame 5 on the mezzanine, deals with postal services in, and around, London. Frame 6 shows how the business of the by and cross-road letters was placed in the control of Ralph Allen, whose care and supervision resulted in a great improvement in the income from country letters. By the time of his death in 1764 he had provided England with daily post letters along all the principal post roads, as well as an elaborate network of cross-posts, taking in the developing manufacturing centres. This panel also shows the setting up of local 1d and '5th clause' posts outside London. The Mail Coach and early railway services are shown in frame 7. The last two frames deal with Rowland Hill and his agitation for postal reform and the uniform 4d and 1d posts of 1839 and 1840.

To coincide with the exhibition, the National Postal Museum is issuing on 30 July 1985, a set (H2) of five postcards by Richard Blake, featuring Post Office uniforms. H2/1, mounted postboy c1780. H2/2, Post Office Bellman c1812. H2/3, Postman and London's No 1 Pillar Box c1855. H2/4 Postman in summer uniform by Penfold Pillar Box c1880. H2/5 Postman emptying mail Lamp Box c1936. Price £1.00 per set, 18p post and packing. Usual reposting facilities will be in operation. A special handstamp will be in use during the exhibition, first day 30 July 1985.

TONY GAMMONS
NPM

Forthcoming Events

Clevedon Stamp Club

The Clevedon Stamp Club will be holding its annual Stamp Fair and Exhibition on Saturday 17 August 1985. It will be held in the Community Centre, Princes Road, Clevedon, Avon. Several dealers will be in attendance as well as the Club stands and displays. Admission is free, and the Fair will be open to the public from 10.00 am-5.00 pm. Further details are available from the Club Secretary, Mrs S Wilkins, 18 Wood View, CLEVEDON, Avon, BS21 6YH.

British Philatelic Trust: School Stamp Clubs

Under a scheme being run by the British Philatelic Trust (BPT), schools with stamp clubs can be provided with catalogues, handbooks and similar materials. Teachers who require further information should apply to the Secretary of the BPT. Enquiries should be sent to J D B Littlebury, Secretary, The British Philatelic Trust, Room 311, Alder House, 1 Aldersgate Street, LONDON, EC1A 1AL.

Philatelic Music Circle

An informal gathering of the Philatelic Music Circle will be held on 6 July 1985 in the Bath Postal Museum. The circle was formed in 1969 to promote the collection, study, display and enjoyment of music philatelic material, and has members in many different countries. The Philatelic Music Circle also has its own magazine, the 'Baton', published three times a year. A Convention has been arranged for September 1985. The annual subscription is £4.75, and anyone interested in joining should apply to the Secretary Mrs Shirley Rouse, 92 Beechwood Park Road, SOLIHULL, W Midlands, B91 1EU. Further details of the Bath meeting can be obtained from the Philatelic Music Circle Hon. Librarian, Mrs Sheila Hall, c/o The Postal Museum, 51 Great Pulteney Street, BATH, BA2 4DP.

Barnet and District Philatelic Society

The B&DPS is now offering for sale a limited edition of a special postcard to mark the retirement of Mr Ken Dowse — the last Head Postmaster of Barnet.

The subject of the card is the Head Post Office, Barnet, together with illustrations of early Barnet handstamps and cancellations taken from the Society's own postal history collection which traces the history of Barnet's post from 1642-1974.

The postcards are cancelled 1 June 1985 and are priced at £1 each. Orders accompanied by remittances made payable to 'Barnet and District Philatelic Society', should be sent to: Mr Hugh Shaw, 5a London Road, ENFIELD, Middlesex, EN2 6BN.

Commemorative Covers

Newham School for the Deaf

In the June Philatelic Bulletin under Commemorative Covers we said that the special cover produced by the Parent Teachers Association would have 'Safety at Sea' stamps affixed. The stamps used are 'British Composers'. We would like to apologise for any inconvenience this error may have caused.

Atherstone Festival 1985

A special philatelic cover has been produced to commemorate the visit by their Royal Highnesses The Prince and Princess of Wales to Atherstone Festival '85 on 27 June 1985. They visited St Mary's Church which celebrated its 600th anniversary this year. The cover depicts St Mary's Church and bears a 17p Famous Trains stamp (The Flying Scotsman), cancelled with a specially designed handstamp. The price of the cover is £1, and profits will go to St Giles Hospice and for a minibus for the disabled. Orders with the appropriate remittance made payable to Atherstone Festival 1985 should be sent to:- Canon P Buckler OBE 9 St Michaels Close, ATHERSTONE, Warwickshire, CV9 1LV, accompanied by a 9" x 5" stamped addressed envelope.

250th Anniversary of No: 10 Downing Street

To commemorate the 250th anniversary of No. 10 Downing Street as the official Prime Minister's residence, a special philatelic cover is being produced. The cover depicts in colour the famous door and entrance of No. 10 Downing Street. Bearing either a single 17p value or the complete set of the Royal Mail, 350 Years of Service, stamps, the covers will be cancelled with a special handstamp on 30 July 1985, the first day of issue of the stamps. The prices of the covers, inclusive of postage and packing, are £2.50 for those bearing a single stamp, and £4.00 for those bearing the full set of stamps. Orders with the appropriate remittance made payable to A G Bradbury, should be sent to him at (Dept No 10), 2 Fairholme Road, LEICESTER, LE2 6GL.

Wimbledon All England Lawn Tennis Championships

The third in the 1985 series of covers from Pilgrim Philatelics for Famous British Sports Events, features the All England Lawn Tennis Championships at Wimbledon. A choice of two covers will be available, featuring the Ladies' and Men's Finals. The covers will incorporate as part of the design, a colour photograph of the Championship Winners, set behind acetate, together with an insert card giving details of the event. The covers will have a stamp affixed, cancelled with a special philatelic postmark at Wimbledon. The price of the covers is £2.65 including postage and packing. Orders with the appropriate remittance should be sent to: Pilgrim Philatelics Ltd, 33 St George's Place, CANTERBURY, Kent, CT1 2XX.

Historical Association

To coincide with the Royal Mail, 350 Years of

Service special stamp issue on 30 July 1985, a limited edition of 500 numbered philatelic covers have been produced for the Historical Association. The cover features the Royal Arms of King Charles I taken from a contemporary woodcut and printed in sepia. The covers will have the Royal Mail; 350 Years of Service stamps affixed, cancelled by the special Post Office first day of issue handstamp at Bagshot. The price of the cover is £2.00 if bearing the 17p stamp only, and £3.50 if bearing the complete set of stamps. For covers signed by the Historical Association's President, Professor Donald Read, Lecturer in Modern History at the University of Kent, £2.50 should be added to the above prices. All prices are inclusive of postage and packing, but £1 should be added for overseas customers. Orders with the appropriate remittance made payable to the 'Historical Association' should be sent to: Historical Association, 59a Kennington Park Road, LONDON, SE11 4JH.

Safety at Sea

Pilgrim Philatelics have produced a 'photo-repro' cover for the Safety at Sea stamps issued on 18 June 1985. The cover incorporates within a gold die-stamped frame, set behind acetate for protection, a colour photograph of a life-boat in heavy seas. Bearing the Safety at Sea stamps, the covers have been cancelled with a special life-boat pictorial postmark at Cromer, Norfolk, on 18 June 1985. The price of the covers bearing a single Safety at Sea stamp is £2.50, and bearing the full set of stamps is £4.35. Prices are inclusive of postage and packing. Orders with the appropriate remittance should be sent to: Pilgrim Philatelics Ltd, 33 St. George's Place, CANTERBURY, Kent, CT1 2XX.

Union of Communications Workers (UCW)

To coincide with The Royal Mail, 350 Years of Service, special stamp issue on 30 July 1985, a special philatelic cover is being produced for the UCW. The cover features a 'silk' look full colour illustration of a fleet of various Post Office vehicles. Bearing the full set of The Royal Mail, 350 Years of Service, stamps, the covers will be cancelled with a special handstamp featuring the Union's logo. The price of the covers is £3.30, and a limited number are available signed by the present General Secretary of the UCW, Allan Tuffin, at £4.30 each. Prices are inclusive of postage. Orders with the appropriate remittance should be sent to: UCW Philatelic Agents, Westcliffe House, FOLKESTONE, Kent, CT20 1SZ.

Stoke-on-Trent Anniversaries 1985

A special philatelic cover was issued on 5 June 1985 to commemorate both the 75th anniversary of the federation of the six pottery towns to form the County Borough of Stoke-on-Trent, and the 60th anniversary of the granting of City status on 5 June 1925. The cover shows a full-colour representation of a plate bearing the City Coat of Arms, and contains an insert explaining the derivation of the Coat of Arms and details of the history, tourist attractions and industrial development of Stoke-on-Trent. Bearing a 20½p Heraldry stamp, the covers were cancelled with a special handstamp on 5 June 1985. The price of the cover is £1.10, and orders with the appropriate remittance made payable to 'Stoke-on-Trent City Council' should be sent to: The Festivities Co-ordinator, Town Hall, Glebe Street, STOKE-ON-TRENT, ST4 1HH.

The Lord Mayor's Trust for the St Paul's Cathedral Choir

A special commemorative philatelic cover was commissioned by the Lord Mayor of London, Sir Alan Triall, to coincide with the British Composers stamp issue on 14 May 1985. All proceeds from the sale of these covers will be placed by the Lord Mayor's Trust for the Choir of St Paul's, Cathedral. Handel regularly attended evensong at St Paul's, and the covers have the 17p British Composers stamp featuring Handel's Water Music, cancelled with a special handstamp on 14 May 1985. The covers are available at £1.00 to callers at St Paul's Cathedral, and can also be obtained by post at £1.25 each, including postage and packing. Orders with the appropriate remittance made payable to St Paul's Cathedral Choir Fund should be sent to: First Day Cover, The Lord Mayors Trust For Charities, The Mansion House, LONDON, EC4N 8BH.

GWR 150

During July and August 1985, GWR 150 will be producing special philatelic covers to celebrate this important anniversary. The covers, with special handstamps, are being produced for special events during the GWR 150 celebrations. Further details can be obtained on application to the GWR 150 Philatelic Agents, Westcliffe House, FOLKESTONE, Kent, CT20 1SZ.

British Rail Pullman Services

On 13 May 1985 British Rail introduced two new Pullman Services, the Yorkshire Pullman and the Merseyside Pullman. Philatelic covers were carried on the inaugural runs of these trains, and they received a special pictorial postmark at Leeds and Euston respectively. The covers bear a suitable

carried cachet, with a different picture of the Pullman Services on each cover. The cover for the Yorkshire Pullman will have a 17p Famous Trains stamp, depicting the Flying Scotsman, affixed. The Liverpool Pullman cover will have a 1980 Liverpool-Manchester Anniversary stamp affixed, together with a definitive.

On 15 May the new luxury prestige train, the Royal Scotsman, made its inaugural run from Edinburgh Waverley Station. Covers were carried on this inaugural run, bearing two 8p stamps from the 1975 150th Anniversary of Public Railways issue, which depict a Waverley Class locomotive, cancelled at Waverley Station with a special pictorial handstamp. The covers feature an illustration of the Royal Scotsman.

The price of all the covers is £1.50 each, inclusive of postage and packing. Orders with the appropriate remittance should be sent to Benham (A Buckingham Ltd), Westcliffe House, FOLKESTONE, Kent, CT20 1SZ.

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