

Philatelic Bulletin

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Introduction

It is now some time since we were able to print an article by a designer, responsible for the subject matter of a new special stamp issue. Miss Barbara Brown was invited by the Post Office to submit designs to commemorate the Bi-centenary of the birth of Jane Austen. We asked Miss Brown if she would care to supply the Bulletin with an article, on her thoughts behind the designs, to coincide with 16 December, Jane Austen's birthday. Happily Barbara Brown has written her story for us, and it is with particular pleasure that we have reproduced it on page 5 of this edition.

Christmas Postage Rates

Many of our readers will be aware of the pressure under which we have been put to introduce a special Christmas postage rate.

After a very sympathetic review we have reluctantly concluded that we cannot do so.

Great efforts have been made to find an acceptable answer, but any of the possibilities would be costly and would have to be paid for by customers in some other way. The argument that a cheap Christmas rate would produce a profit because more mail would be posted does not hold good.

If the senders of no more than 200 million cards took advantage of a 1½p concession—just one of the choices that could be made—the revenue loss would be £3 million. To do no more than replace that revenue an extra posting of 60 million cards at 5p would be needed.

It is inconceivable, in our view, that Christmas postings would increase by such a large proportion. Then there is the question of the extra costs generated by extra mail because each item requires individual handling. Additional Christmas work is usually more expensive because more overtime is needed and temporary staff are less experienced. For very many years Christmas time has not produced more than a 'break even' situation, and if huge quantities of extra mail should be posted, the cost of sorting and delivering it would have to be met.

Taking these two factors together we calculate that a 5p rate for Christmas mail would increase the postal loss by £5m.

The Government has told the Post Office that it must pay its way. In these circumstances any extra loss resulting from cheaper postage at Christmas would have to be made good by increasing prices elsewhere. Such concessions would therefore amount to a subsidy for Christmas cards by other users of postal services. This would not be right.

Gems from the RM Phillips Collection

XXX A Vital Question of Fugitive Inks



The one penny colour essay in blue illustrated as this month's *gem* is not only of the greatest rarity but it also marks an important stage in the long story of the failure of the printers Perkins Bacon to find inks suitable for recess printing and yet sufficiently fugitive to discourage fraud.

Readers will recall that in September–December 1840 Perkins Bacon, at the insistence of Rowland Hill, had produced various blue proof impressions (from a special trial plate) printed in various water and oil-based inks, on plain paper and on paper containing Prussiate of Potash. Ultimately one of these new inks was considered to be sufficiently fugitive (so that any attempt to remove the cancellation also removed part of the printed design) and was adopted for the 1841 and subsequent issues of the Twopenny Blue stamp.

All went reasonably well until 1867, by which date various dishonest persons had become aware that benzine (unknown in 1840) would remove the cancellation from a recess-

printed postage stamp without affecting the printed design.

On 18 April 1867 Ormond Hill (nephew of Rowland, and Deputy Controller of the Stamp–ing Dept of the Inland Revenue) wrote to Messrs Perkins Bacon informing them that the GPO had complained of the non-fugitive character of the blue (twopenny) ink and asking them to make some experiments with a view to obtaining a suitable fugitive blue ink and to prepare specimens printed in new inks for submission to the Post Office.

The proof illustrated above is probably one of those sent by Perkins Bacon to Ormonde Hill in May 1867 (other specimens printed in trial inks were sent to Hill between June and October). It is printed from a trial die taken from the roller impression of Plate 75 of the 1858–79 One Penny.

This particular plate had proved defective and been destroyed without being registered. Like the 1840 *Rainbow Trials* plate a corner of the design of the 1867 die was defaced but in this case this affects the upper left corner of the design instead of the upper right.

The specimen illustrated is printed in Prussian Blue ink (other proofs were in bright blue and rose red) and has been pen cancelled. It is probably one of the several proofs which were washed and 'cleaned' with benzole at the Post Office without, unfortunately, revealing a sufficient degree of fugitiveness.

In February 1868 the protracted experiments were terminated by a decision to incorporate in future a certain amount of ultramarine in the blue ink—this did make it somewhat more fugitive.

The end of the story came on 23 December 1878 when, after more complaints by the Post Office and more fruitless attempts by the printers to find really fugitive inks, the Inland Revenue finally terminated Perkins Bacon's contracts for the supply of (recess–printed) $\frac{1}{2}d$, $1d$, $1\frac{1}{2}d$ and $2d$ postage stamps (see *A Watershed in British Stamp Production* Philatelic Bulletin, February 1972).

A G RIGO DE RIGHI

16. Tercentenary of the General Letter Office, 1960



With this issue, the Post Office celebrated the three-hundredth anniversary of what was virtually its own foundation—by one of the first Acts of Parliament of the Restoration, following the death of Cromwell, the fall of the Commonwealth and the return of Charles II to the throne. Cromwell himself had enacted (in 1656) that there should be ‘One General Post Office and one Officer styled the Postmaster-General . . .’ The new Act was little more than a confirmation of the previous ‘unlawful’ one, but a new Postmaster-General was appointed—one Henry Bishop—who is credited with the introduction, in 1661, of the first postmarks, known today as ‘Bishop marks’.

The first of the two commemorative stamps, 3d lilac, was the work of Reynolds Stone, CBE, RDI, who had previously designed the 3d Victory (1946) and 3d Commonwealth Games (1958) stamps. His design, in the usual

horizontal format, showed a mounted postboy of the period (in the style of an early print), the year ‘1660’, the cypher of Charles II, an elaborately scripted ‘General Letter Office’, and the figure of value with the Queen’s ‘Wilding’ portrait set in an oval. A pleasant, straightforward design which clearly indicated the nature of the event, more than can be said for the other stamp!

The 1s 3d, a first design by Faith Jaques, was in the revolutionary ‘narrow vertical’ format for the first time, not generally a good shape for stamp design, excepting perhaps for a subject like the Post Office Tower. Miss Jaques gave prominence to the Queen’s three-quarter face portrait, flanked by the commemorative years, ‘1660 1960’, with, in the upper corners, a symbolic ‘CIIR’ and the figures of value. The lower half of the stamp comprised a traditional post-horn alongside the St Edward’s Crown, framed by sprays of oak-apples and leaves, reminding us of the legendary tale of Charles II hiding in the branches of an oak tree—the celebrated Royal Oak—from Cromwell’s troopers after his defeat at Worcester in 1651. The design was enhanced by its colour—varying tones of green on a solid background, with judicious use of ‘white’.

The stamps were photogravure-printed by Harrison & Sons on the new ‘Multiple Crowns’ watermarked paper (sideways on the 1s 3d), and issued in sheets of 120 on 7 July 1960, just prior to the opening of the London International Stamp Exhibition at the Royal Festival Hall on the 9th. The quantities printed were 3d 143,390,520; 1s 3d 6,090,840; and on 25 August the Post Office announced that stocks were nearing exhaustion. They were finally withdrawn on 31 December 1960.

Apart from minor constant flaws, the best-known variety occurs on the 3d stamp and consists of a cleft in the mane on the top of the horse’s head: it may be found on stamp 2, row 17, in sheets printed from cylinder 1 (no dot). Part of the printing of the 3d was on chalk-surfaced paper.

JAMES WATSON

Introduction to the Jane Austen Stamps

Literary disinclinations or misunderstandings acquired while at school are often slow to yield to later influences. This is the reason why the immense satisfaction and excitement which I felt on hearing that I had been invited to design four stamps for the Bi-centenary year of Jane Austen was mixed with no small measure of guilt. For I had, purely from prejudicial motives, more or less neglected her novels since leaving school. But, as the author herself puts it, 'Let other pens dwell on guilt and misery'; I saw at once that, all other considerations apart, I was being offered an excellent chance of destroying an old prejudice.

From the very first the unique character of her writing, the clear-sighted accuracy and fineness of her touch, the delicacy of her irony, affectionate and censorious by turns, impressed themselves on me as qualities which ought, as far as possible, to be reflected visually in these designs.

I decided to draw all the subjects stamp-size, partly because it seemed to me the most natural size to work at, and partly because for technical reasons I felt that the results would be more within my control than if I had drawn them to a larger scale.

Jane Austen may not have been wholly serious when, writing to her young nephew, she described her work as that of a miniaturist in scope and compass; but it is clear that she was wise enough to set the boundaries of her narratives within the social background most familiar to her. I had to impose my own limitations, being given a free hand as to the choice of characters, so that from the four novels which seemed to me the most widely read (though I might well be wrong) I selected six characters whom I thought I could most successfully define and comment on within a limited area. I selected no characters with whom I could not sympathize. Wherever possible I have tried to create a contrast, or illuminate an existing contrast between the characters.

Emma Woodhouse, the reigning queen of her busy humdrum court, typifies a quality of

life that the restless stylish Crawfords would probably reject. These designs showing paired, as opposed to single figures, seemed to me particularly important because I wished them to suggest the strongly conversational style of the novels. As for Mr Woodhouse, I selected him in preference to any other character who would equally well have partnered Emma, partly because it seemed to me essential to include one of Jane Austen's brilliant characterizations of those in their middle or later years, and partly because Mr Woodhouse seems to me an unjustly despised gentleman. The dissimilarity between the sedentary parent and the scheming daughter provides another contrast with the intimate, accomplice-like relationship between Henry Crawford and his sister Mary.

Mr Darcy, aloof and distant, had to stand alone, epitomizing the title of the novel whose hero he is clearly destined to be; while Catherine Morland, very human and silly is at least for the time content to wander alone through an illusive world of Gothic fantasy.

No doubt I have omitted several characters who might have been preferred by Jane Austen's more devoted admirers, but the choice was no easy one, and I can only hope that the appearance of the stamps themselves will compensate for any disappointments.

BARBARA BROWN

New G3 Stamp Roll

A new G3 stamp roll—value £50.00—which, for 10p, will dispense from the vending machine a 5 stamp strip of 6p, 2p, 1p, $\frac{1}{2}$ p and $\frac{1}{4}$ p, went on sale at the Philatelic Bureau, Lothian House, 124 Lothian Road, Edinburgh EH3 9BB and at Post Office philatelic counters on 3 December. Each stamp bears two phosphor bars. The G type vending machine currently dispensing, for 5p, a 5 stamp strip of 2p, $\frac{1}{2}$ p, $\frac{1}{4}$ p, 1p and 1p will be progressively converted to take a 10p piece so that each of the basic postage rates (1st class 8 $\frac{1}{2}$ p: 2nd class 6 $\frac{1}{2}$ p) can be obtained for a one coin insertion.

Postal History and the Stamp Collector

5. The Cancellation of Adhesive Stamps

In the first four parts of this series of articles the reader will have become aware of the interest in the many types of postal markings which have been subjects of study by postal historians. Not least among these are the markings which are, in fact, cancellations ie a handstamp or machine which applies a mark to an adhesive stamp thereby ensuring that it cannot be re-used.

given to a suitable method to achieve this end and to the type of mark which would be employed. After much experimentation, a type of ink and a special handstamp were evolved, the latter becoming known as the 'Maltese Cross' cancellation (*Fig 1*). This device was used throughout the British Isles, initially struck in red on the 1d black and 1840 2d blue stamps, but subsequently struck in black when the colour of the penny stamp was changed to red-brown in 1841. Although the 'Maltese Cross' was a standard cancellation, over the four years of use, many local varieties

Fig 1
The Maltese Cross Cancellation
1840-1844



Scottish Variety



Normal



Irish Variety

Fig 2
The 1844-55 Cancellation



English Oval Type



Scottish Rectangular Type



Irish Diamond Type

With the introduction of the first adhesive stamps in 1840, considerable thought was

of shape occurred which has made it an attractive study for the collector (Three varieties illustrated in *Fig 1*).

The 'Maltese Cross' cancellation gave no indication of the source of a letter and a second handstamp was applied, usually on the reverse, giving the town name and the date.

In 1844, the first attempt to identify the source of a letter from the cancellation of the



Fig 3

adhesive stamp was standardised and the 'Maltese Cross' replaced by numeral cancellations, each main Post Office being allocated a number. In addition to this change, different shapes of markings were used for England, Scotland and Ireland (*Fig 2*), no doubt to avoid the use of four figure numbers which would have been required in the rapidly expanding system. Once again the actual name of the town and date did not appear so that the practice of applying a second handstamp, usually on the reverse, was still maintained.

The volume of mail continued to increase rapidly in the 1845-1855 period which gave rise to further consideration for improvements in cancelling devices, not only in the time required for the operation, but also for means of economising in the use of ink. Many trials were carried out during these years and continued into the 1860's to achieve improved methods which provides the collector with a very fine area for study.

The first major improvement came about with the introduction of a combined cancelling device, the office name and date attached in one unit to the office number thereby reducing

the operations from two to one. An early example of this type is shown in *Fig 3*, this particular type is one of a series used experimentally in certain provincial cities and now referred to as the 'Spoon' experiment due to their resemblance to a 'Spoon' in shape. These tests were carried out in the 1854/57 period and were closely followed by the standardisation of the combined type device (now known as the 'Duplex' type).

The 'Duplex' type were greatly improved in the 1860's to give neater and much clearer impressions. At this time the Stationery Office, who were responsible for the supply of this equipment to the GPO, were employing a Mr D G Berri to supply the handstamp dies. The improved Berri type is well illustrated in *Fig 4* which is taken from one of his 1864 publications entitled 'The Art of Printing', the original appearing as an advertisement for one of his activities at the back of the booklet.

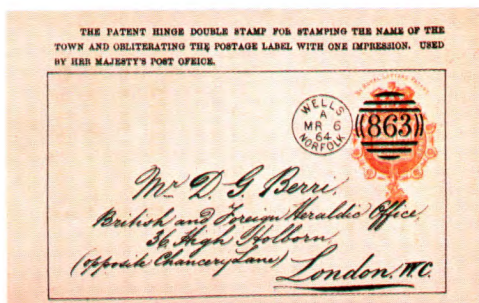


Fig 4

During the same period 1857/60 experiments were made to increase the speed of operation and both hand and power operated machines were put on trial. The history and impressions of these early experimental machines are a subject of their own but one example is shown in *Fig 5*. This particular strike was produced by a machine patented by Pearson Hill, son of Rowland Hill, and the prototype to a design which was to become extensively used in the following years.



Fig 5

Very many other types of cancellations exist including types specially allocated to London and its Districts, some of these will be the subject of more detailed articles later in the series.

F M JOHNSON

New 'Country' Definitive Stamps

First Day Cover Services

New 6½p and 8½p 'Country' definitive stamps for Scotland, Northern Ireland and Wales, made necessary by the tariff increase of 29 September 1975, will be issued on 14 January 1976. The design will be similar to the current range of 'Country' stamps.

Each stamp will be available from Post Offices in the appropriate country, and all six stamps may be obtained from the British Post Office Philatelic Bureau, Lothian House, 124 Lothian Road, Edinburgh, EH1 9BB, and philatelic sales counters throughout England from 14 January 1976.

Separate First Day Covers, price 8p each, and pictorial handstamps will be provided by the Post Office for each of the countries. The covers will be available from the Philatelic Bureau, at all Head Post Offices in the three countries, and at fourteen philatelic sales counters in England.

The Philatelic Bureau will provide the following service for First Day Covers.

Service A

The Official Post Office cover will be addressed as requested, the 6½p and 8½p stamps will be affixed as specified cancelled Philatelic Bureau

Edinburgh or Cardiff, or Edinburgh or Belfast with a pictorial handstamp. The charge is 33p or 28½p for customers with deposit accounts. However, deposit account holders with standing orders for covers will not automatically receive this issue.

Service B

Customers own pre-addressed covers will be given the specified stamps, cancelled and despatched. The inclusive charge is 23p per cover.

Service C

For bulk orders of 50 or more covers to the same address, under the conditions of Service A the price of 30½p each.

Application forms for these services are available from the Philatelic Bureau and all Head Post Offices. They should be returned not later than Monday, 5 January 1976.

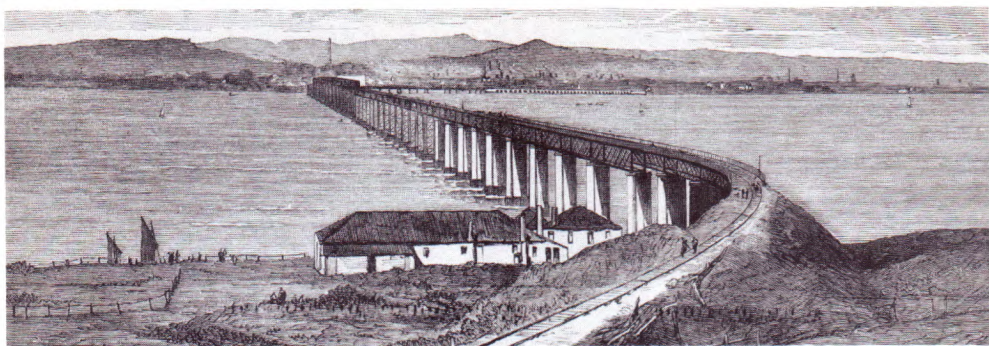
For customers who wish to post their own covers locally on the day of issue, first day of issue cancellations will be in use at all offices which normally provide them in each of the three countries, and at the fourteen philatelic counter offices in England. Also on that day, the normal reposting facility will apply for special cancellations in use at each of the three countries capitals. Covers bearing a set of 'Country' stamps may be sent under cover to the Head Postmasters of Belfast, Edinburgh and Cardiff, marking the outer cover, 'First Day of Issue Cancellation.'

Collectors Pack 1975

The annual Collectors pack which contains all of the special stamps issued during 1975 is now available priced £2.65 from the Bureau and all offices which normally sell presentation packs.

In addition to the stamps the pack contains background notes on the various subjects depicted in the issues and are, therefore, ideal gifts for youngsters who may be starting the hobby.

Disaster Mails



The new Tay Bridge December 1877 (The Illustrated London News)

One of the themes of the National Postal Museum's current special exhibition *Railways and the Post* is mails as the victims of rail disasters.

Ever since the very first despatches of letter mails by railway train in 1830 there has always been a possibility that a mail train would be wrecked or burnt, and the mails it carried damaged, robbed or destroyed. The earliest recorded survivor of such a disaster is an American envelope of 1862 which has a label affixed reading 'POST OFFICE BUFFALO N.Y./FEBRUARY 11th 1862/This letter has been recovered from the mutilated bag lately robbed on the State Line Railroad between this city and Erie Pa. It was forwarded at the earliest moment possible but in a damaged state. A.M. CLAPP P.M.' The earliest cover recovered from a train wreck, survived (in a much charred state) a fire on the Grand Trunk Railway near Grafton, Ontario, Canada in January 1874.

Trains carrying mails have suffered all kinds of more or less serious catastrophes, robbery (with or without dynamiting), fire, collision and derailment, even on one occasion collision *and* fire when a German express ran straight into a train loaded with alcohol and the mail van was burnt out. A mail train in America in 1894 ended up in Lake Champlain and an Indian mail train fell into a river near Madras in 1902. In these and many other cases the Post Offices concerned conscientiously

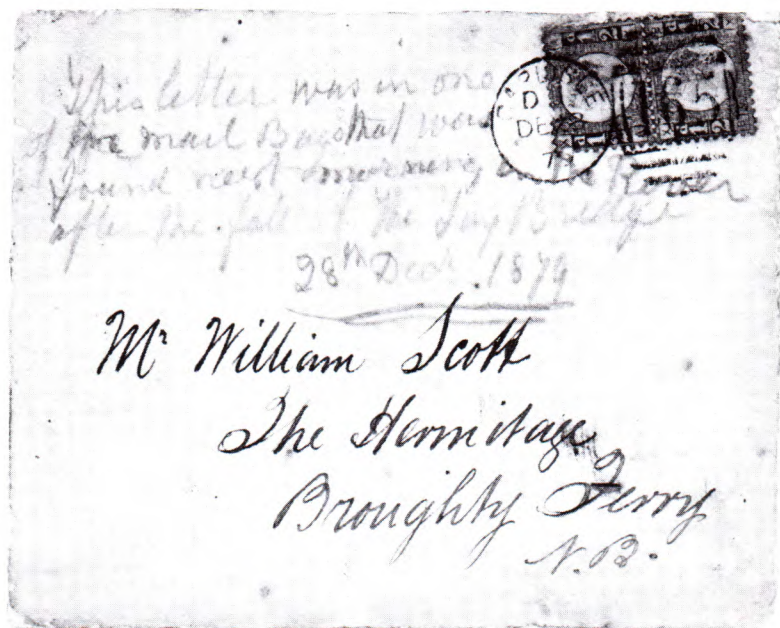
rescued and on-forwarded the battered, burnt or water-damaged remnants of the letters involved, often with an explanatory note.

A remarkable example of Post Office efficiency is connected with the Tay Bridge disaster of Sunday 28 December 1879, which was one of the most terrible in railway history. The new bridge—opened only seven months earlier—carried the railway line from Edinburgh to Aberdeen across the Tay estuary near Dundee on 85 lattice girder spans.

When a northbound slow train, carrying 6 bags of mail, arrived at the south end of the bridge at 7.14 pm one of the worst gales in local memory was pounding the bridge and making it sway alarmingly. Nevertheless, the train went on but, as it was crossing in the pitch black night, the centre 3,000-foot section of the bridge collapsed and the whole train and all 78 people aboard were lost in the waters of the Tay.

Two mail bags were recovered that same evening from the beach at Broughty Ferry, 4 miles downstream. The letters they contained were sent to Dundee and dried that same Sunday night. They were delivered the next day, Monday 29 December. Only 7 of the recovered letters have been traced.

Lest one is tempted to think that it was only in the golden heyday of the Wild West that six-gun toting desperadoes held up mail trains, bits of charred letters survive to bear witness to one of the most cold-blooded mail train



One of the letters which survived the Tay Bridge disaster of December 1879 (Copyright F Granville)

robberies on record which took place alongside a tunnel near Siskiyou, Oregon (USA), on 11 October 1923.

Three brothers, Hugh, Ray and Roy d'Autremont, stopped the San Francisco-Portland Express, murdered 3 members of the train crew and killed a fourth railwayman while blowing up the mail carriage with 100 lb of dynamite.

The 3 robbers (who, incidentally, collected no loot) were caught after a 4-year-long manhunt. The mail on the train was more or less badly damaged by fire as well as explosion. The remains of the envelopes were delivered accompanied by a special explanatory notice.

Wars, of course, have led to the destruction of many mail trains. On a number of occasions during the South African war of 1900-1901 for instance, Boer Commandos captured British trains and the mails carried in them. Sometimes the letters were looted or taken away,

sometimes they were thrown out of the train onto the open Veld.

The rapid changes in the dispositions of both armies sometimes led to the 'lost' mail being recovered: it was then usually stamped with one of a number of special cachets explaining the delay and forwarded.

Perhaps the most extraordinary mails to 'survive' train disasters were sackfuls of ostensibly local mail—but actually forged morale-damaging propaganda letters bearing forged German or French stamps—which were scattered from the air by Allied planes after they had bombed enemy mail trains during World War II. In most cases the propaganda letters were thought to have come from the wrecked mail trains and were collected up and delivered in the normal way by the German and French postal services.

A G RIGO DE RIGHI

RAF Museum Covers

The Sir Dermot Boyle Exhibition Wing, the first significant addition to the Royal Air Force Museum was opened on 2 December 1975. It will show the history of German aviation and will be marked by the issue of a pair of commemorative covers. One will portray the Hurricane of Wing Commander Stanford-Tuck cancelled by a special commemorative handstamp (BFPS 1521) and flown in the Hurricane of the Battle of Britain Memorial Flight; the other the Me 109 of General Adolf Galland which will be cancelled in Germany and flown by the famous Ritchhofen Squadron of the German Air Force. The covers should be available by about 23 December from the Project Officer—Fl Lt A Adams, Royal Air Force Hendon, London NW9 at 70p the pair plus postage (6½p) or singly at 35p plus postage (6½p).

Letters to the Editor



An intriguing cover has been sent to us by a reader, Mr N H Croswell-Jones of Densole, Nr Folkestone. Its reproduction accompanying our text shows all too clearly two unusual 'postage stamps'. They are in fact privately produced essays using 3d and 1d King George V definitives which were issued for the first time on 22 June 1911 to coincide with the coronation of the new king. Over the three

quarter profiles of the sovereign (known as the Mackennal head) there has been stuck, cut out half tone portraits of his consort, Queen Mary. These portraits are most extraordinarily of the right size, and in almost matching green and red. Cancelled (and well tied), the 'stamps' bear a Broxbourne 'square circle' postmark and are date stamped 2 10 1911. The letter addressed to one Balfour Harrower Esq was posted and delivered locally.

A second, similar letter is known, posted and delivered in Woking, Surrey.

There is no evidence that these essays were submitted to the Post Office and the reason for their creation is unknown. All other essays for the 1911 issue were prepared by the Royal Mint, the Post Office and security printers.

It would be of interest to know if other readers of the *Bulletin* have examples of these essays.

A reader from Galashiels wrote to us recently saying,

In these days when the poor old Post Office is perhaps not the most popular of our national institutions, and there is a tendency to harp back to the 'Good Old Days', it is perhaps as well to remember that even from the first there were grumbles and complaints, even from the most unexpecting quarter.

I have in my possession a letter dated 31 July 1866 addressed to the Secretary of the Electric and International Telegraph Co which reads as follows:

Sir

I am sorry to say that there can have been no *real* investigation of my complaint of the 18th Inst. Each charge was exclusively for portorage as shown by the tickets which since the receipt of the Assistant Secretary's letter have been found, and are now enclosed.

I also have had the distance carefully measured on a Map constructed on a very large scale, and found that instead of being "just over a mile and a half", it is less than a mile by about 50 yards. If you have any doubt on this point, and will send someone to the

General Post Office, my son, Mr Pearson Hill of the Secretary's Office, will measure the distance on the Map in his presence.

The overcharge therefore amounts to 2/- and I request that you will remit to me this amount in postage stamps.

I am sure that you will see on reconsideration that I ought not to have been subjected to all this trouble about so small a matter.

Your obedt Sert

ROWLAND HILL

Readers may be interested in our reproduction of Sir Rowland Hill's letter, which in spite of its age, is in remarkably good condition.



31st July 1866.

Sir

I am sorry to say that there can have been no real investigation of my complaint of the 18th Inst. Each charge was exclusively for portage as shown by the tickets, which since the receipt of the distant Secretary's letter have been found, & are now enclosed.

I also have had the distance carefully measured on a Map constructed on a very large scale, & find that instead of being "just over a mile & half," it is less than a mile by about 50 yds. If you have any doubt on this point, I will send some one to the

General Post Office, my son, Mr Pearson Hill, of the Secretary's Office, will measure the distance on the Map in his presence.

The overcharge therefore, amount to 2/- & I request that you will remit to me this amount in postage stamps.

I am sure that you will see on reconsideration that I ought not to have been subjected to all this trouble about so small a matter.

Your obedt Sert
Rowland Hill

The Secretary of the
Electric & International Telegraph Co.

Sir Rowland is complaining about portage charges.

Portage charge was an additional charge paid by the recipient of a telegraph message if the point of delivery was more than 1 mile from the telegraph office. Up to 1 mile, delivery of a message was free.

Book Review

Great Britain First Day Covers

This most useful catalogue list covers from 1840 until September 1975 and notes those which are difficult to obtain.

In the case of modern covers alternative or complementary postmarks are listed and in some cases the postmarks are illustrated. The 1974 Churchill for instance is offered with 15 different cancellations.

Separately listed are Regional covers, QEII booklet panes and se-tenant strips on covers, Post Office cards, Air Letters and Presentation packs.

'Great Britain First Day Covers' is published by B H Townsend PO Box 12 Evesham Worcestershire priced 45p.

November Bulletin

Two errors occurred in the production of the November Bulletin, for which we apologise, and hope that they did not cause our readers too much inconvenience.

Postmark Slogans

Unless otherwise stated, items for reposting bearing the appropriate postage rate should be forwarded to the Head Postmaster of the town where the slogan is to be used, marking the outer cover 'Postmark Slogan'.

To run indefinitely from

12 October 1975 (P)

Map of W Glam Authorities Reads Swansea Lliw Valley, Neath, Afan, Port Talbot. To be used at Swansea. First and Second Class.

9 November 1975-17 January 1976

Lewisham Concert Hall SE6 4TU 01-690 3431 Jack and the Beanstalk Boxing Day for a Season. To be used at Catford SDO (SE6) 2 Transposed dies First and Second Class.

17 November 1975-8 February 1976

The Samaritans Bristol 298787 Distress Despair 24 hr Service. To be used at Bristol. First Class machine.

1 December 1975-24 January 1976

In Despair? Suicidal? Share it! With the Samaritans Gloucester 36333. To be used at Gloucester. Second Class.

1 December 1975-31 January 1976 (P)

Salisbury District Tourist Information Centre 10 Endless Street. To be used at Salisbury. Second Class machine.

Dates are as follows

Suicidal - Despairing - Lonely - Samaritans Care. To be used at Crawley and Horsham Second Class.

	Horsham	Crawley
Weeks Beginning	7 12 75	14 12 75
	4 1 76	18 1 76
	1 2 76	8 2 76
	7 3 76	14 3 76
	4 4 76	18 4 76
	2 5 76	16 5 76
	6 6 76	20 6 76
	4 7 76	18 7 76
	1 8 76	15 8 76
	5 9 76	19 9 76
	3 10 76	17 10 76
	7 11 76	21 11 76

27 December 1975-26 June 1976 (P)

Come to Sunny Weymouth and Portland. To be used at Weymouth. Second Class machine.

23 March-22 April 1976

Operation Gate Post—Help Emergency and Public Services—Put a Number on your Gate. To be used at Great Yarmouth.

5-10 April One Week

14 June-3 July 1976 Three Weeks

All England Schools Athletics Can-nock 76 Championships 9th and 10th July. To be used at Walsall and Stoke on Trent. First and Second Class. (Transposed) 2 dies each office.

Repeat Campaigns

10 November-7 December 1975

Enjoy a Sauna and Relax at St Margaret's Baths. To be reused at Leicester. First and Second Class.

17 November-21 December 1975 (P)

The Samaritans Distress Despair Phone or Visit in Confidence. To be reused at Tunbridge Wells. Second Class.

29 March-18 April 1976

31 May-20 June 1976

For Health and Safety Learn to Swim. To be reused at Leicester. First and Second Class.



*The Editor wishes the readers of the
Philatelic Bulletin a very happy Christmas
and a prosperous New Year*

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