

Philatelic Bulletin



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Happy Christmas

GLASE / HARRISON

Contents

INTRODUCTION	2
PHILATELIC BUREAU TO USE	
NATIONAL GIRO	3
SPECIAL HANDSTAMPS	4
STAMP BOOKS	4
CHRISTMAS AIR LETTERS	5
NATIONAL POSTAL MUSEUM	
NOTES	6
NEW PHILATELIC SALES POINT	8
PHILATELIC AGENTS IN	
GERMANY	8
ANNIVERSARY ISSUE 1969	8
THE 1968 CHRISTMAS STAMPS	8
COLLECTING FIRST DAY COVERS	9
STAMP SELLING MACHINES	10
THE POST OFFICE TROPHY	10
LETTERS TO THE EDITOR	11
THE ART OF THE STAMP	13
CHRISTMAS STAMPS	13
POSTMARK SLOGANS	14
AN APPEAL TO PHILATELISTS	14
CONDITIONS	15

Introduction

All collectors of modern Great Britain stamps will be interested in our first announcement of the Post Office Trophy which will be offered for competition at Stampex.

With the introduction of the Giro system we recommend to all our customers the article on how the new method of payment for their orders can be used.

The National Postal Museum notes include this month some of the background of the Universal Postal Union about which we intend to run a couple of articles in a few months time.

We are grateful to those who have written about the introduction of colour in the *Bulletin*. We intend to extend our colour reproductions whenever we can and include in future months a stamp in colour on the cover. There will be no increases in the subscription to the current Volume 6 which ends in September 1969 but we may have to review the cost then.

Philatelic Bureau to use National Giro

Bureau Customers Offered Cheap and Simple Payment Method

Customers of the Philatelic Bureau if they wish can now make payments in a cheap, simplified and convenient way through National Giro, the new Post Office money transfer service, which was opened by the Prime Minister on 18 October.

The Bureau will use Giro to handle the vast amount of payments it receives by the most efficient present day credit handling techniques. In due course, the Bureau expects to receive payments of between £2,000 and £5,000 a day through Giro.

The Giro banking system is distinctive in that all account records are kept in one place, the National Giro Centre at Bootle, Lancashire. The Centre employs over 2,000 staff and contains one of the largest computer complexes in Europe.

The title Giro derives from the Greek word 'guros', meaning ring or circle. National Giro provides a service for the transfer of funds from one account holder to another. But people who are not account holders can make payments into accounts and can be paid by account holders.

Consultants from Giro and the Bureau have co-operated in adapting the regular Giro transfer/inpayment form to meet the Bureau's special requirements. The form is overprinted with the Bureau's title and account number.

Giro account holders can pay the Philatelic Bureau by free transfer. They can fill in a form and send it to the Giro Centre in a pre-addressed, postage paid envelope provided by Giro. The amount due to the Bureau is debited from the account holder and credited to the Bureau. With Giro all transfers of payments are free.

The non-account holder can use the form to make inpayments to the Bureau by handing it over a Post Office counter with his money and a fee of 9d. Over 20,000 Post Offices will handle Giro business six days a week.

Paying by Giro

Customers wishing to place an order with the Philatelic Bureau are sent Bureau order forms and Giro transfer/inpayment forms. The Giro

form is in three parts: the transfer/inpayment form, a customer's acknowledgement slip and a duplicate acknowledgement slip for use with an inpayment transaction.

A Giro account holder wishing to pay the Bureau by Giro transfer completes the transfer form and sends it with his order form to the Bureau. The Bureau deals with the order as though payment had been made by cheque and stamps a reference number on the order form and on the Giro transfer form.

The Bureau endorses the Giro transfer form with 'return to creditor' and despatches it to the National Giro Centre. The payment instruction sent on day one to Giro arrives at the Centre on day two. It is processed, the relevant accounts are debited and credited and a detailed statement is sent out on the same day. On day three the Bureau receives the processed Giro transfer form with the statement which shows the amount of the transfer against the reference number.

If there are insufficient funds in the payer's account to fulfil a transfer, the Giro transfer form sent to the Centre by the Bureau is noted accordingly and returned to the Bureau.

A non-account holder can pay the Bureau by inpayment at a Post Office. The counter clerk date stamps all three parts of the Giro inpayment form after they have been completed and sends the inpayment form section to the National Giro Centre. The Bureau customer keeps the customer's acknowledgement slip and sends the duplicate acknowledgement slip to the Bureau, along with his order form.

On receiving these two documents the Bureau despatches stamps to the customer as the duplicate acknowledgement slip serves as proof of payment.

On the following day the Bureau receives a Giro statement showing the credit, supported by the processed inpayment form.

Regular customers of the Bureau, especially those with deposit accounts, can use the Giro Standing Order service to pay the Bureau fixed amounts at regular intervals. This service for the Giro account holder is free.

Alternatively the Giro account holder can pay the Bureau through the Automatic Debit Transfer service, another free method of money transfer offered by the Giro system. The Giro ADT service is an advanced method of paying varying amounts at irregular intervals.

The Bureau customer who is a Giro Account holder has first to agree with the Bureau to pay by ADT. When the customer's deposit account with the Bureau drops below a certain level, the Bureau advises him that the National Giro Centre is to be instructed to transfer from his account a sufficient sum to bring the account up to an agreed level.

At the end of a waiting period agreed between the Bureau and the customer, the Bureau will send to the National Giro Centre a list of amounts and the Giro account number to be debited.

The resultant statement will show the Bureau the individual credits against the customer's Giro account number, and the customer's statement will show the amount which has been debited.

The ADT service is of great advantage to the regular stamp purchaser who buys varying amounts of new stamp issues at varying prices. National Giro provides efficient and free money transfer and takes care of the accounting involved.

The Bureau can also receive payments from foreign Giro account holders from countries with which National Giro has an interpayment agreement. The Bureau will quote its Giro account number and the foreign customer can use his own international Giro form which would be forwarded to the Giro Centre from the foreign Giro Centre. The amount would be credited to the Bureau's Giro account and shown on the statement as 'T/International'.

As National Giro invests the interest earned on account balances in the system, Giro customers cannot earn interest on their accounts and are not allowed to overdraw.

It is estimated that within one to two years National Giro will have one million accounts with an average balance per account of £150 to

£200. This will mean that some £150 million to £200 million will remain on deposit in the system.

Special Handstamps

'Selfridges Christmas Toy Fair London W.1.' will be used at Western District Head Office from 25 November to 24 December. The design which is circular has no motif.

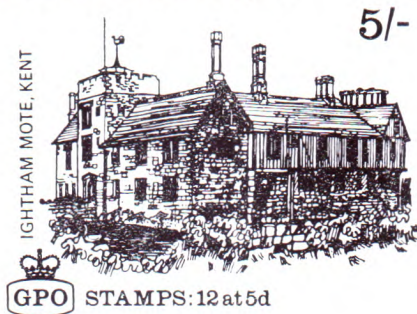
'Documentary - Philatelic Exhibition London W.2' will be used from 6-8 December at Paddington District Office. The motif of the circular design is a cogwheel with the winged armoured arm - the emblem of the Polish armoured units in the Allied Armies during the 2nd World War.

'Christmas Awake Visit of the Methodist President Rev. Doctor E. Gordon Rupp Cheadle Hulme, Cheadle, Cheshire' will be used on 17 November at Stockport. The rectangular design has a central motif of a cross.

'Caterpillar Club London W1' will be used at Western District Office on 16 November to commemorate the first reunion of the Club. The motif of the circular design incorporates a descending parachutist and a caterpillar.

Stamp Books

For the benefit of those who have not seen the attractive covers on the new stamp books we reproduce the cover of the 5s book which is to be issued on 27 November 1968.



Christmas Air Letters

We reproduce the Christmas Air Letters which were put on sale on 1 November.

They are available price 10d each until 24 December 1968. Orders should quote 'Angel' or 'Airship' as required.



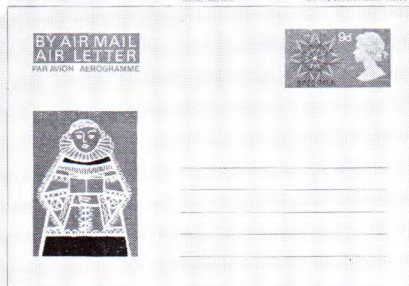
POSTAGE PAID BY ADDRESSEE

ADDRESS ONLY (WRITE IN BLOCK LETTERS)

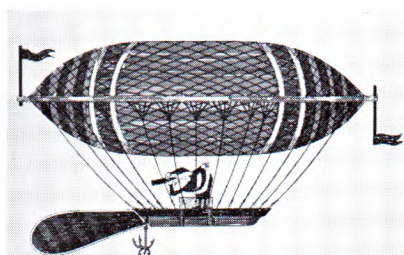
AN AIR LETTER SHOULD
NOT CONTAIN ANY ENCLOSURE.
IF IT DOES IT WILL BE SURCHARGED
OR SENT BY ORDINARY MAIL.

SECOND CLASS RATE

POSTAGE PAID BY ADDRESSEE



POSTAGE PAID BY ADDRESSEE

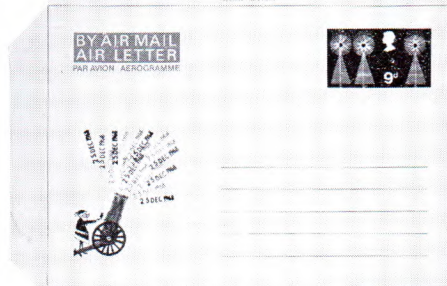


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POSTAGE PAID BY ADDRESSEE

National Postal Museum Notes

The World's Stamps in the National Postal Museum

The National Postal Museum collection of postage stamps issued by postal administrations all over the world includes many of the first stamps issued in emulation of that unique 19th century British invention – the world's first adhesive postage stamp of 1840.

There are, of course, some gaps in the collection for until the Postal Union Congress held in Paris in 1878 no systematized international arrangements existed for exchanges of stamps.

It was at the Paris Congress in 1878 that member countries agreed to transmit to one another via the International Bureau 'The Collection of their Postage Stamps'. Although no specific instructions seem to have been given it seems to have been generally taken for granted that items of stamped stationery were similarly to be distributed. It has further been accepted that specimens of each new stamp which differed in value, colour or design, but not normally in watermark or perforation from those previously in use, would also be distributed. The primary purpose of the arrangement was to keep postal administrations generally informed about the stamps officially issued, so that suspected forgeries could be compared with them.

Since 1878 the United Kingdom has received, through the U.P.U., three sets of the stamps of member countries, one of which is transmitted to Her Majesty The Queen and another to the British Museum. The third set, virtually complete, together with many specimen stamps issued before 1878 (many of which were printed in this country) will shortly be freely available for reference in the National Postal Museum. Also on view will be many items of postal stationery from all over the world. The remainder of the postal stationery collection will be shown to students on request.

Many of the recommendations made by the various U.P.U. Congresses, while of importance to postal administrations, are of little or no interest to philatelists. One recommendation made at Washington in 1897 is however of special interest to all stamp collectors, for an

attempt was made to standardize the colours of the three values most commonly in use for international services, rates were calculated on the (then) stable gold basis. They were 5 centimes (GB $\frac{1}{2}d$) Green; 10 centimes (GB 1d) Red; and 25 centimes (GB $2\frac{1}{2}d$) Blue. The adoption of this ruling accounted for a number of colour changes throughout the world, but owing to departures from the gold standard, fluctuations in international currency and two world wars, the regulation was rescinded in 1952.

It is fitting in this note on the Museum's collection of the stamps of the world to give a short account of the work of the Universal Postal Union which although not widely known to the public is one of the oldest inter-governmental organizations in existence.

Without going back to the origin of the post in remote antiquity and still less dwelling on its embryonic state in the Middle Ages, we should nevertheless point out that the dispatch of letters then depended on the messenger services of royal households, universities and major religious orders. Not until the 16th century was an international postal service worthy of the name set up, on the initiative of Franz von Taxis. The exchange of mail between Austria, Germany, the Netherlands, Italy, France and Spain was henceforth to be governed by international agreements.

These, however, were bilateral agreements, adapted to the specific situation of each country. This gave rise to a great many postal rates, calculated in various currencies according to different units of weight and measurement. Just how complex it was to run the service, at both national level and international level, can easily be imagined.

Faced with this extreme complexity (there were more than 1200 different rates before the Union was founded) and faster means of transport – it was the era of steamships and railways – Postal Administrations realised the need to standardize charges and simplify formalities of all kinds. The introduction of a single rate – the penny postage – hand in hand

with the introduction of the postage stamp by Rowland Hill in 1840 opened up new horizons.

In 1863, on the initiative of the Honourable Montgomery Blair, Postmaster General of the United States of America, a conference was held in Paris. This conference, which was attended by delegates from fifteen European and American countries, established the general principles recommended to Administrations as a basis for their mutual agreements.

It had become clear the bilateral agreements were no longer sufficient, indeed that they were an obstacle to the development of international postal communications. To cope with the situation, a single convention between States concerning postal relations was needed: the honour of implementing the project rests with Heinrich von Stephan, a high-ranking official of the Postal Administration of the Confederation of Northern Germany. At his suggestion, the Swiss Government convened at Berne, on 15 September 1874, a conference which was attended by representatives from twenty-two States. An agreement was quickly reached and on 9 October a Treaty concerning the Establishment of a General Postal Union – commonly known as the Berne Treaty – was signed. This was the forerunner of the multilateral Convention governing the international postal service.

The Convention came into force on 1 July 1875. In 1878, the General Postal Union became the Universal Postal Union (UPU).

The Constitution sets forth the high aims of the Union and lays down precise rules concerning its organic structure. Member countries are considered therein as forming 'a single postal territory for the reciprocal exchange of letter-post items'. A derivation of this principle is that of freedom of transit, i.e. the obligation of intermediary Administrations also to transport correspondence delivered to them in transit by another Postal Administration.

Mention should be made of other fundamental principles essential to the operation of the service: those relating to standard rates and weight steps and the non-sharing of postage

for letter-post items. Since 1875 the Administrations of origin have retained the entire charges levied by them and the Administrations of destination are no longer remunerated for the distribution of letter-post items. This has led to considerable simplification and saving both for the Administrations and for users of the post.

With these rules the international post has made enormous strides and nowadays millions of letters and parcels are exchanged throughout the world and reach their addressees under the most favourable conditions.

The existence of a world-wide network and of offices scattered even in the most remote localities ensures the operation and flow of international postal traffic everywhere.

There are about 550,000 post offices in the world. These employ some 4,500,000 persons who spare no effort to ensure that the postal services operate in the best interests of users.

The establishment of the Union has made it possible to standardize the basic charges applied to postal items. Thus, the rate of postage paid by users is based on international standards.

Whereas obstacles are raised in man's path at the boundaries of his territory, there are no frontiers for the post. A letter must reach the addressee regardless of his social status, political views, religion or race. The enormous growth of air mail has been made possible by the rapid development of civil aviation. Distances no longer count, for mail is flown from one continent to another with great speed.

Lastly, by allowing free postage for items concerning prisoners of war and civilian internees, as well as for literature for the blind, and by conveying periodicals at a reduced rate, the Union has achieved the humanitarian aims it pursues.

Throughout its existence, the Union has wholly devoted itself to the task assigned to it by its founders. It has done still better for, despite its age, it has managed to maintain the youth and vigour needed to adjust itself to new technical requirements.

The 1968 Christmas Stamps

Some Historical Notes on Toys

Even in the critical days of the last two world wars, it proved its stability. By pursuing its efforts to intensify international collaboration, it is contributing to bringing men and nations closer together.

For much of this material on the origin and work of the Universal Postal Union we acknowledge with thanks publications issued by the UPU Information Service.

F. MARCUS ARMAN

New Philatelic Sales Point

We shall shortly be opening a further philatelic sales counter on an experimental basis at Newcastle Head Post Office for a period of six months.

Newcastle will then join London, Edinburgh, Glasgow, Liverpool and Blackpool in providing counter services specially designed for the convenience of philatelists.

Hours of business will be from 9 am to 4.30 pm Monday to Thursday and 9 am to 4 pm on Friday.

If the anticipated demand continues, we shall be very pleased to make the arrangements permanent, and our West of Scotland customers will be interested to learn that this has now been done at Glasgow.

Permanent counter facilities are already provided at London and Edinburgh.

The date of opening will be announced later.

Philatelic Agents in Germany

The title of our agents for philatelic sales in Germany is:

Britische Briefmarken Agentur,
Kirchnerstrasse 2,
Frankfurt am Main, Germany.

Anniversary Issue 1969

In addition to those stamps already announced a further stamp – to commemorate the 50th Anniversary of the International Labour Organisation – is to be issued next April.

Dolls' houses

Single open-sided rooms stocked with miniature pewter utensils, called 'Nuremberg kitchens', were first made in the 16th century, as portable object lessons in how to become a good housewife. In the Rijksmuseum, Amsterdam, are costly inlaid cabinets filled with miniature silver furniture. Around 1700, this idea was adapted by the English into 'Baby Houses', and some, like that at Uppark, were made by the estate carpenter in imitation of the great house itself, with inside staircases, opening front and 'practical' locks.

Dolls

The British Museum has ancient Egyptian 'paddle' dolls with bead hair from tombs of 2000 BC, jointed Greek terracotta figurines from 400 BC, and the rag doll of a Roman child of 300 BC. As early as the 14th century, dolls called 'mannequins' were sent round Europe dressed to show and sell the latest Paris fashions. Manufactured dolls began with simple wooden 'Dutch' peg dolls – Queen Victoria had over a hundred dressed by herself when twelve years old, and now in the London Museum.

Rocking horses

Hobby horses are very old, but the rocking horse is surprisingly modern. The London Museum has a primitive form of about 1650, crudely made from two wide boards nailed together and profiled into a curved rocker base. By the end of the 18th century, completely modelled horses were being made, on a pair of curved cradle bars. By the late 19th century, the horizontal bar version with 'swing irons' was invented: safer, with a more realistic heave and jerk to its ride.

House of cards

One of the earliest constructional toys is Meccano, invented in 1901 by Frank Hornby of the model railway firm who hand-made for his two boys, a multi-part, do-it-yourself kit. The

earliest kit was adapted by children from an adult game: in the National Gallery is Chardin's portrait of a boy in a tricorne hat balancing playing cards on a green baize card table. Plain building bricks, called 'French blocks', were popular by the early 18th century. In the 1950's, Charles Eames first made real use of plastic slotted cards with photographic images.

Model trains

Wheeled toys date back to Greek terracotta chariots drawn by horses of 1200 BC, and a wooden horse with wheels from an Egyptian tomb of 500 BC – all in the British Museum. The first clockwork train sets were made in the 1860's, of lead and tinplate, without rails, and mostly German. Later track, bridges, stations, and animals were included. The 1900's saw the rise of the fabulous Bassett-Lowke engines – a world supremacy in realism of working detail.

Collecting First Day Covers

We are often asked by readers for advice on collecting first day covers. There can be no doubt that this is one branch of philately which is fast growing in popularity, for which some credit must surely go to the Post Office, following the provision in 1963 of philatelic posting boxes, and the introduction with the Shakespeare Festival issue in 1964 of the GPO's own Official first day covers, not forgetting of course the work of several other publishers throughout the country who produce their own envelopes.

The main problem which a first day cover presents is one of bulk. Even if you remove the stiffener after receiving your cover through the post, you are still left with an item which is thicker than the normal stamp. It must obviously be left to your personal choice as to whether you are prepared to see your stamp album slightly bulging with the covers.

It is naturally preferable to see the covers mounted in relation to the particular set of stamps, and provided this does not result in a

cover being mounted on almost every page, the album should remain quite manageable. The covers then are best attached to the album page using normal photo corners. It is possible to purchase extra large corners with transparent fronts, and it will be found that these are most suitable for mounting covers. Stamp hinges do not give the necessary support, and while 'hingeless' mounts offer the most protection, they can prove expensive, especially if many covers are to be mounted.

However, if you have a fairly large collection of covers, you may decide that these should form a section on their own. Then the answer is one of the special cover albums now on the market. These consist quite simply of a binder which contains the 'leaves', and which is made in such a way as to allow for plenty of expansion of the contents, so that no matter what the bulk of covers included, the binder will not bulge. The leaves of these albums consist of transparent pockets, normally made of polythene or P.V.C., usually with a thin card inset, into which the cover is placed.

Most of these albums provide two sizes of pockets: large pockets required to house the large covers necessitated by the Battle of Britain and Battle of Hastings sets, and smaller pockets, sufficient to house all other covers. These albums are available over a large range of prices depending on the quality of the binder and of the material from which the pockets are made.

Throughout these notes reference has been made to collecting first day covers. If a postal history collection is being formed then it is inadvisable to use a cover album as these do not allow the same flexibility of arrangement, nor the same potentialities for writing up. Such a collection should be mounted on strong album leaves, remembering to make each page appear as attractive as possible. Thus it is not a good idea to mount one cover on the centre of each page; experimenting with various layouts, not avoiding the possibility of covers overlapping to a certain degree, will soon provide some pleasing arrangements.

Stamp Selling Machines

The first stamp vending machine company ever to be licensed by the Post Office was the Postcard and Stamped Letter Company which began distributing machines in 1884. One of the conditions attached to the licence was that the machines should carry an inscription stating that they had no connection with the Post Office.

Another interesting machine was the Balfours which provided for a penny, either a 1d stamp with paper and envelope or $\frac{1}{2}$ d stamp and a stamped postcard. To obtain the items from the machine it was necessary 'to pull the handle until the bell rings'.

The first stamp vending machines used on Post Office property were made by the Stamp Distribution Syndicate. Between the years 1891-2 ten of these machines were affixed to letter boxes in London but were removed following complaints by the public that the mechanism was not always reliable.

In 1906 machines of New Zealand origin – the 'Kermodes' were introduced as an experiment and these pioneer types were the forerunner of the sophisticated machines which serve us so well today. They were used inside many offices throughout the country but it was not until 1921 that machines were provided *outside* Post Offices. By that time trials with stamp rolls had begun.

The late Sir William Preece, a retired Engineer-in-Chief of the Post Office became interested in the invention and was largely instrumental in forming the British company which dealt with British patent rights. The original machine was developed and improved with experience.

After prolonged trials with the early machines an arrangement was made in 1911 whereby the British Automatic Stamp and Ticket Delivery Company supplied 100 pairs of $\frac{1}{2}$ d and 1d machines and received payment on a commission basis. This arrangement continued until 1920.

Originally machines were installed in pairs one selling $\frac{1}{2}$ d and the other 1d stamps. In 1918, when the letter rate was raised to 1 $\frac{1}{2}$ d a few

machines selling 1 $\frac{1}{2}$ d stamps were installed and in 1920 the machines were adapted to sell a 2d stamp for two pennies. While this modification was carried out the agreement with B.A.S. and T.D. Company was terminated and their machines purchased from them.

In 1928 the manufacture of stamp selling machines was taken over by Messrs. Hall Telephone Accessories Limited and since then many developments in both materials used and types of mechanism have taken place. Many different types of mountings have been used to install machines in windows, doors, in railway stations and on pillar boxes etc. Various accessories have also been introduced to maintain the machines in good working order. The effect of dampness has serious effects on the working of the machines and it was found necessary to provide means to overcome condensation. One simple form is a silica gel dehydrator whose crystals absorb dampness but in some extreme cases small electric light bulbs have been fitted to give off sufficient heat to maintain a dry atmosphere within the apparatus. Special dummy rolls of stamps are provided for the use of our engineers for their use when testing the machines.

Since the war mechanisation has increased and we now have machines which offer several denominations of stamps, stamp books, letter cards and envelopes. The Post Office is always alive to the needs of its public and will continue to provide by mechanical means any service useful to the customer and of value to itself.

The Post Office Trophy

To encourage collectors of Great Britain stamps the Post Office is to sponsor a trophy for annual competition at Stampex.

The trophy will be awarded for the best presentation of Great Britain stamps issued since 1924 entered in the National Class. Full details of the regulations will be issued by the Stampex organisers to whom all enquiries should be referred. We will announce the form the trophy will take as soon as we can.

Letters to the Editor

Dear Sir,

Mr S. Ward invites ideas for special issues. May I put a case for the inclusion of a series showing railway subjects? Between 1860 and 1967 no less than one hundred and five different countries had issued at least one and sometimes many stamps depicting locomotives or trains, and the total number of individual stamps was about 545. Yet Britain, where both the postage stamp and the railway locomotive had their origin, is conspicuous by its absence from the list. Now that the last standard gauge steam train has run on British Rail, is not the time ripe for a commemoration of the locomotive – in full colour?

Yours faithfully,

PROF. S. H. BEAVER

University of Keele, Staffordshire

Dear Sir,

I agree with Mrs Barlow's idea of issuing a series of stamps with the Coats of Arms of every County, and am sure it would be a success.

How about two distinct series of Fish. One of Sea Fish – being one of this country's Industries, and another issue of Freshwater Fish. Angling is gaining in popularity as a sport.

Yours faithfully,

PATRICIA MOORE

Norwich, Norfolk

Dear Sir,

I wonder if you will agree that now is the time for the GPO to make available 'Official' albums for postage stamps, covers etc.?

You will no doubt be aware a great variety of albums are on the market, but most of them are far too expensive for the vast majority of collectors and also many are of either dull or overdone format, with useless maps etc. Oh for an Official worthy album!

A word from you in the appropriate direction would no doubt put this matter right, to the great delight of many collectors.

Yours hopefully,

PERCY F. GRACE

Salisbury, Wilts

Dear Sir,

I must comment about the 1969 series of commemorative stamps as listed in the September issue of the *Bulletin*. The annual series on architecture may well prove interesting, but I am a scientist and I am absolutely convinced that our world famous scientists have had more recognition abroad than at home. When are Sir Isaac Newton and Michael Faraday to appear in a series dedicated to our scientific development through the ages? When shall we see others like Henry Cavendish, Lord Rutherford, Sir Humphry Davy, Sir Joseph Thomson, Robert Boyle and many others on our stamps? I wonder if many other fellow scientists think along these lines?

Yours faithfully,

J. H. COOPER

B.F.P.O. 25

Dear Sir,

I entirely agree with the remarks of J. A. Hassall (September *Bulletin*) regarding the British Painting series, 1968.

A further point which has struck me as being most odd in British Pictorial issues is that it never appears as if all the stamps belong to the same set. For example, apart from the fact that different designers are used for stamps within each set (this alone makes for the individuality of each stamp) we have different placings and design for the Queen's head and also for the value.

When one observes sets of foreign stamps, it is immediately apparent that issues belong to a certain set. Not so with British stamps – whoever would believe in years to come that the British Anniversary stamps were issued at the same time as a commemorative set? Please let us 'get with it' as far as pictorial issues are concerned – we have proved we can do so with definitives, which at last look as though they 'belong'.

Yours faithfully,

MRS M. E. BUTCHER

Lowton, Lancs

Dear Sir,

As a collector interested in the theme 'Communication' I find that while the postal history of this country is rich in material, very little attention has been given to recognising the pioneers who gave rise to many of the early developments on which our postal system is founded.

Other countries have issued several interesting sets and series of stamps commemorating their early postal administrations and postmen. Against this we have only managed a set to commemorate the setting up of the General Letter Office and a special postmark in honour of the bicentenary of Ralph Allen.

If special issues of stamps are out of the question because there are no convenient anniversaries in the next year or two, would this subject be borne in mind for the U.P.U. Centenary in 1974. Meantime, could more be done with special postmarks to honour people like Brian Tuke, Witherings etc.

Yours faithfully,

R. THOMPSON

Solihull, Warwickshire

Dear Sir,

With the advent of the Passenger Transport Authorities, many of our municipal bus fleets with their individual liveries will be absorbed into large regional fleets. I suggest that issues of stamps depicting a bus in the colour of each of the 90-odd municipalities (in alphabetical order?) would form a lasting record of these liveries before many of them disappear, as well as a unique and extremely colourful range of stamps.

Many of these municipal operators have or had characteristic types of chassis and bodywork, for example, the Crossley 'Mancunian' of Manchester, the Guy/Park Royal of Southampton, the Fodens of Warrington, the Daimler COG of Birmingham and the Cowieson bodies of Glasgow. A miniscule reproduction of an operator's individual vehicle

type in its distinctive livery will provide a challenge to both designers and printers as many precise shades of colour will be involved. Moreover, all parts of Great Britain will be featured.

If a pre-war example were used, the livery would be much more elaborate than that on present day vehicles as such techniques as lining-out and the use of swoops and flashes were employed before spray painting became common.

Countries which have featured buses on their stamps have generally used abstract designs not depicting any particular vehicle or operator. If the make of the vehicle were shown as well as that of the operator, tribute would be paid to major contributors to the export drive.

My suggestion could be extended by the inclusion of company operators. The question of commercial advertising would not arise as all the large company operators (with one exception) are now under the control of the Government owned Transport Holding Company. The almost defunct tramcar also offers possibilities.

I trust that my suggestion may receive consideration as providing a varied and colourful record of a typically British institution.

Yours faithfully,

ERIC OGDEN

Lydgate, Lancs

Dear Sir,

I was greatly pleased to see the two centre pages of the September issue of the *Bulletin* in colour, and agree with Mr D. F. Ellis that a stamp reproduction in colour on the cover of the *Bulletin* would greatly enhance an already excellent magazine.

I note that the circulation of the *Bulletin* is 50,000 and feel that this could be greatly increased by allowing copies to be purchased at major post offices throughout the country. I think that if the *Bulletin* could be sold in this

way (as well as by subscription) it would gain many thousands of new readers and encourage them to take an interest in the beautiful British stamps that are being issued at present and encourage them to take up the greatest hobby of them all – philately!

Yours faithfully,

K. G. JACKSON

Reading, Berks

Dear Sir,

Whether or not a £5 stamp is necessary is very debatable. If one sees a need for a £5 stamp then surely also at £2, £3 and £4.

A check on the number of parcels at a busy P.O. such as Trafalgar Square would very soon show that there is a large use of multiples of £1 stamps. But I doubt if this would really warrant the issue of same.

The really important need is for a 3s stamp to cover registration fee; this value would undoubtedly have a very large demand. Let us hope we may see one in the new definitive range.

Yours faithfully,

E. N. BARTON

Esher, Surrey.

The Art of the Stamp

The Victoria and Albert Museum's travelling exhibition, 'The Art of the Stamp', will be on show at the following places:

The Art Gallery, Market Place,
Batley 23 November–15 December

The Central Library, Victoria Street,
Grimsby 28 December–19 January

Christmas Stamps

Don't forget that the Christmas stamps are to be issued on 25 November priced 4d, 9d and

1s 6d or that both the Bureau and Bethlehem postmarks will be available on first day covers.



'Build your New Factory at Grimsby details of Sites from Town Clerk' will be re-used at Grimsby until further notice.

'Visit the exciting Liverpool Playhouse' will be used at Liverpool in the standard position from 7 October until 30 November.

'Liverpool New Neptune Theatre Now Open' will be used at Liverpool in the standard position from 7 October until 30 November.

'Teeside Means Business' was withdrawn from use on 24 February and will not continue until 24 February 1969 as previously stated.

'Visit Lakeland the roots of Heaven' will be used at Windermere in the transposed position from 14 October until further notice.

'However you travel Bath delights Visitors' was re-introduced on 28 September and will continue in use at Bath until further notice.

'For Happy Retirement - The Isle of Man' will be re-used at Douglas IOM from 23 September until further notice.

'Jersey for Christmas Holidays' will be re-used at Jersey from 14 October until 31 December.

'Christian Science Free Lecture, City Hall, Sheffield, Sunday 17th November 1968 at 3.0 p.m.' will be used at Sheffield in the transposed position from 4-16 November.

'Golden Jubilee 1919-1969 Birmingham Municipal Bank' will be used at Birmingham in the standard position from 1 January until 31 December 1969.

'Manchester Airport salutes Alcock and Brown 1919-1969' will be used in the standard position at Manchester from 1 January 1969 until further notice.

'Johnstone Low Local Rates Industrial Sites Available Johnstone Rootes Paisley Glasgow' will be used in the transposed position at Johnstone from 11 November 1968 until 10 November 1969.

'Relax at Weymouth on the Sunny South Coast' will be re-used at Weymouth from 9 December until 9 June 1968.

We are glad of the opportunity of printing the following message from the Lord Mayor of London, Alderman Sir Gilbert Inglefield.

'I have recently discussed with Mr Kurt Kettner, well known in London for his "Music without Distraction" Presentations at the Royal Parish Church of St. Martin-in-the-Fields and St. Paul's Cathedral the possibility of a Fund Raising Campaign in his own profession - Philately.

Mr Kettner had just returned from a trip to Zermatt in Switzerland, the birthplace of his venture, in which all participants are giving their services free, with a magnificent gift of Swiss Francs 6,500.-, donated by Zermatt's President on behalf of the Community. This donation was equally divided between three charities which benefit from Mr Kettner's presentations and various other efforts -

The Church Music Trust
(St. Paul's Cathedral, Westminster Abbey and Westminster Cathedral)

The Malcolm Sargent Cancer Fund for Children

The Royal Parish Church of St. Martin-in-the-Fields.

Now Mr Kettner invites through the Philatelic Press all stamp collectors in this country, many of them ardent music lovers like myself, to respond to his appeal with the view to matching the splendid gesture of our generous Swiss friends. Any contributions, however small - or large - will be greatly appreciated by the three Organizations who will share equally the proceeds of this appeal.

I have great pleasure in expressing my wholehearted support for this worthy endeavour and I feel confident that the combined efforts by Britain's Philatelists will help in this worthy object.'

Donations should be sent to 'Music without Distraction', Mr Kurt Kettner, International Stamp Co., 6 Cecil Court, Charing Cross Road, London WC2.

Conditions

The Philatelic Bureau, 2-4 Waterloo Place, Edinburgh 1, will be pleased to supply any number of stamps shown on its current order form, subject to stocks being available, in mint condition only. For stamps not shown on the form, enquiries should be made of a stamp dealer.

We do not guarantee to supply stamps from particular cylinders or plates, position or cylinder blocks, particular editions of books or books with selected watermark.

Stamps are NOT supplied cancelled to order. Remittances, which *must* be sent with orders, should be made payable to 'GPO Philatelic Bureau' and should include a handling charge of 6*d* for orders under 10*s*, and 3*s* 9*d* for orders of 10*s* and over (9*d* and 4*s* respectively for orders to Overseas Countries, other than the Commonwealth). For orders to be sent by Air Mail the cost of the airmail postage should be added. Stamps are not accepted as payment for orders.

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Subscriptions should be sent to the Philatelic Bureau, 2-4 Waterloo Place, EDINBURGH 1.