

Philatelic Bulletin



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Introduction

In this month's *Bulletin* we give details of the first-day cover services for the British Architecture stamps to be issued on 28 May.

As we have received many enquiries about illustrated stamp book covers we are printing a comprehensive list of issues to date for your information.

Our colour features include a selection of the unaccepted artwork for the Notable Anniversary issue and the new high and low value definitive packs.

In the January *Bulletin* we printed an article entitled Symbolic Postmark Slogans, this contained some inaccuracies and we are very grateful to the reader who brought these to our attention.

The following paragraphs give further information:

1. Mr Pearson Hill, son of Sir Rowland, invented the first postmarking machine to be given trial in the UK and this was used in London in 1857. Neither this nor any of the early machines produced impressions which could have been adapted to accommodate a slogan. The first 'modern' style postmarking machine was given a trial in London in 1886. Universal machines were given their UK trials from 1911 onwards but two other makes of machine, which were used to impress slogans, were introduced before 1913 – The Columbia single impression machine in 1901 and the Krag continuous impression machine in 1902.

2. Slogans incorporating the Wembley lion were used in the provinces as well as London to publicize the British Empire Exhibition of 1924.

3. Although Kelso is quite a small office, slogans from that office are comparatively common because collectors have been able to send for examples.

4. Slogan postmarks advertising the World Scout Jubilee Jamboree were used in 50 machines throughout the UK in the month preceding the Jamboree. Only Sutton Coldfield machines in the Jamboree sorting office carried the dies between the period of the Jamboree, 1–12 August.

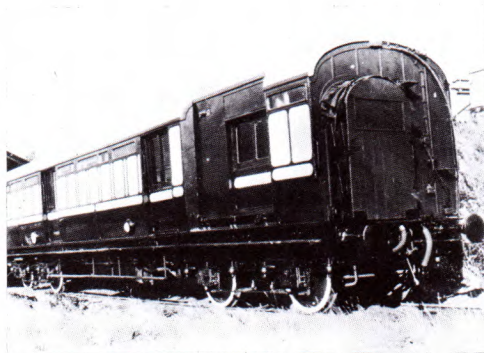
5. Slogans were not used in the UK in continuous impression machines after 1926, so it must be pointed out that the 'Lovers Knot' postmark was used in every *single impression* machine in the country. The 'V'-bells slogan was used in *almost* every single impression machine. About 400 dies were engraved but as a number of the larger offices had more than one machine, it is incorrect to say that this slogan was used at 400 offices.

Travelling Post Offices



A travelling Post Office vehicle, built in 1909 by the London & North Western Railway Company, was one of the earliest large items to be purchased by the Railway Preservation Society for preservation and restoration. This vehicle, ex L.N.W.R. Co. No. 40, was the last type of T.P.O. to be built by that company and formed part of a batch of vehicles, fifty feet long with standard height and width, the construction of which commenced in 1908. Built originally for use on the West Coast Postal Special, this vehicle could well have been the last pre-grouping T.P.O. to run on the Midland Region of British Railways, for in its last years of service its pick-up apparatus was removed and it continued to run in formation merely as a sorting vehicle.

The Railway Preservation Society was formed in 1959 by a handful of enthusiasts who were dedicated to the preservation and restoration of standard gauge items of railway equipment and rolling stock. During 1960, the society became aware of a large number of condemned vehicles at the Wolverton Carriage Works of British Railways. A visit was made to Wolverton and having examined many of the vehicles, the Society decided that this T.P.O. would be an ideal vehicle to purchase. Besides being interesting historically, it could also be used for the display of the society's small relics until a suitable building could be found. After prolonged negotiations with British Railways, the T.P.O. was finally pur-



chased by the society and moved to its Hednesford depot in 1961.

An immediate thorough examination revealed the amount of work to be done on this vehicle. The interior was basically as built, with the exception of the lighting. The original gas-lighting system had been removed and replaced by the standard electric one. The roof was in need of repair through the deterioration in the felt covering. The original panelling together with the accompanying moulding had been extensively replaced by match-board during the vehicle's life under the London Midland & Scottish Railway. The parts of the original panelling which still survive are in poor condition.

The first job done was the roof which was completely recovered. The exterior of the vehicle was given a coat of primer as a seal against the elements. A complete repaint was started but this was left in a rough condition until the match-board can be replaced with panels and moulding in the style of the original. As soon as this is completed, the exterior can be correctly restored and finished with the full original detail. The batteries on the vehicle were life expired and had to be replaced. It is, however, hoped that the gas-lighting system can be restored to the vehicle in place of the electric lights to regain the atmosphere of the original, but it is not yet known whether this is possible.

When the interior had been cleaned down,

the fittings became the display space for the collection of small relics in the absence of a building in which to keep them. This collection has however grown to such an extent that any other work on the interior has not yet been possible through lack of space. Further work in this direction will be recommenced when the society's proposed museum at Chasewater is built. The small relics will then be removed completely in order that the interior can be renovated and that the vehicle may take its place in the museum in its own right alongside the Midland Railway Royal Saloon and other large relics of a past era.

Postman's Knock

The Postman's Knock was an old tradition of the postal service dating back to London's earliest delivery service.

It was first introduced in 1680 by a London merchant by the name of William Dockwra as a private venture. The letter carriers he employed collected and delivered letters and parcels for a fee of one penny pre-paid. The areas they served were the cities of London and Westminster.

In order to collect and deliver the mail, Dockwra's men were obliged to knock on the doors of residences to announce themselves. Thus began the 'Postman's Knock'.

However, the service was frowned upon by the Post Office as an infringement of the Postmaster General's monopoly. Action was taken against Dockwra that led to the end of his London Penny Post in 1682. The Post Office re-introduced the service, including the Postman's Knock, shortly afterwards.

When the Uniform Penny Post was introduced in 1840, the number of letters posted throughout the country was greatly increased. This led to a campaign in 1849 to encourage the public to put slits in their street doors through which the letter carrier could drop the letters. This would save a great deal of time, as he would not have to wait at the door for an answer to his knock.

People were anxious for the 'Postman's Knock' to be continued however, which is borne out by correspondence from the public to the Post Office. One example is an extract from Mr James Ward's letter to Rowland Hill, Secretary to the Postmaster General, on 2 June 1849:

'I have seen your notice to the public respecting street door letter boxes.

'Allow me to suggest that if a paragraph were added to the effect that the postman will be *commanded* to knock twice (as at present) loud to announce the arrival of a letter, thousands will adopt your recommendation who otherwise will not, fearing their letters be silently left . . .'

Hill wrote to the PMG regarding this proposal:

'As far as I know, the letter carriers do knock when they drop the letters into the box, but I submit that Messrs Bokenham & Smith (controllers of the Circulation office) be instructed to remove all doubt on the subject by directing the letter carriers accordingly . . .'

Frederick Kelly, Inspector of Letter Carriers (of Kelly's Directory fame), was acquainted with these details which led to an instruction being issued to clarify this point.

The 'Postman's Knock' was discontinued a few years ago. However, it can still be heard today, when parcels, registered letters and envelopes that are too big to go through the letter box are delivered.

New Stamp Rolls

The new rolls which consist of the strips of five stamps referred to on page 10 of the February *Bulletin* will be on sale from the Bureau only from 1 May 1969.

Help Us to help You

Delay and disappointment is still being caused by customers asking the Bureau to despatch first-day covers by registered post. We cannot provide this service and clients will greatly help us if they refrain from making these requests.



This magnificent trophy was awarded at Stampex 1969 to Mr B. L. Barker who exhibited Q.E. II 'Castles' high values.

Mr Barker, who received the Trophy at the Stampex Banquet from the Postmaster General, is the first winner of this annual competition.

The Valentine and its Origins

Since the article of Valentines in the March *Bulletin* we have had several enquiries about Frank Staff's recent book on the subject.

Mr Staff has written and produced a lavishly illustrated study on the background and development of the valentine from the antique variety, the charming personal cards to the comic and vulgar specimens and the mass produced items.

'The Valentine and its Origins' provides detail about postal history, manufacturing methods and the work of specialists, and will appeal to anyone interested in this popular art. The book is published by Lutterworth Press price 70s.

We issue a number of special stamps each year and each series is in general use for only a short time. It takes time for sorting-office staff to become familiar with each new issue, and new stamps can slow down the work of segregating first- and second-class mail where this is done manually.

Special stamps as such are readily distinguishable from ordinary definitive stamps because of their pictorial design and larger size.

For the benefit of sorting-office staff we have therefore decided that all minimum value special stamps will in future be of the 5d (first-class) value. Virtually every envelope (though not necessarily every packet) bearing a special stamp will thus be entitled to first-class service.

We have decided that in future this principle will be followed at Christmas as well as at other times. There is no other significance in the fact, that the minimum value stamp during Christmas 1969 will be of the 5d value.

New Philatelic Sales Counter



Photograph by courtesy of Turners (Photography) Ltd, Newcastle upon Tyne

Our readers may be interested to see this photograph of the philatelic counter at Newcastle upon Tyne which is the first of its kind in the North East. A permanent display of Great Britain stamps is provided, as well as all the usual philatelic services.

'All the progress of mankind is helped on by freedom of thought expressed in writing. The progress of religion, morals, health, science, education, arts, manufactures, commerce and international peace, are all advanced by correspondence which is next to nothing without the Post Office. It will be the glory of England for all time that she was the first country to adopt this ray of light, and the fame of Rowland Hill will be imperishable as having discovered uniform penny postage.'

In these stirring words Henry Cole who was Rowland Hill's assistant at the Treasury from 13 October 1839 to 8 January 1842 eulogizes in his autobiography his old chief and the Postal Reforms of 1840 in which he himself played a very important part.

Today the National Postal Museum, which the Queen opened on 19 February offers visitors a unique opportunity to study the evolution, industrial archaeology, and living tradition of the British Postage Stamp from the world's first adhesive stamps of 6 May 1840, the famous Penny Blacks, to the most recently issued stamps of the Queen's reign. That this is now possible is due to Mr Reginald M. Phillips, of Brighton, the Museum's founder, whose magnificent collection tracing the history of the nineteenth-century British Postage Stamp he presented to the Postmaster General in trust for the nation.

The collection contains many important reminders of the part Henry Cole played in the business of producing the world's first adhesive Postage Stamps and the first prepaid Postal Stationery – the ill-faded Mulready covers.

Judging from their respective biographies it is plain that both Rowland Hill and Henry Cole had lively minds and were not prepared to permit their ideas to be watered down by timid officials at the Treasury or at Post Office. The point can best be made by reference to the part played by Henry Cole in the agitation for Postal Reform on the basis of Rowland Hill's 1837 pamphlet 'Postal Reform – its importance

and practicability'.

Cole at that time was engaged in reforming the system of preserving the public records of this country from the Norman conquest onwards. The Public Record Office of today was his brain child.

Despite the fact that he was engaged in the Public Service Cole sought and obtained the permission of his superiors to accept the Secretaryship of the Mercantile Committee – a pressure-group of merchants in the city of London formed to promote the cause of Postal Reform which the Government were very reluctant to introduce. In 1838 no letter could be sent through the General Post for less than 4d and the average rate was of the order of 8½d which was more or less prohibitive of letter writing.

Henry Cole suggested to the Mercantile Committee a plan for circulating petitions, addresses and communications which circumvented the high cost of communicating with the Committee's sympathisers. He produced a blatantly pressure-group news-letter, called it the 'Post Circular' and registered it as a newspaper which ensured its transmission through the post at the nominal charge of 1d a copy! By this means Cole made the Post Office an instrument for reforming itself at slight cost to the pressure-group urging its reform.

Meetings were held all over the country and numerous petitions flowed in demanding cheap postage and postal reform. Unlike many agitators and protestors with which we are painfully familiar today Henry Cole and his associates were careful to restrict their campaign to logical argument supplemented by exposing the foolishness and the illogicality of Postal Regulations for which no valid justification existed.

On one occasion Cole prepared fifty large sheets of paper each of which, when dry, weighed under an ounce: slightly damped they turned the scale at just over an ounce and were therefore charged fourfold postage! Other small letters under eight grains in weight consisting of two pieces of thin paper were

This block of twelve of the Twopence Blue is of particular interest in showing various stages of development in upper frame lines of star corners (see illustration 23a Dr. Osborne's studies); diagonal mark above inner corner of N.W. square constant.



No. 2 -
Enclosed with letter
Stationer

Some of the treasures from the Reginald M. Phillips collection which may be seen at the National Postal Museum.

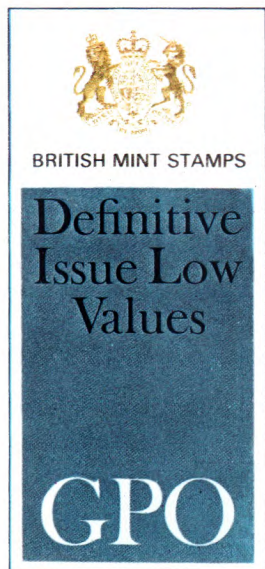
chargeable as a double letter. These specimens Cole handed in at Charing Cross Post Office: the clerk examined the largest letters to see that they were single sheets and having satisfied himself marked them with the single rate. The smaller and lighter letters were charged double to the amusement of the crowd which had gathered.

Fortified by the gentle art of ridicule and sound commonsense argument the reformers

saw the fruits of their labours in the Postal Duties' Bill 1839. The inland Penny Post had arrived and became operative as from 10 January 1840. The Adhesive Stamps and the Prepaid Postal Stationery were not ready for issue before 6 May. In the interim period prepaid letters, on acceptance, were endorsed at the Post Office to the effect that the charges had been collected.

F. MARCUS ARMAN, *Curator*

Special Definitive Presentation Packs



Our range of presentation packs was extended from 5 March 1969, when two new packs were issued. One holds the new low value definitive

stamps ($\frac{1}{2}d$ –1s 9d) and the other the four high value stamps (2s 6d, 5s, 10s, and £1). The packs are available for 9s 10d and £1 18s 6d each re-

British Architecture – First-Day Cover Services

Six stamps are to be issued on 28 May which will illustrate both ancient and modern cathedrals. The stamps will be four at 5d, one 9d and one 1s 6d and full details of the designs will be given in next month's *Bulletin*. The cathedrals depicted are: St Paul's, Canterbury, Durham, St Giles, Edinburgh, Liverpool Metropolitan and York.

The prices for the various services are:

Service A The official cover bearing a typed address with the full set of stamps cancelled with the Philatelic Bureau handstamp – 6s 11d each.

Service B Customers own pre-addressed covers serviced with the full set of stamps and Bureau cancellation – 4s 11d each.

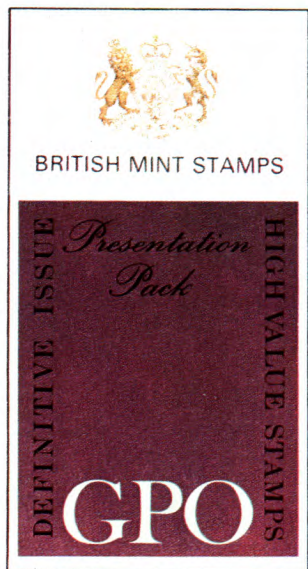
Service C As for Service A except that a minimum order of 50 covers to one address is required and a machine plate is used to impress the address – 5s 11d each.

Collectors who wish to service and post their own covers will be able to do so at the usual philatelic boxes.

The ruling that the full set of stamps must be affixed to such covers has again been relaxed for this issue.

Philatelic Posting Boxes

Additional boxes will be available from 2 April 1969 at Rhyl, Flintshire and Haverfordwest, Pembrokeshire.



spectively.

Orders from the Bureau will be accepted plus the normal handling charges except that

for the High Value packs orders of 1, 2 or 3 will be charged at £1 19s 6d each inclusive of handling charge.

Yearly Airlift for Parcels Grows

With businesses demanding more speed in delivery of exports the air mail parcels service continues to grow apace. It is now 20 years since the air parcels service was reintroduced after the second world war and in that time the number of posted parcels flown out of this country has increased to about 2½ million a year.

The first air mail parcels service in the world was introduced in July 1921 with a despatch of parcels by the Post Office from Croydon airport to Paris. The service was suspended at the outbreak of war in 1939 but in April 1949 it was reintroduced to a number of European countries. In 1950 services to countries outside Europe were resumed. By the end of 1960 a million air parcels a year were being posted in Britain and by 1966 the number had

reached two million a year.

The volume of air mail parcels coming into the country has grown, too, and is now in the region of one million a year.

The air parcels service offers the advantages of quick delivery over great distances for parcels weighing generally up to 22 lb, although for some countries the weight limit is lower. The service covers a network of about 180 countries. Speed of transmission is measured in hours and days rather than in days and weeks by surface mail.

Air mail parcels charges vary with the distance flown. Some examples are: For each half pound – Australia 12s, Japan 9s 6d, Brazil 8s, Kenya 6s; France 9s for the first pound and 3s for each additional pound; Italy 9s for the first pound and 3s 6d for each additional pound.

Special Handstamps

'Health Congress – RSH – Eastbourne Sussex' will be used at Eastbourne from 28 April 1969 to 2 May 1969. It is of circular design.

'Wessex Philatelic Convention – Paignton Devon' will be used at Torquay on 7 June 1969. It bears the picture of a Wyvern as a motif.

'Commemorating Shakespeare's Birthday' – featuring a view of the Royal Shakespeare Theatre as a central theme is to be used on 23 April 1969 at Stratford on Avon, Warwickshire.

'Hartley Victoria Methodist College Open Day – Manchester 16' will be used at Manchester on 10 May 1969. It is rectangular and incorporates an outline of the college as a central design.

'Garrick Jubilee Year' – featuring the Royal Shakespeare Theatre as a central theme, is to be used on 24 April 1969 at Stratford on Avon, Warwickshire. It is of rectangular design.

'Garrick Jubilee Year' – featuring a Stratford Wooden Tower is to be used on 25 April 1969 at Stratford on Avon, Warwickshire. It is of rectangular design.

'Fifth Anniversary Shakespeare Centre' featuring the Headquarters of the Shakespeare Birthday Trust is to be used on 23 April 1969 at Stratford on Avon, Warwickshire. It is of rectangular design.

Items for re-posting for all four of the special handstamps being used at Stratford on Avon on 23, 24, 25 April 1969 should be sent to the Head Postmaster, Warwick and Leamington – with clear indication as to which handstamp is required.

'Departure QE2 Maiden Voyage Southampton' will be used at Southampton on 2 May 1969. It is of circular design. Items for re-posting should be sent to Head Postmaster, Southampton.

'Paquebôt QE2 Maiden Voyage Southampton' will be used at Southampton on 15 May 1969. It will be used to cancel only those items posted during the voyage in the special collecting box on board the ship. As only items posted *while at sea* can be given a paquebôt cancella-

tion, the Head Postmaster, Southampton, cannot accept any items for re-posting.

Items for re-posting should be sent to the Head Postmasters concerned.

New Philatelic Sales Point

Coinciding with the 1969 Anniversaries Issue on 2 April, a further philatelic sales counter was opened at Leeds Head Post Office.

Initially, the new service will be on an experimental basis for six months, but if the anticipated level of demand is realized we shall be very pleased to make the arrangement permanent.

Introduction of the Leeds sales point brings the total number of special philatelic counters to eight.

National Award for Stamp Design

The name Reginald M. Phillips is not unfamiliar to our readers and it is thanks to his generosity that the Postmaster General, the Right Honourable John Stonehouse, MP, was able to announce the introduction of an award for stamp design.

This will be in the form of a gold medal to be known as the 'Reginald M. Phillips of Brighton Award for Postage Stamp Design'.

Mr Michael Rizzello, President of the Society of Portrait Sculptors, designed the gold medal and it will be awarded for the first time next June.

Special Handstamps, Postmark Slogans, Reposting Facilities

When sending covers to Head Postmasters for cancelling with a slogan or special handstamp customers should submit pre-addressed, fully stamped covers for servicing. Under no circumstances will Head Postmasters affix stamps or address envelopes on request.

Unaccepted Stamp Designs

These are some of the designs which were submitted for the Notable Anniversaries issue of 2 April 1969.



Sharland



Abbott



Goaman



Matthews



Sharland



Negus



Sharland



Matthews



Goaman



Abbott

Misplaced Box

Situated on the main Keighley to Bradford Road is a Scottish pillar box, the only one of its kind in England. It has a Scottish Crown and the Royal Insignia ER is missing.

The box was originally ordered as a replacement and because it was not needed at once went into store.

When it was urgently required it was noticed that the box was not quite the same as the others.

After the box had been installed it was found that the keys supplied did not fit and, in order to bring the box into service, a replacement lock was fitted. Meanwhile the keys had been returned to the makers where it was discovered that the box intended for Keighley had been delivered to a Scottish office together with their keys and Keighley had received the Scottish box.

It was decided to leave the box in place as it would have been uneconomic to replace it.



Postmark Slogans

'Brighton Festival 7-18 May 1969' will be used transposed at Brighton from 1 April until 17 May.

'Visit the Abbey Gardens when in Bury St Edmunds' will be re-used at Bury St Edmunds from 6 June until 18 July.

'Arddangosta Cymru Yfory Amgueddfa Gene-dlaethol Cymru. Wales Tomorrow Exhibition National Museum of Wales 26 May to 1 September. Visit the Tenovrus Exhibition' will be used transposed at Cardiff from 12 May until 1 September.

'Chester Cathedral Appeal £300,000 urgently needed' will be in use at Chester until 12 January 1970.

'Christchurch - The Priory Town Sands Sailing Fishing - Forestry' is being re-used at Christchurch until 7 February 1970.

'Hull - Capital of Humberside' will be withdrawn from 31 March until 24 May at Hull.

'The Suffolk Show Ipswich 4th and 5th June' will be used transposed at Ipswich, Lowestoft and Bury St Edmunds from 7 May until 3 June.

'Lancaster Royal Grammar School Quincenary 1469-1969' will be used transposed at Lancaster from 7 April until 14 June.

'UITP London 1969 International Union of Public Transport 38th Congress May 11-17' will be used transposed at London South Eastern District Office from 11-17 May.

'Newmarket Races April 15, 16, 17' will be used transposed at Newmarket from 27 March until 16 April.

'Ship through Newport (Mon) - The Home of the Self Grip Wrench' will be introduced at Newport in the transposed position on 1 April until further notice.

'Top Touring Centre Plymouth in the West' will be re-used from 1 March until further notice.

'Three Choirs Festival Worcester August 24th -29th 1969' will be used transposed at Worcester from 24 March until 20 April and again from 1 July until 28 July.

'Weymouth Pavilion Theatre and Ballroom' will be re-used at Weymouth from 9 June until 6 September.

'Miles of Curving Golden Sand Whitley Bay, Northumberland' will be re-used at Whitley Bay from 1 February until 31 January 1970.

'Shrewsbury Musical and Floral Fete 20-21 August' will be used transposed at Shrewsbury from 22 May until 20 August.

'Bexhill on Sea Regatta Sailing and Rowing' will be re-used at Bexhill on Sea from 1 June until 31 July 1969.

'Son et Lumière Exeter Cathedral July Aug Sept' will be used transposed at Exeter from 1 June until 31 August.

'Free Public Entertainment in Harlow Every Weekend May-August' will be used transposed at Harlow from 12 May until 19 June.

'Harlow Festival 12-26 July' will be used transposed at Harlow from 20 June until 24 July.

'Sudbury Mammoth Olde Tyme Rallye 28 & 29 June 1969' will be used transposed at Ipswich from 4 June until 27 June.

'Manx Grand Prix Races September Isle of Man' will be re-used at Douglas, IOM, from 9 June until further notice.

'Chichester Festival Theatre 13 May to 13 September 69' will be used transposed at Chichester from 14 April until 31 August.

'East Kilbride Scotland's First New Town' will be re-used at East Kilbride from 2 March until 1 March 1970.

'Elgin Bids you Welcome' will be re-used at Elgin from 2 March until 1 March 1970.

'In its Jubilee Year Birmingham Municipal Bank Welcomes Ulster Week 21 to 26 April 1969' will be used standard at Birmingham from 13 April until 26 April.

'Newark & Notts Show 2 & 3 May' is in use transposed at Newark until 3 May.

'The Design Centre comes to Newcastle 20 March-19 April' is in use transposed at Newcastle until 18 April.

'Newmarket Races April 29, 30, May 1' will be used transposed at Newmarket from 17-30 April.

'Go for Giro' will be used transposed at Blackburn from 1-30 April and at Colchester from 1-13 April.

'Britain's Currency Goes Decimal 15 February 1971 Consult Your Machine Supplier Now' will be used transposed from 28 April until 4 May at Doncaster, Preston, Canterbury, Bristol, Ipswich, Nottingham, Cardiff, Romford and Dagenham, Glasgow, Gosport, Belfast and Gloucester.

Letters to the Editor

Dear Sir,

I think Mr Coxon (whose letter is printed in the January issue) has missed the point, even though clearly he is writing with his tongue in his cheek. The point of making a special issue of postage stamps is usually to publicize some historical fact, perhaps of national or international significance. It may be present day, and happening now, or be the anniversary of the event, or neither. At any rate, it is to publicize something worth remembering, not just to satisfy vociferous groups of minority interests.

Mr Coxon mentioned locomotives. Why not have these as a subject? They are surely only representative of the railways which developed, beginning nearly a century and a half ago, and changed Britain during the last century more than anything else. Britain was the birthplace of the locomotive, without which the railways could never have developed, and as an example of historic, sociological and engineering interest it is a more than worthwhile subject.

Likewise omnibus liveries - perhaps 90 is rather a lot, but the idea is the important thing. A series on the development of the bus from the stage-coach to a modern two-decker could be very satisfactory.

Even the somewhat facetious suggestion of wallpaper designs prompts me to think of the printing industry, without which I suspect the

Post Office would be making remarkably few issues of any sort. Clearly the issue policy must be moderation in all things (except the best), but one must also remember that times and tastes change.

As an unrelated (except on the subject of special issues) postscript, I will add that I am more than disappointed that the next Christmas issue will have no special 4d. I shall certainly not be using 5d stamps on my cards.

Yours faithfully,

NICHOLAS RIDGE

Pinner, Middlesex

Dear Sir,

I am really interested in letters published in the monthly *Philatelic Bulletin*. I know fully well it is the prime motive to increase sales of stamps, and what better means than the introduction of miniature sheets of say 15 or 20 stamps in a pleasing Border having Control and Traffic Lights.

I am positive the sales of Commemoratives would double, what nicer than a suitable bordered Block of Stamps complete with Control and Traffic Lights gracing one's stamp album. How about it?

Yours expectingly,

GEO BRAITHWAITE

ps. Would prevent the mad rush at Post Offices for control, as there would be enough sheets to go round.

Morecambe, Lancs.

Dear Sir,

To get away from suggestions about new stamp design I write to you about STAMP COLLECTING FOR THE DISABLED.

I wonder if people realize what endless hours of amusement and interest can be spent by the disabled on stamp collecting – at little cost.

I ran a stamp club for some disabled adults in their settlement, and this was much enjoyed. Over the years two cups were won in competitions and thousands of stamps collected. We were started off by a big firm of collectors, sending us albums, catalogues and price books,

as well as hinges and advice, and boxes of stamps.

Even someone using a mouth-stick instead of hands, was able to sort stamps, push them under a magnifying glass (that resembled a small bed table in miniature) and turn the pages of reference books with the mouth-stick. Friends got interested and brought in stamps and helped stick them in and so many hours that could have been dull were filled with this interesting hobby.

Yours truly,

MRS H. TAYLOR

Blandford, Dorset

Dear Sir,

May I comment on Mr Geoffrey Ebbage's letter in the February *Bulletin*?

Britain may be constitutionally a Christian kingdom, but in fact it is a community of Christians, agnostics, Jews and Moslems living in reasonable mutual tolerance.

Millions of sincere non-Christians (by which I do not mean 'shallow' Christians) celebrate Christmas as a family festival and a season of general good will, which they are entitled to do.

The present system, whereby some years' Christmas stamps have a religious theme and some do not, would therefore seem fairly to reflect the existing spectrum of British attitudes. Mr Ebbage should not try to exploit a constitutional fiction in order to force the GPO out of this well-balanced practice.

As for the Union Jack on the Concorde stamp (if he is being purist, should he not call it the Union Flag?) the hoist of an unpoled flag is only assumed to be on the left if there is no other criterion. In this case, the artist has not unreasonably assumed the hoist to be upwind – i.e. that both flags are on the move in the same direction as the aircraft. Mr Ebbage's Boy Scout training may not have covered the French flag as well, but that, too, has the hoist (the blue end) on the right in the Concorde stamp.

Yours truly,

STEWART FARRAR

London SW4

Dear Sir,

J. H. Cooper is right (November *Bulletin*). British scientists, like prophets, are without honour in their own country, philatelically at least. A very rough check reveals that Harvey has been commemorated by the Argentine, Newton by France and Poland, and Darwin by nearly every state in Eastern Europe. Yet we in Britain show no sign of displaying our own great men, let alone those of other nations. I strongly support Mr Cooper – and I am not a scientist.

Yours faithfully,

London NW2

MISS MARY WELLS

Stamp Rolls

The A and H stamp rolls were issued on 21 February and 12 February respectively in the new colour (scarlet).

Correction

The slogan 'Brecon South Wales For Industrial Sites in pleasant surroundings Apply to: Town Clerk Brecon' will not be used from 1–31 May 1969, as stated in March *Bulletin*.

Pictorial Stamp Book Covers

Many readers have asked us for a comprehensive list of pictorial covers issued to date. We now print such a list but point out that the items which are starred are now out of stock.

<i>Value</i>	<i>Cover Design</i>	<i>Edition Dated</i>
4s 6d	Cutty Sark	July 1968
	Golden Hind	September 1968
	Discovery	November 1968
	Queen Elizabeth 2	January 1969
	Sirius	March 1969
5s	Ightham Mote	December 1968
	Little Moreton Hall	February 1969
6s	Kingfisher	June 1968*
	Peregrine Falcon	August 1968*
	Peregrine Falcon	September 1968
	Pied Woodpecker	October 1968
	Pied Woodpecker	November 1968
	Great Crested Grebe	December 1968
10s	Barn Owl	January 1969
	David Livingstone	May 1968*
	David Livingstone	August 1968
	Captain Scott	September 1968*
	Mary Kingsley	February 1969

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