

British Philatelic Bulletin

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Editorial

Collecting postage stamps is an absorbing occupation and probably the most widespread hobby of all time, crossing both social and political boundaries. It is not confined only to the services and activities provided by postal administrations alone. Regulations naturally exist to guide and control the formal side of the hobby — competitions, displays and presentations — but collectors are basically free to follow whatever interests appeal to them.

In addition to the standard special and definitive issue stamps released by The British Post Office, there is also a multitude of British private post labels. Although these are not recognised by The British Post Office as having postal validity within its own system or by the Universal Postal Union internationally, various of them form the subject of collections. They have been produced by airlines and railways, bus and shipping companies, offshore islands, circular delivery companies, Christmas charity posts and even Oxford Colleges.

One of the most interesting of these private posts is the railway letter service. This dates back to 1891 and only ceased as a national operation when British Rail closed down its railway letter service on 8 June 1984. The advances made by technology which led to the introduction of new services such as Datapost for example meant that the days of the full railway letter service were numbered. In this edition of the Philatelic Bulletin we are starting a series of six articles by John Holman on the different railway letter services. In his articles he features the stamps/labels and letter services provided by the minor railways which are most widely known. These stamps/labels are of particular interest to collectors of such material, and provide a colourful and interesting addition to mainstream collecting. We hope that readers enjoy this series and we plan to extend its scope and interest by including articles written by one or two other contributors.

CHARLES GOWEN

Cover illustration: the handsome new Royal Mail Special Stamps Yearbook to be published on 20 November 1984. See page 35 for details.

The Railway Letter Service

Part 1

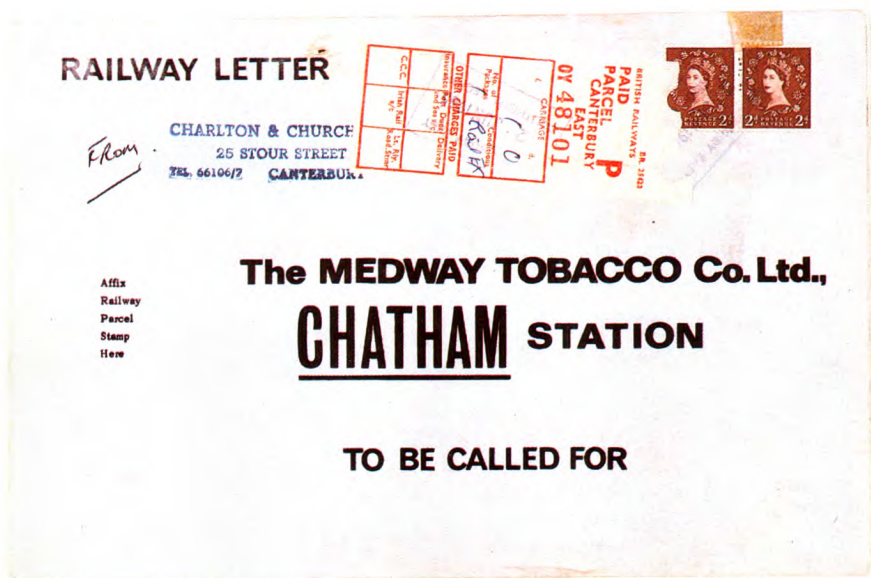
In 1891 an agreement was signed by the GPO and over seventy railway companies establishing the Railway Letter Service to provide an express service, principally for sending urgent mail after the last regular post had gone. British Rail operated this service until June this year. Letters could be taken to railway stations for despatch by passenger train to another station where they were posted in the nearest PO letterbox or held in the parcel office for collection by the addressee. The sender endorsed each letter 'To be posted on arrival' or 'To be called for' as required. A first class postage stamp had to be affixed to each railway letter to comply with the PO monopoly of letter carrying and a railway letter fee paid. In 1891 this fee was 2d and most companies prepared special stamps inscribed 'Fee for conveyance of Single Post Letter By Railway'. Nearly all the stamps were of a standard design, printed in varying shades of green. Later the fee was raised to 3d and 4d and further stamps were issued.

Early railway letter stamps — North British Railway (2d) and GWR (4d).



By the 1930s the number of letters carried was declining and as stocks of railway letter stamps became exhausted, parcel stamps were used instead to denote payment of the railway letter fee.

British Rail inherited the service when the railways were nationalised in 1948. Parcel stamps were used on railway letters until the mid-1950s; thereafter railway letters were given an unvalued parcel label (with the letter fee entered in manuscript) or



Cover carried by British Railways — railway letter fee (1/-) denoted by parcel label.

simply stamped with the rubber stamp of the station of despatch. The letter fee had increased considerably in recent years — from one shilling in 1965 to £1.81 (plus V.A.T.) at the time the service ended. Full details of the service were given in the *Post Office Guide* (1982 edition, pp.90-91). In recent years the service had been little used in comparison with the early years of the century when businessmen used it to send important documents. The development of Telex and more recently services such as Datapost and Intelpost have rendered the railway letter service an anachronism.

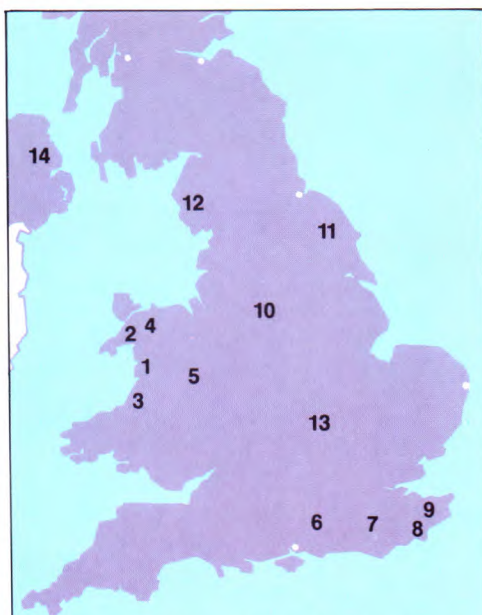
Of particular interest to philatelists are the stamps used in connexion with the railway letter services operated by the minor railways — that is British Rail's Vale of Rheidol Railway and the privately-run narrow and standard-gauge railways. These services operate mainly for the benefit of tourists (philatelists and non-philatelists alike) who want an unusual souvenir of their visit; sale of the stamps raises monies used in the restoration and maintenance of these interesting railways. Although basically 'philatelic' in nature the stamps can — and are — used in connexion with genuine services currently operated by the following railways (dates of issue of first stamps quoted):

Talyllyn	23 May 1957
Festiniog	28 May 1969
Ravenglass & Eskdale	1 July 1969
Vale of Rheidol	29 July 1970
Bluebell	3 August 1975*
Welshpool & Llanfair	13 August 1975
Llanberis Lake	4 August 1976
Romney, Hythe & Dymchurch	11 May 1977
Mid-Hants	24 March 1979*
Keighley & Worth Valley	9 May 1979
Kent & East Sussex	11 July 1979
Railway Preservation Society of Ireland	16 May 1981
North York Moors	22 July 1981
Great Central	8 May 1982
East Somerset	22 April 1984

* *Stamps had been issued earlier before the Railway Letter Agreement was signed.*

Full details of the stamps of these minor railways can be found in David Potter's *Great Britain Railway Letter Stamps: A Handbook & Catalogue*, available from: Railway Philatelic Group, Stable Becks, Grasmere, AMBLESIDE, Cumbria, LA22 9PX (price £2.80 postpaid).

The minor railways charged the same rate as British Rail until June 1974 when a concessionary rate was introduced for letters carried only on the



Location of Railway Letter Service Lines

- 1 Talyllyn Railway
- 2 Festiniog Railway
- 3 Vale of Rheidol Railway
- 4 Llanberis Lake Railway
- 5 Welshpool & Llanfair Railway
- 6 Mid-Hants Railway
- 7 Bluebell Railway
- 8 Romney, Hythe & Dymchurch Railway
- 9 Kent & East Sussex Railway
- 10 Worth Valley Railway
- 11 North Yorkshire Moors Railway
- 12 Ravenglass & Eskdale Railway
- 13 Great Central Railway
- 14 Railway Preservation Society of Ireland

minor railways. Initially this was 10p (including V.A.T.) but was later increased to 15p (January 1978) and 20p (November 1980). A 15p concessionary rate for letters carried only on the Vale of Rheidol Railway was introduced in March 1975, 20p since November 1980. From June 1974 until June 1984 letters carried on a minor railway and then transferred to B.R. for onward transmission were charged both the minor railway and B.R. fees.

The first minor railway to operate the service was the Talyllyn Railway in mid-Wales. This railway was built to transport slate mined at Bryn Eglwys (near Abergynolwyn in Merionethshire) to the coast at Towyn (now known as Tywyn). Previously the slates

had been transported by pack ponies to the small port of Aberdovey. Construction of the line was authorised by an Act of Parliament passed in July 1865 and both freight and passenger services started the following year. The line was built to a 2' 3" gauge — the same as another slate railway at nearby Corris (now disused). The slate quarries closed in 1947 but the railway remained open for tourist passenger traffic until the death of its owner, Sir Henry Haydn Jones (M.P. for Merioneth) in 1950. The Talyllyn Railway Preservation Society was then formed to try to reopen the line and the first train under 'new management' ran from Tywyn to Rhydyronen at Whitun 1951. The efforts of the preservation society have been vividly recorded by the late RTC Rolt in his book *Railway Adventure* (1953, 2nd edition 1961). Today the railway runs to Nant Gwernol, eight miles from Tywyn. The original locomotives *Talyllyn* and *Dolgoch* are still in use together with locomotives acquired from other railways such as *Sir Haydn* and *Edward Thomas* from the Corris Railway.

The railway letter service was inaugurated on 23 May 1957 when twelve 11d stamps were issued — these were in six designs printed in *se-tenant* arrangement in two sheets — one in black and red, the other in black and green. In June 1958 these 11d stamps were surcharged 1/- to take account of the increased railway letter fee. The original 11d stamps

are scarce, especially used on covers. The surcharged stamps continued in use until July 1965 when a 1/- stamp commemorating the centenary of the railways Act of Parliament was issued. This featured a train crossing the 60ft-high Dolgoch Viaduct. Definitive stamps valued at 1/1d and 1/2d were issued in June 1967 and January 1969; these depicted locomotives *Talyllyn* and *Dolgoch*. Multicoloured 1/3d and 1/7d stamps featuring a train near Abergynolwyn and arriving at Abergynolwyn station were issued in 1970. These were surcharged 15p and 10p in 1971 to cater for increased railway letter fees and decimalisation. In May 1972 two 15p stamps were issued in the design of the 1/7d stamp — one was worded in English, the other in Welsh.

The minor railways concessionary rate introduced in June 1974 brought about two 10p stamps in the design of the 1/3d stamp of 1970. When the concessionary rate was increased to 15p in January 1978, 1p, 2p and 3p stamps were used with the 10p stamps to make up the new rate. Obsolete 15p stamps were also brought back into service. A 5p stamp (issued September 1979) was used with the 15p value when the rate was increased to 20p in November 1980. The design of the low value stamps is based on the original railway letter stamps of 1891.

Three new 20p definitives were issued in 1981 — featuring locomotives *Talyllyn*, *Dolgoch* and *Sir*

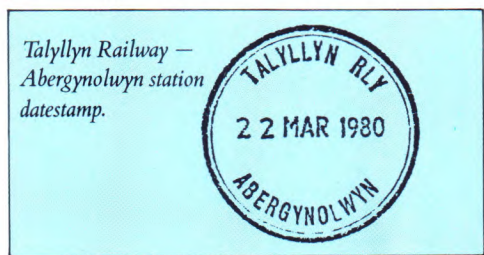


Talyllyn Railway stamps: 1969 Investiture of the Prince of Wales, 1977 Queen's Silver Jubilee, 1981 60th anniversary of locomotive Edward Thomas and 1973 3p definitive in style of early railway letter stamp.

Haydn; the stamps are printed in *se-tenant* pairs — one inscribed in English, the other in Welsh.

Several commemorative stamps have been issued — investiture of the Prince of Wales (1969), 150th anniversary of the Stockton and Darlington Railway (1975), opening of the railway to Nant Gwernol (1976), the Queen's Silver Jubilee (1977), centenary of locomotive *Sir Haydn* (1978), 150th anniversary of the Liverpool & Manchester Railway (1980) and 60th anniversary of locomotive *Edward Thomas* (1981). The stamps are popular with both private post and railway thematic stamp collectors.

Initially only one undated cancelling stamp was used; applied to covers in the booking office at Tywyn Wharf station. A dated cancel was introduced in 1968. Handstamps are now also used at Tywyn Pendre, Rhydrnon, Brynglas, Dolgoch Falls, Abergynolwyn and Nant Gwernol stations.



The Talyllyn Railway was shown on the cover of a £1.40 stamp booklet issued on 18 March 1981, one of a series featuring Industrial Archaeology.



£1.40 stamp booklet showing Talyllyn train.

Details of the stamps currently available can be obtained by sending a stamped, addressed envelope to: Souvenir Shop, Talyllyn Railway, Wharf Station, TYWYN, Gwynedd LL36 9EY.

In the next article in this series, we will look at the stamps issued by the Festiniog and the Welshpool & Llanfair Light railways.

JOHN HOLMAN

Mail from H.M.S. Lutine

By L. N. Williams

To select the most exciting discovery in British postal history would be difficult. Views would, undoubtedly, differ.

However, the palm might well be awarded to the finding in 1978 of a letter carried on the ill-fated H.M.S. *Lutine*, which foundered with fabled treasure on the night of 9-10 October 1799. The letter lay hidden in a foreign firm's archive for nigh on 200 years.

Ungessed at, the letter bears a circular hand-stamped marking 'Sav'd from the Wreck of the Lutine Frigate', and an example of the marking, which measures 30mm in diameter, exists in the Post Office records, struck on the copy of a letter stating that the mail destined for Hamburg had been found by some 'extraordinary accident'.

As is well known, the Lutine bell, which was salvaged in July 1858, hangs in the Underwriting Room at Lloyd's. Not so well known is the fact that the bell was not made for the *Lutine* but is inscribed 'St Jean 1779'.

How did it come about that commercial mail was carried in a warship at a time when Britain was at war with forces on the continent of Europe?

The answer to that question reveals that mail carriage was almost incidental to providing specie urgently needed by merchants in Hamburg in order to prevent financial disaster on a vaster scale than had been occurring.

By the 1790s that city had become the main banking and financial centre of Europe. An unusually severe winter in 1798 added to the war raging between Britain and her allies against Revolutionary France and her satellites had resulted in Hamburg merchants being unable to meet their commitments. Crises loomed. Public credit was at a low ebb. Help was sought from London merchant houses.

By the beginning of October 1799 the situation in Hamburg was desperate. It was vital for gold and silver in bars and coin to be sent at the earliest possible moment. The London merchants obtained a special Order in Council permitting the export without going through endless formalities.

The normal channel of communication — the post — was not open because the wind was adverse. It was blowing strongly from the north-north-west

and the postal packet could not leave Hamburg. Steam ships had yet to be invented.

As the days went by the London merchants, led by the brothers Benjamin and Abraham Goldsmid, became more and more anxious until, in desperation, they took two steps which are of consequence in philatelic and postal history.

They obtained the assistance of Admiral Lord Duncan commanding the North Sea Fleet in Yarmouth roads. He issued an order that a warship

at Yarmouth, H.M.S. *Lutine* — a captured frigate erstwhile of the French navy — should proceed, if wanted, to the Elbe carrying the money and also the mails lying at Yarmouth for want of conveyance.

The merchants also obtained from Francis Freeling, Secretary of the General Post Office, a positive order for non-use of a packet for conveying the specie and mail. He was notoriously loth to initiate administrative action. Nevertheless, only subsequently did he report his action to the joint



Postmasters-General, who both endorsed it.

According to Francis Freeling's report, the amount of specie at Yarmouth was £130,000 — and that is approximately the amount which was carried by the *Lutine* as appears from contemporary records. Suggestions that she had treasure of many millions of pounds aboard are attributable to unfounded statements that she carried pay for troops. Records, which had been made at Lloyd's for insurance purposes, of the exact amounts were lost when the Royal Exchange was burnt down in 1838.

H.M.S. *Lutine* was ordered from Yarmouth and sailed for Cuxhaven early on 9 October 1799. Her captain was Lancelot Skynner. Aboard her was a junior partner of each London merchant house sending specie and also an old and experienced notary named Shabrack to advise in any emergency concerning the finances. Also she carried mail in a separate malle or 'portmanteau' for each of Bremen and Hamburg. Among the Hamburg mail was a letter written by Shoolbred & Williams, dated 4 October and posted on that date in the Foreign Office, that is, the foreign letters branch of the Post Office. The letter was addressed 'Sam Turner Esqr, Mr Osy, Hamburg.'

Late on 9 October the *Lutine* was a total wreck on the Vlie sandbank at the mouth of the Zuyder Zee. Everyone aboard was lost except two men who were found in the sea the next morning by the sloop *Arrow*, which had been in company of the *Lutine*. One died immediately. The other lasted only a short while. He was the notary, Shabrack. He managed merely to say that the wind had increased to gale force, the ship had struck at speed and had bilged instantly.

One of the unsolved mysteries to this day is why the Navy held no official inquiry into the loss of the warship.

Immediate but unsuccessful attempts at salvage were made by Captain Nathaniel Portlock of the *Arrow*, who reported the loss locally on 10 October. News of it did not reach London until 18 October.

It was not until 27 October that the consequence of the 'extraordinary accident' occurred which was to have repercussions nearly two centuries later.

The newspapers of the day had been full of the tragic loss. In the *Evening Mail* dated Friday 25 October to Monday 28 October 1799, under the heading 'Postscript Monday Afternoon', appeared a paragraph which read:

"The mails of the 4th inst. from hence for Hamburg, sent on board his Majesty's ship La

Lutine of 32 guns, were found floating near the wreck, and were yesterday returned to the General Post Office".

The date of the finding is uncertain. The portmanteau and its contents were returned to the Foreign Office, which was under the control of Arthur Stanhope.

Stanhope was a man of resource. He set clerks to work to sort out the portmanteau's contents — some 1,900 letters. On 9 November he reported to the Postmasters-General that, as they knew, the mails aboard the *Lutine* for Hambro and Bremen had been lost, and he continued:

"...by some extraordinary accident, however, the Portmanteau destined for the Hambro Office was picked up at sea ... not more than about 1200 of them have been found in a tolerable condition; and those being stamped⁺ to signify these were saved from the Wreck of the *Lutine* Frigate have been forwarded abroad ..."

By a corresponding sign⁺⁺ at the foot of the copy of the report (to be found in Post Office Records, Post 48/13 pp. 51-52) appears an example of the mark struck in red ink. That marking, and also a double-circle marking inscribed 'FOREIGN OFFICE' with the year '99' at the foot and the numeral '40' in the centre, together with charging marks 'S' and '1/-', which appear at the rear, occur on the letter addressed to 'Sam Turner Esqr, Mr Osy, Hamburg'.

Samuel Turner was the Hamburg agent of Hennessy of Cognac in France. The letter was found in the archive of that firm. Dr Jacques Grasset, corresponding member of the Belgian Academy of Philately, who communicated the discovery to me, stated that the archive was 'inviolate'.

The letter 'Sav'd from the Wreck of the *Lutine* Frigate' predates by three decades the previously recorded earliest piece of wreck mail bearing on its face an officially applied mark signifying that it was saved from the wreck. The later marking occurs on a folded cover and reads, 'From the wreck of the *Lady Holland*, wrecked on 13 February 1830 at Dassan Island, near Saldanha Bay, South Africa.

A tantalising possibility arises from the very fact of the existence of the *Lutine* marking. In Stanhope's report he stated that he did not conceive himself to be authorised to act in a 'new case' — that of returning undeliverable *Lutine* letters to their writers. The implication, therefore, would seem to be that the official marking of salvaged wreck mail was not a new case, that is, was not unprecedented.

Who set the precedent, and when?

Christmas Stamps Issue

20 November 1984

Five special stamps will be issued on 20 November, the theme of which is 'The Nativity'. The subjects and denominations are: The Holy Family (13p); Arrival in Bethlehem (17p); Shepherd and Lamb (22p); Virgin and Child (31p); Offering of Frankincense (34p).

First Day Cover Service

A first day cover will be available, price 15p, and the following services will be provided, including a choice of two handstamps — 'British Philatelic Bureau, Edinburgh' and 'Bethlehem, Llandeilo, Dyfed'.

SERVICE 'A'

The official Post Office cover will be addressed to the correct postal address of the destination required and given all five stamps. The cover will be cancelled with either postmark and despatched.

SERVICE 'B'

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

	INLAND	OVERSEAS
Service 'A'	£1.64	£1.43
Deposit account customers	£1.58	£1.38
Service 'B'	£1.49	£1.30

Customers who specifically require the Bethlehem postmark, should send their orders to the Head Postmaster (Philatelic Section) LLANELLI, Dyfed, SA15 1AA (Direct Giro Transfer account number 405 6515). All orders for cancellations other than Bethlehem only, should be sent to the British Philatelic Bureau, 20 Brandon Street, EDINBURGH, EH3 5TT to arrive not later than 9 November 1984.

Errors and Varieties

A Post Office Comment

Our feature article, 'Errors and Varieties' in two parts, was concluded in the September edition of the Philatelic Bulletin. The author, Alan Benjamin, is an expert in this area of philatelic collecting. His

opening paragraph highlights the capriciousness of many stamp collectors who regard an error with reverential awe, and it is easy to appreciate why.

The Post Office is responsible for the production of many millions of postage stamps annually, which are regarded, world wide, as excellent examples of minuscule art. And yet the number of mistakes, errors, call them what you will, which escape the security net of the printer is infinitesimal. Here then is the reason why 'errors and varieties' are regarded as highly collectable. It is understandable then that dealers will acquire such items to satisfy some collectors. The Post office accepts that a dealer will try to sell an item when there is a known demand, but it cannot condone blatant advertising of such material, including fakes and forgeries, in philatelic journals and elsewhere.

The Philatelic Bulletin would like to thank Alan Benjamin for his most interesting thoughts, the result of many years as a philatelic dealer.

Colours and Cylinders

We regret that we have been unable, until now, to give details of cylinder numbers and colours used in the printing of the following stamps. They are as follows:- 'GREENWICH MERIDIAN' printed off-set litho from plates. The colours are: 16p-process blue, process magenta, process yellow, black, dark blue, red. 20½p-dark brown, light brown, buff, black, red. 28p-process blue, process yellow, process magenta, black, red. 31p-dark blue, light blue, black, red. 'ROYAL MAIL' gravure printing — cylinders 1a and 1b, recess printing — cylinder 1c.

'BRITISH COUNCIL'

17p greenish yellow, bright purple, dark blue, black, apple green, dull yellow-green, deep dull green.

22p greenish yellow, bright rose red, sage green, black, grey-brown, grey-lilac, brown lake.

31p yellow ochre, orange-vermillion, black, stone, bistre, sepia.

34p chrome yellow, bright rose red, blue, black, pale blue, new blue, steel blue.

17p: 1a, 1b, 1c, 3d, 1e, 1f, 1g.

22p: 1a, 1b, 2c, 1d, 2e, 1f, 1g.

31p: 1a, 1b, 1c, 1d, 1e, 1f.

34p: 1a, 1b, 1c, 1d, 1e, 1f, 1g.

Decimal Booklet Pane Printings

Technical Details

Section VI – Printing of multi value panes for Folded Counter Books

Booklet Number	Pane Content	Cylinders Ink Phos Bars	Printing Press	Perforator	Coating/Adhesive	Printing Dates	Registration Sheet Date	Remarks and N.P.M. Photo Number
Books containing 10 stamps – 6 first class, 4 second class values								
DP48/48A	6 x 14p 4 x 11½p	B9 B39 B6	Two 1 bar L & R	Chambon	Chambon	FCP/ PVA1 Dex	10.4.81 21 April 1981	5686
DP53/53A	6 x 15½p 4 x 12½p	B2 B43 B4	Two 1 bar L & R	Chambon	Chambon	FCP/ PVA1/ Dex	16.11.81 19 Nov 1981	6041
	6 x 15½p 4 x 12½p	B2 B50 B4	Two 1 bar L & R			11.5.82 *16/ 17.6.82		
*Holiday Books from this part printing have the left selvage with every alternating extension hole missing. In the issued books the extension hole present is opposite the centre row of perforations.								
Books containing 20 stamps – 10 first class, 10 second class values – Christmas Issues								
DP32	10 x 9p 10 x 7p	B3 B23 B8	Two 1 CB	Jumelle	48 row Kampf	FCP/ PVA1/ Dex	30.8.78 13 Feb 1979	5666
DP37	10 x 10p 10 x 8p	B5 B23 B4	Two 1 CB	Jumelle	48 row Kampf	FCP/ PVA1/ Dex	9.10.79 14 Feb 1980	5672
DP44	10 x 12p 10 x 10p	B8 B34 B18	Two 1 CB	Chambon	Chambon	FCP/ PVA1/ Dex	18.9.80 20 Feb 1981	5687
DP50	10 x 14p 10 x 11½p	B13 B41 B12	Two 1 CB	Chambon	Chambon	FCP/ PVA1/ Dex	30.9.81 6 Oct 1981	5697
DP59	10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p 10 x 15½p 10 x 12½p	B18 B51 B20 B21 B51 B22 B18 B52 B20 B21 B52 B22 B21 B52 B23 B18 B53 B20 B21 B54 B22 B21 B54 B23	Two 1 CB	Chambon	Chambon	FCP/ PVA1/ Dex	5.10.82 13.10.82 11.10.82 14.10.82 22.10.82 13.10.82 25.10.82 26.10.82	Each stamp has a blue star motif printed on the gummed side. No cylinder numbers were given to the cylinders used 6039

Section VII — Printings of single value panes for Folded Stamp Booklets

Booklet Number	Pane Content	Cylinders Ink Phos Bars	Printing Press	Perforator	Coating/Adhesive	Printing Dates	Registration Sheet Date	Remarks and N.P.M. Photo Number
DP39/39A	10 x 12p	B4 — —	Jumelle	48 row Kampf	PCP/ PVA1/ Dex	4.1.80		
DP46/46A	10 x 11½p	B5 B36 1 CB	Chambon	Chambon	FCP/ PVA1/ Dex	1.12.80	3 Dec 1980	5694
DP47/47A	10 x 14p	B3 — —	Chambon	Chambon	PCP/ PVA1/ Dex	5.12.80	6 May 1981	5696
DP47E		B6 — — B6 — —			FBO/ PVA1/ Dex	6.2.81 1.9.81		One part roll only used in error
DP47/47A		B11 — — B14 — —			PCP/ PVA1/ Dex	8.10.81 13.10.81		
DP52/52A	10 x 12½p	B1 B36 1 CB B1 B49	Chambon	Chambon	FCP/ PVA1/ Dex	5.11.81 28.7.82	9 Nov 1981	6042
DP54/54A	10 x 15½p	B7 — —	Chambon	Chambon	PCP/ PVA1/ Dex	19.11.81		

Top Award for Stamp Designer

Britain's top award for postage stamp design was presented to artist Adrian George as the person making the greatest contribution to Post Office stamp design over a five year period.

The Phillips Gold Medal — 22 carat gold and measuring three inches across — was given to Mr George for his internationally acclaimed 'British Theatre' Stamps set of 1982.

The award was established by the late Reginald M Phillips, of Brighton, who not only donated his priceless collection of stamps to form the basis of the National Postal Museum but also founded the Philatelic Unit at Sussex University. The medal is retained by the winner. This latest award covers the years 1978 to 1983.

Mrs Elsa Phillips, widow of Reginald M Phillips, presented the award to Mr George in a

ceremony at the National Postal Museum.

Adrian George's four special stamps, celebrating the history of British Theatre, is the first set this much acclaimed artist has designed for the Post Office.

At last year's prestigious Italian International Stamp Fair at Riccione the Post Office was presented with two major trophies for two of the stamps.

The Gran Premio dell'Arte Filatelica 1983 (The Grand Prize of Philatelic Art) was awarded for the 15½p Ballerina stamp. It was given by Italy's philatelic journalists for what they voted the finest stamp in the world. The other, Il Francobollo d'oro (The Golden Stamp Award 1982) was for the 19½p Harlequin stamp which was voted the world's most beautiful by readers of Italy's top philatelic journal,

'Il Collezionista'.

Entries nominated by 42 major stamp producing countries were considered for the awards. It was the first time a single postal administration has won both major trophies for designs by the same artist.

Other stamps in the set of pastels were the 26p depicting a scene from Hamlet and the 29p featuring a woman singer from the Beggars Opera in period costume.

The judging panel for the Reginald M Phillips

award included Mr Christopher Ravillious, the Director of the University of Sussex Philatelic Unit and members of the Post Office Stamp Advisory Committee.

The panel considered that Mr George had presented designs which had reached a standard of excellence which other designers could aim for.

The Gold Medal has been awarded to David Gentleman in 1969 and 1979 and to Stuart Rose in 1974.



Treasury Competition – Entries

Charles Fenton Whiting of Beaufort House, Strand, London, a printer, was by far the most prolific competitor; at various times he submitted more than sixty suggestions for stamps. He was also one of the award winners to receive £100.

This month's 'Gem' from the Reginald M Phillips Collection features the essays or unadopted designs produced by Whiting can be found in Volume 1/21 (more later) at the National Postal Museum. As can be seen from the illustration they are bi-coloured, a concept that would eventually (1887) be used in the printing of stamps, not simply for reasons of design, but to satisfy operational demands. They were produced by the printing method known as

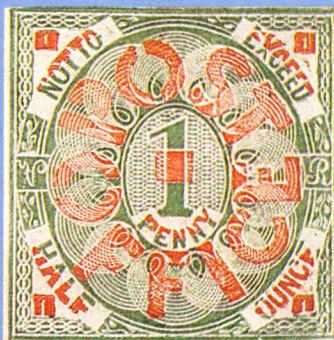
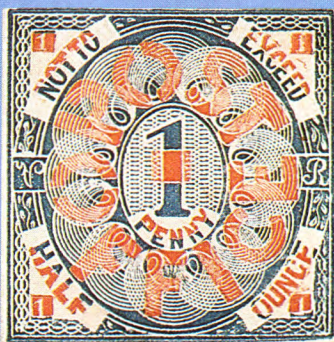
Congreve which had been successfully used since 1821 for the printing of security material for the Inland Revenue. This printing method was named after its inventor Sir William Congreve, whose widow Whiting had married.

These attractive, intricate and delicate designs, the product of multiple plate printing on white wove paper and measuring $31\frac{1}{2} \times 32$ mm, were considered too costly to produce for a low value denomination of stamp and were therefore rejected.

They remain, however, as a silent testimony to the skill and creativity of our Victorian forefathers.

JOHN MEMMOTT

ASSISTANT CURATOR



1. Coach and Horses

The stamps issued by the Post Office on 31 July commemorating the 200th anniversary of the first use of mail-coaches to carry the post reflected the colour, excitement and romance of a revolutionary phase of postal history. The specific event, pictured on the 16p stamp, shows the original Bath mail-coach arriving at its destination — The Swan with Two Necks — in London, having set out on its experimental run from Bristol and Bath on the previous evening of 2 August 1784.

The mail-coach was a direct descendant of the stage-coach — literally a horse-drawn coach which carried passengers from stage to stage — which was introduced to Britain from the Continent in the 16th century. Primitive coaches, and roads little more than cart-tracks were gradually improved, coaching inns with stabling facilities, grooms and posthorses were set up and regular routes — eventually used by the mail-coaches — were established and maintained throughout the country. Famous hostleries in central London included the Swan with Two Necks, The Bull and Mouth, the Saracen's Head and the Spread Eagle, while the Lion at Shrewsbury, the Queen's Head at Pinner and the Bell at Stilton (near Peterborough) were typical of hundreds of coaching inns in the provinces.

The inaugural mail-coach run of 2 August 1784, conceived and organised by John Palmer, a theatre proprietor of Bath, started at the Swan Tavern in Bristol at 4 pm, called at the Three Tuns, Bath, and at other posthouses *en route* for a change of horses, arriving 16 hours later at the Swan with Two Necks in Lad Lane (just around the corner from St. Martin's-le-Grand), whose proprietor, William Chaplin, was quite famous as a coaching entrepreneur. Lad Lane — probably the present-day Love Lane — extended from Wood Street to Aldermanbury and, as the Swan was the main departure station for many of the northern coaches, there was much congestion of traffic in the immediate vicinity of Aldermanbury. Another famous coaching inn, the Bull and Mouth Hotel (proprietor, Edmund Sherman), stood on the corner of Angel Street and St. Martin's-le-Grand — it was rebuilt in 1830 and renamed the Queen's Hotel. Later, in 1894, it became the site of the Post Office headquarters building.

**Swan with Two Necks, Lad Lane,
Whence Set out the following**

ROYAL MAILS:

Bristol, thro' Marlborough and Chippenham; Bath, thro' Devizes and Melksham; Plymouth, thro' Tavistock, Wellington, Bridgewater, and Colchester; Exeter, thro' Salisbury, Dorchester, Bridport and Hinton; Plymouth, thro' Okehampton, Looe, and Truro; Plymouth, thro' St. Austrey, Stratford, Coventry, Birmingham, Wolverhampton, Shrewsbury and Bangor; Liverpool, thro' Litchfield, Newcastle, Cragston, and Warrington; Manchester, thro' Northampton, Leicester, Derby, Ashbourne, Lough, and Macclesfield; Carlisle, thro' Chorley, Preston, Garstang, Lancaster, Kendal, and Penrith; Newcastle, thro' Colchester, Ipswich, and Southsea; Weymouth, thro' Salisbury and Blandford. Also, Coaches to every City and Manufacturing Town in the Kingdom.

Date 23 Aug 1826

Mr. Reeves Lyons Inn
To Waterhouse & Son

Paid out..... 5 4
Carriage..... 5 4
Portage..... 7 8

Thomas Mallet,
George Schley,
David Price,
John Kilgley,
} PORTERS.

N. B. The Proprietors of the above Coaches will not be accountable for any parcel whatever, if lost or damaged, above the Value of 25s unless entered and paid for accordingly.

Two Deliveries made every Day, at Nine in the Morning and Four in the Afternoon.

* * To Intimate or alter this Bill to Enquire.

H. Stokes Printer, N. Cornhill

John Palmer was appointed Comptroller-General of the Mails in 1786 and introduced the superior lightweight coaches designed by John Besant and John Vidler. Mail-coach services reached their peak in the 1830s when crowds gathered each evening in St. Martin's-le-Grand to watch the departure of more than a score of coaches carrying mail to all parts of the country, to places as near as Brighton and as far as Edinburgh. By 1840 the new railways were beginning to take over the carriage of mails and, with a few exceptions, the mail-coach era ceased abruptly in 1846.

My illustration shows an original bill of carriage charges issued by W. Waterhouse & Son, parcel contractors based at the Swan with Two Necks, to a Mr. Reeves of Lyons Inn for 5s. 4d. plus 8d. portage on 23 August 1826. Lyons Inn was once an Inn of Chancery — it was the site of the old Globe Theatre in Holborn, London. Collectors of the coaching aspect of postal history look for postal notices, timetables, dockets, labels, way-bills, invoices and other related paper ephemera. It's a fascinating quest!

MALCOLM JAMES



Posting Boxes

No 64 The Victorian wall box illustrated is a Type B (medium), cast by W T Allen & Company during 1881-1904. It is situated in a wall outside Lew Trenchard Manor House (now an hotel) in South Devon. The house was once occupied by The Reverend Sabine Baring-Gould, best known for his hymns, 'Onward Christian Soldiers' and 'Now the Day is Over'. He was both Squire and Rector of the Parish until his death in 1924.

Our thanks are due to Mr. Edward Murch of Yelverton, Devon, for sending the photograph.

Withdrawn Items

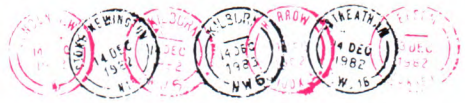
The following items will be withdrawn from sale during October 1984.

'British Fairs' stamps and presentation pack — 4 October.

The present low value and country definitive presentation packs, numbers One, Two, Three and Four — 22 October.

Three stamp books, 50p in the 'Rare Breeds' series; £1.25 in the 'Railways' series and £1.46 in the 'Postal History' series — 25 October.

Letter to the Editor



Dear Sir,

I note in the Philatelic Bureau's August letter giving details of forthcoming issues the Manager, Tony Parton, includes a reference to a Special Issue Stamp Book — "In November 1984 there will be a book issued with 20 second class Christmas Special Stamps in it. This will be the first time the Post Office has issued a book of special stamps".

This is not correct, there having been previously four books with a total of twenty issues namely:—

3/- Series III

Editions 168 — 172 containing 18 x 1½d, 6 x 1d, 6 x ½d P.U.C. issue.

Editions 294 — 297 containing 20 x 1½d, 4 x 1d, 4 x ½d Silver Jubilee issue.

2/- Series IV

Editions 103 — 107 containing 10 x 1½d, 6 x 1d, 6 x ½d P.U.C. issue.

Editions 298 — 304 containing 12 x 1½d, 4 x 1d, 4 x ½d Silver Jubilee issue.

The above books all containing stamps of King George V were of the sewn types, the P.U.C. issued 10 May 1929 and the Silver Jubilee 7 May 1935.

The forthcoming 1984 Christmas Book mentioned above will be the first Queen Elizabeth Decimal Folded Book containing a special issue.

They are printed by Harrison & Sons Limited who incidentally have printed certain issues of Swedish folded books containing pictorial stamps.

Welling,
Kent.

L. F. NEWBERY

Our friends in the Philatelic Bureau have asked me to say how sorry they are for printing this unfortunate error. It was their intention to describe the new item as the first time that Christmas special stamps have been available in book form. It was not the Bureau's intention to mislead its customers or misrepresent the new book.

Our thanks are due to Len Newbery for his timely observation.

EDITOR

113. Christmas, 1976

Appropriate scenes from 13th and 14th century embroidery were featured on the special Post Office Christmas stamps issued on 24 November 1976, acknowledging that English medieval embroidery was among the finest of its kind. It was known and valued throughout Europe as 'Opus Anglicanum' — the 'English work'. The Xmas scenes on all four stamps, which were designed by Enid Marx, RDI, were taken from embroideries which form part of the collection maintained at the Victoria and Albert Museum in London, where the most outstanding example of ecclesiastical embroidery is the Syon Cope, the entire surface being embroidered in gold, silver and various coloured silks, on linen.

The 6½p stamp pictures the Virgin and Child from the Clare Chasuble (1272-1294), embroidered in the style fashionable in the reign of Henry III. It was probably associated with Margaret of Clare, wife of the King's nephew, Edmund Plantagenet. The section shown on the stamp is in the centre of the chasuble, which is a sleeveless vestment worn

over the alb (a similar tight-sleeved garment) by the priest while celebrating mass. The figure of an angel bearing a crown is shown on the 8½p stamp — it was taken from one of a pair of panels (1340-1370) found in a Hampshire chapel, while the angel appearing to the shepherds is seen on the 11p stamp, from one of three panels (1320-1340) which were part of the decoration of an alb, all depicting events in the life of the Virgin Mary. The Three Kings presenting gifts are depicted on the 13p stamp — the design comes from the magnificent Butler-Bowden Cope (1330-1350), preserved for generations by the Butler-Bowden family.

The stamps were photogravure-printed by Harrison and Sons in sheets of 100 (two panes of 50, 10 x 5) on unwatermarked paper with a single phosphor band (8½p) or 'all-over' phosphor (others). The one listed variety takes the form of a 'hook' at the foot of the '3' in '1320' on the 11p stamp. Quantities issued were: 6½p 217,910,000; 8½p 94,070,000; 11p 12,790,000; and 13p 11,080,000.

JAMES WATSON



Royal Mail Special Stamps 1984 Yearbook

Entirely new from The Post Office

We are proud to announce that on 20 November we will publish our very first book on Royal Mail Special Stamps, a complete record of the 1984 Special Stamps. This hard bound quality publication contains a wealth of information about the stamp subjects, design and designers and full descriptions of individual stamps. The pages are richly illustrated and spaces are provided for stamps to be displayed under transparent melinex strips. To maintain the book in first class condition a slide on cover is provided with the title of the book printed both on the front and side.

This absorbing book will enrich the experience of everyone interested in British Stamps since it contains not only all the Special Stamps issued during 1984 but also the fascinating facts behind them. It will be available from the Philatelic Bureau, all philatelic sales counters and many post offices, price £14.95.

1984 Collectors Pack

Designed by Trickett & Webb Ltd, the 1984 Collectors' pack, number 158, will measure 303mm x 215mm. It will contain all nine 1984 commemorative stamps issues complete with background notes. Price £8.76, the pack will be available on 20 November 1984 from many post offices, all philatelic counters, and the British Philatelic Bureau, Edinburgh.

Christmas Discount Stamp Book

Once again, for the third year, the Post Office is offering a Christmas stamp book at a special discount price of £2.30. On this occasion the book will contain 20 x 13p 'Christmas 1984' special stamps, and will be on sale from 20 November until 24 December 1984.

The cover, designed by Yvonne Gilbert who is also the designer of the Christmas stamps, depicts the

infant Jesus lying in a stable. The stamps will bear a single phosphor bar, and on the reverse side, each will have a series of small non-toxic stars printed diagonally across.

Harrison & Sons (High Wycombe) Ltd printed the stamps by the photogravure process, and the covers on the Libra book making machine.

Forthcoming Events

The Postal History Society

1984 marks the 40th anniversary of the Postal History Society Conference where postal historians from all over the world gather for a weekend devoted to the history of the posts and to social festivities. The Conference will be held at the Tides Reach Hotel, South Sands, SALCOMBE, Devon, from Friday 12 October to Monday 15 October 1984. The weekend, arranged in conjunction with the Wessex Philatelic Federation, includes invited displays of Cornish maritime communications, of postal history from German New Guinea and Greece, of local material from South Devon and of the East India Mails. Maritime mail will also be featured in the annual Conference Auction. The traditional President's Prize will be awarded during the annual Dinner.

Further details can be obtained from: The Conference Secretary, Lower Street Farmhouse, Hildenborough, TONBRIDGE Kent TN11 8PT.

Stampin '84

Stampin '84, is the Autumn Rally of the Association of Essex Philatelic Societies to be held on Saturday 13 October 1984 at Bishopslea School, College Road, CHESHUNT, Herts, from 10.00am to 5.00pm. The hosts are the Cheshunt and District Philatelic Society who this year celebrate their 21st birthday.

Admission is free and ample parking is close by. Attractions include AEP Thematic Competition, dealers' stands, displays by local collectors and the National Postal Museum. The Post Office will provide a philatelic sales counter.

A souvenir cover bearing a 12½p 'Xmas 1983' stamp together with a 4p and a ½p definitive stamps, cancelled with a Waltham Cross datestamp will be available and despatched in an outer envelope for £1.25. The souvenir cover features a portrait of Anthony Trollope who lived locally.

Orders with remittances made payable to, 'Cheshunt & District Philatelic Society' should be sent to: Mr P E Rooke, 23 Andrews Lane, Cheshunt, WALTHAM CROSS, Herts, EN7 6LE.

Goodmayes Philatelic Society

On 6 October 1984 the Goodmayes Philatelic Society is holding a Stamp Exhibition at the Fulwell Cross Library, REDBRIDGE, Essex, between 10am and 5pm.

Dorchester and Weymouth Stamp Club

On Saturday 3 November 1984, the Dorchester and Weymouth Stamp Club are holding their Seventeenth Annual Exhibition. This will be at the United Church Hall, Charles Street, Dorchester, from 10.00am to 5.00pm. There will be a Post Office philatelic counter and dealers in attendance. Admission is 20p for adults, and 10p for children. Refreshments will be available all day, and car-parking facilities are also available in the Charles Street car-park, directly opposite the hall.

Postal Mechanisation Study Circle

The Postal Mechanisation Study Circle will be holding its Annual General Meeting at the Royal Horticultural Hall, Greycoat Street, London during BPE. The venue will be Floral Room B at 2.00pm on Saturday 20 October 1984. Besides the formal AGM, the meeting will also include the members annual competition and an auction. Further details can be obtained from the Postal Mechanisation Study Circle Secretary, John Lush, 9 Leighton Avenue, PINNER, Middlesex, HA5 3BW.

Wolverhampton Philatelic Society

The Wolverhampton Philatelic Society is holding its Annual Exhibition and Stamp Fair on Saturday 6 October 1984. It will be held at the Darlington Street Methodist Church Hall, Wolverhampton Town Centre from 10.00am to 5.00pm. Admission is free and refreshments will be available. There will be several displays by Society members and dealers will be in attendance. Car parking facilities are also available in local municipal car parks.

Kent Federation Autumn Rally

The Kent Federation Autumn Rally will this year be hosted by the Penge Stamp Club, on Saturday 13 October, at the Adult Education Centre, Beckenham Road, Beckenham.

The Centre is located next to the Beckenham Baths and the Public Library. Entries for the Kent Aerophilately and Postal History Competitions will be judged and on display. Members of the host club will also be exhibiting.

12 Dealers will be in attendance and refreshments will be available throughout the day.

The venue will be open to the public from 11.00 to 5.30, admission free. A large free car park is situated adjacent to the centre.

Christmas Pictorial Aerogramme

The 1984 aerogramme illustrating Victorian horse-drawn Mail Coaches in a seasonal setting is designed by Victor Ambrus ARCA RE FRSA, and will be available on 20 November from post offices and the British Philatelic Bureau. It is printed by the McCorquodale Printers Ltd with two phosphor bars, and will cost 30p of which 26p is postage.

Book Reviews

Stanley Gibbons Stamp Collectors Diary 1985

Following the success of the 1984 diary, the new Stanley Gibbons Stamp Collectors Diary for 1985 — produced jointly by Stanley Gibbons Publications and William Collins of Glasgow — is now available. The diary contains some 64 pages of philatelic information that every collector, experienced or novice, will find interesting and useful.

Included in 16 sections is a survey of the special issues depicting the present crowned heads of Europe; a review of the George V Silver Jubilee stamps of 1935 and a look at 'Stamps on Postcards'. Popular features continued from the 1984 diary give the collector useful information on first day covers, stamp catalogues and magazines, a glossary of philatelic terms and how to get the best from the British Post Office philatelic services.

The Stanley Gibbons Stamp Collectors Diary also contains the traditional diary information including London underground and Inter-City railway maps. Priced at £2.75, the diary can be obtained from all philatelic counters, the National Postal Museum, the British Philatelic Bureau, and most reputable stamp dealers and bookshops. The diary can also be obtained direct from: Stanley Gibbons Publications Ltd, 5 Parkside, Christchurch Road, RINGWOOD, Hants. BH24 1SH (30p postage and packing).

Stanley Gibbons Simplified Catalogue of Stamps of the World 1985 Edition, Volume 1 Countries A-J

The 1985 edition of the evergreen Stamps of the World continues the two volume format of recent years. The slightly later publication date than in the

past has allowed a full two months additional new issues to be listed, thus keeping collectors right up to date. The new issues of the past year have added over 4800 new stamps and 1300 new illustrations to this volume alone which now contains 1040 pages. Both volumes of stamps of the World now list a total of over 231,000 different stamps. Prices have been brought into line with the latest editions of the 22-part Stanley Gibbons Stamp Catalogue. In addition, several sections have been specifically revised for this volume including Andorra, the Canal Zone, France, French Polynesia, French Southern and Antarctic Territories and Germany.

The price of the catalogue is £12.95 and it can be obtained from Stanley Gibbons Ltd, and most reputable stamp dealers and bookshops. The catalogue can also be obtained by post from: Stanley Gibbons Publications Ltd, 5 Parkside, Christchurch Road, RINGWOOD, Hants. BH24 3SH. For orders by post please add £1.30 (inland) and £2.25 (overseas, surface mail).

Stanley Gibbons Postcard Catalogue 1985 (4th Edition)

The fourth edition of this catalogue has been redesigned and is now a more convenient size, while still retaining a vast amount of background information. Some sections have been amalgamated and others renamed and an entirely new section devoted to maps has been added. In the Artists' section, some 17 artists are listed together with the usual biographical notes. A list of the names and addresses of the secretaries of local and specialist postcard clubs has been included as an appendix. Prices have been revised and updated.

The catalogue costs £4.95 and includes 322 pages of detailed information. It can be obtained from Stanley Gibbons shop at 399 Strand and from most reputable bookshops. It can also be obtained by post from: Stanley Gibbons Publications Ltd, 5 Parkside, Christchurch Road, RINGWOOD, Hants. BH24 1SH. Please add £1 to cover postage and packing costs.

Forces Covers

Exercise Lionheart — Spearpoint 84

A special philatelic cover is being produced to commemorate Spearpoint 84, the 1st British Corps part of Exercise Lionheart in West Germany, on 17 September 1984, the day that the exercise starts. The cover depicts a British Infantry soldier in the foreground with a Challenger tank and Lynx and Puma helicopters in the background. The cost of the

covers bearing a 31p Heraldry stamp, and cancelled with British Forces Post Office handstamp No 1984, is £1.50. The special handstamp is diamond-shaped, like the 1st British Corps cypher, and bears the exercise name.

A limited number of covers signed by Lieutenant General Sir Martin Farnsdale KCB, Commander 1st British Corps, are available bearing the full set of British Army stamps, at a cost of £5.25 each. All prices are inclusive of postage and packing. Orders with the appropriate remittance should be sent to: The Philatelic Officer, Exercise Lionheart — Spearpoint 84, c/o 14 PC Sqn RE BFPO 15.

Proceeds from the sale of covers will be donated to Army Charitable Funds.

200th Anniversary of First Flight

A series of special philatelic covers is being produced by the Royal Air Force Museum, Hendon, to celebrate the 200th anniversary of the first manned flight. These will all be flown commemorative covers, each with an appropriate postal cancellation, backstamp, insert and photograph; each cover will also be signed by the pilot making the flight. The normal price of these covers is £3.00, and full details can be obtained from the Director of Appeals, RAF Museum, Aerodrome Road, Hendon LONDON NW9 5LL.

Centenary of the Royal Naval Sick Berth Branch

On 17 October 1884 Queen Victoria signed the order in council to establish a properly uniformed Royal Naval Sick Berth Branch.

To mark the centenary a philatelic cover will be available from 17 October 1984 illustrating a Red Cross badge of the Branch, a modern sick berth rating and one of 100 years ago, plus illustrations of H M Ships. The cover will bear a 17p 'British Council' stamp, cancelled with a special handstamp BFPS 1876 depicting a Red Cross Badge. The cost will be 90p.

In addition, the cover bearing a 31p 'British Council' stamp cancelled as above, but signed by the Medical Director General (Navy) Surgeon Vice Admiral R J W Lambert QHP and Commander M G Harper R N, Head of Medical Services Branch. The cost is £2.10.

Signed by Commander Harper only, the cover with a 22p 'British Council' stamp affixed will cost £1.35. Orders with remittances made payable to 'FAA Museum' should be sent to RN Philatelic Officer, Fleet Air Arm Museum, RNAS Yeovilton, YEOVIL, Somerset BA22 8HL, accompanied by a 7" x 5" stamped addressed envelope.

Commemorative Covers

The Lindisfarne Gospels

A special philatelic cover has been produced to commemorate thirteen centuries of the Lindisfarne Gospels, the magnificent book which resides in the British Museum, to coincide with the issue of the Christmas stamps on 20 November 1984. A special handstamp depicting St Cuthbert's Cross will be used to cancel the covers. Alternatively, the cover will also be cancelled at Holy Island with the Holy Island circular datestamp. The cost of the covers is £1.50 for those bearing the 17p value only, or £3.75 for those bearing the full set of Christmas stamps. The prices are inclusive of postage and packing for inland orders, but overseas customers should add 50p. Orders with the appropriate remittance, specifying which cancellation they require, should be sent to: Stan Muscroft, 43 Farndale Drive, GUISBOROUGH, Cleveland TS14 8JJ.

John Wycliffe

To commemorate the 600th anniversary of the death of John Wycliffe, a special philatelic cover has been commissioned by Lutterworth Parish Church. Wycliffe, who was the earliest champion of Ecclesiastical Reformation and the first translator of the Latin Bible into the English language, was Rector of Lutterworth from 1374-1384.

The cover has been specially designed, is gold-foiled and depicts a portrait of John Wycliffe. It is being produced to coincide with the issue of the Christmas stamps on 20 November 1984, and there will also be a special handstamp. The cost of the cover bearing a single Christmas stamp is £2.25, or £4.00 for a cover bearing the full set of Christmas stamps. All prices include postage and packing. Orders with the appropriate remittance made payable to A G Bradbury, should be sent to him at 2 Fairholme Road, LEICESTER LE2 6GL.

The National Trust for Scotland

The National Trust for Scotland will issue a commemorative cover to complement the 'Christmas' stamps to be issued on 20 November. The cover will be printed in full colour, and bearing all five stamps will be posted on Iona, a property in the care of the National Trust for Scotland, to receive

the specially designed philatelic postmark. It was here in AD 653 that Colomba and his followers arrived from Ireland to carry the Gospel to Scotland and the North of England. The cover — No. 7 in the NTS series — will cost £3.65. (Access & Visa accepted).

This includes postage and packing for the cover to be returned in a protective stiff-backed envelope. Please add extra for overseas postage. A further charge of 25p should be added if you require your cover to be personally addressed. All covers will be individually numbered on the reverse and issued as a limited edition.

If acknowledgement of order is required, a stamped addressed envelope would be appreciated.

Profit from the sale of these covers will benefit the National Trust for Scotland.

Orders should be sent to Philatelic Agents, The National Trust for Scotland, 33 St George's Place, CANTERBURY, Kent. CT1 2XX. Telephone (0227) 50244.

Philatelic Bulletin

Editor Charles Gowen

Assistant Editor Frank Brench

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