

British Philatelic Bulletin

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INDUSTRIAL ARCHAEOLOGY



This Month

Congratulations

Every five years The Post Office awards the Phillips Gold Medal to an individual judged to have made an outstanding contribution to stamp design over the previous five years. This medal was instigated by Reginald M Phillips, founder of the National Postal Museum, in 1969. The medal was first awarded to David Gentleman, designer of many stamps from the National Productivity Year issue of 1962 onwards; he was awarded the medal a second time in 1979. In 1974 the medal was presented to Stuart Rose who was responsible for the 1973 Paintings and 1975 Turner stamps. Mr Rose was Design Adviser to The Post Office from 1968 to 1976. Adrian George received the medal in 1984; he is best-known for his popular Theatre stamps of 1982.

Last month, at a ceremony at the National Postal Museum, Barry Robinson, Design Adviser to The Post Office, became the latest recipient of this honour. Mr Robinson has worked hard on all issues of British stamps since he took up his appointment in 1980. His many duties include briefing stamp designers, advising the Stamp Advisory Committee and liaising with printers on technical matters concerning stamp production. Barry gave an interesting insight into his work in five articles entitled "Design Matters" published in the *Bulletin* in October and December 1988, January, April and May 1989. Our congratulations to Barry for this fitting recognition of his efforts.

Must Try Harder

In a letter published in *The Guardian* of 17 April, Professor Thomas A Markus of Glasgow commented on the Public Education stamp in the recent Anniversaries set. The Professor rightly pointed out that the Sunday Schools were not run by the British & Foreign Schools Society or the National Society for the Education of the Poor as stated in the March *Bulletin*. These schools predated the two societies by at least 20 years. I am pleased to set the record straight. Professor Markus also remarked on the anniversary of the 1839 Committee. The gov-

ernment had made grants to the two societies since 1833; the new Committee of 1839 established some new controls and made, under exceptional circumstances, funds available to schools sponsored by bodies other than the two societies.

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Industrial Archaeology Miniature Sheet

25 July 1989



INDUSTRIAL ARCHAEOLOGY
MUSEUM YEAR 1989
MINIATURE SHEET
ROYAL MAIL FIRST DAY COVER

Mrs J Robinson
200 Manorbie Road
ILKESTON
Derbyshire
DE7 4AB



Shown here is the Royal Mail first day cover for the Industrial Archaeology miniature sheet, to be issued on 25 July. The sheet – detailed in last month's *Bulletin* – will be available from all main post offices, the British Philatelic Bureau and philatelic counters, price £1.40. This includes a premium towards the running costs of the "Stamp World London 90" international exhibition.

Also illustrated are the two "First Day" handstamps – one for the British Philatelic Bureau, the other for New Lanark. Customers wishing to prepare their own covers may send them, bearing the miniature sheet, for reposting to:

British Philatelic Bureau 20 Brandon Street
EDINBURGH
EH3 5TT

New Lanark Special Postmark Duty
Customer Care Unit
1-5 George Square
GLASGOW G2 1AA



Our Industrial Archaeology

BARBARA LAST

At first thought a rather boring theme, this turns out to be a fascinating subject. Ronald Maddox's watercolours are pleasing, and I like his treatment of the miniature sheet which does not, as is usual, reproduce the identical stamp, but imaginatively amplifies the subject in a different format. Increasingly, examples of our industrial past are being incorporated in new building developments which add charm and interest to town and country. It is time we honoured our great engineers, for as a race we seem ashamed of our famous men. Although safely dead, they remain faceless and, with few exceptions, even nameless on their native stamps, depending on other nations to mark their pre-eminence.

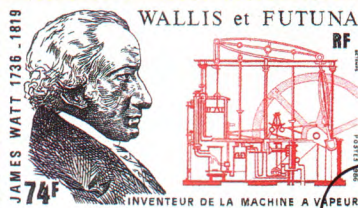
Mining and Pumping

Tin mining has existed in Cornwall since prehistoric times and copper mining since medieval. In the first century BC the extraction of tin by the people of Belerion (Land's End) was described as they washed it out from sand and rock. But always the problem of deep mining has been drainage. Pumps driven by waterwheels had



their limitations. One of the finest preserved waterwheels is the Great Wheel of Laxey on the Isle of Man. Its 72-foot wheel of iron and wood was built by Robert Casement in 1854 to pump water from a lead mine. It was used commercially until 1926, and since the 1960s has operated as a tourist attraction. Casement and his design diagrams of the "Lady Isabella" appeared on the Manx 1983 Europa stamps (SG 249/50).

The Cornishman Robert Trevithick, improving on James Watt's steam engine, invented the true Cornish beam engine that rapidly became installed in mines all over the world. (Watt is shown on a Wallis & Futura Islands stamp of



1986, SG 491.) A Watt beam engine of c. 1830, raises water from the River Lark at Pymore to flow into the Great Ouse, to keep the Fens of the Bedford Level from flooding. In London at Kew Bridge, Brentford, the 19th century pumping engines which supplied water to West London until the end of the last war can be seen periodically "in steam".

The Cornish pumping engine in the massive engine house was placed so that the pump rod could hang down the shaft to work the plunger pole lifts. As the rod descended, so water was forced up through the iron pipes in the shaft. Watt installed his beam engines from 1781 to regulate the water, and later applied them to the mechanical "stamps" or hammers for crushing ore, and to "winding" gear for raising the ore to the surface. The engine houses had to be built sturdily, and Cornwall is littered with hundreds of roofless engine houses attached to tall stone-built chimneystacks. The stark outlines of dere-



Sailing Vessel entering Trevaunance Quay, St. Agnes with coal and Loading with tin from the Mines. Date approx. 1914.

lict mines are a feature of the landscape, and a memorial to the days when Cornish mines were the principal source of tin and copper. By 1865 there were more than 600 steam engines; the last ceased working when the South Crofty mine changed to electricity in 1955.

Pack trails linking mines to small shipping places were replaced by mineral railways, and Haile railway, now part of the national system, served the Camborne/Redruth mines from 1838. At St Agnes Head (shown on the 27p Industrial Archaeology stamp issued on 4 July), the tiny harbour at Trevaunance at the foot of the cliffs was built for the mines. Coal and imports were raised by horse-whim, and ores went down by chutes to be loaded onto 2-masted schooners that shuttled between the mines and the smelting furnaces of the South Wales coalfields. Trevaunance breakwater was destroyed in a storm in 1915, and there is nothing now left of this small haven.

Often after their shift the men had to climb up ladders from depths of over 1,500 feet, where walls, running with water, were too hot to touch, and the atmosphere was like a steam-bath. Miners had to pay for their own candles, tools and explosives, and the average wage in c. 1910 was 4d (2p) an hour.



The Penrose Annual designs

In 1970 The Post Office and the Royal Society of Arts awarded a bursary of £200 for a set of postage stamps on the theme of Industrial Archaeology, the subjects being architecture,

machinery or equipment from the "Industrial Revolution" of the 18th and 19th centuries. There were 76 entries, and the winner was Stewart Cameron. His designs were reproduced in the form of a se-tenant block of four which was given away in the *Penrose Annual for Printers* in 1972. The stamps depict a Cornish engine house near Camborne (3p), a Water Tower near Liverpool (5p), Billingford Mill, Norfolk (9p) and pithead gear at Tirpentwys Colliery (7½p).

Birth of the Industrial Age

The best known monument to the birth of the Industrial Age remains where it all began, at Coalbrookdale, Shropshire. Abraham Darby, the Quaker ironmaster, experimenting to find a better and quicker fuel than charcoal, first smelted iron in 1709 using cheap coke from the fast-growing coal mining industry nearby. His merchandise was transported by river and canal,



and Darby constructed a bridge of wrought iron over the River Severn to speed the process. This was the world's first iron bridge that stretches 196 feet across the deep wooded gorge, supported by masonry abutments on both banks. Completed in 1780, the bridge is still in use and is featured on the new 19p stamp and on the official "First Day of Issue" handstamp for Telford (4 July).

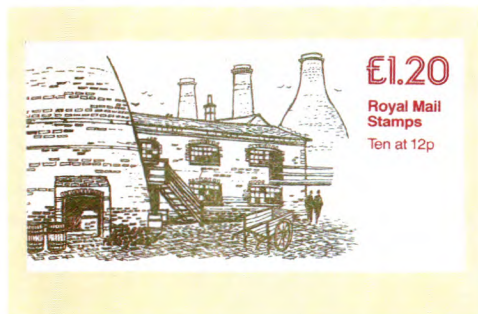
The bridge is the focal point for the Iron-bridge Gorge Museum which covers some six square miles. This was the first open air museum, founded in late 1960s, and it preserves this cradle of our industrial past, for Coalbrookdale manufactured machinery for famous inventors including Watt, Trevithick and Brunel. Coalbrookdale is now part of the new town of Telford. Whole buildings, with contents, have been moved here from all over the West Midlands to recreate the ancient communities and

old traditional crafts. Several mills work again on a commercial basis, including the only foundry to make wrought iron. Ironbridge featured on the cover of a £1 book in the Industrial Archaeology series of 1979-81 (SG FH1).

Pottery and Brick Making

At Stoke-on-Trent the tradition of pottery goes back to Roman and Saxon times as suitable clay, and later coal, were locally to hand. Porcelain, long a Chinese secret, was developed in the early 18th century, and its chief ingredient, kaolin, came by water from Cornish china clay works. Ash from animal bones was used as a “flux” to fuse the other ingredients, and the resultant “bone china” remained almost exclusively British. Gladstone visited Stoke-on-Trent in 1863, and Bottle Kilns at the Gladstone Pottery Museum were illustrated on the cover of the £1.20 stamp book issued in September 1980 (SG FJ3). This is a working museum with four preserved bottle ovens, whose outer shell was called a “hovel”. Inside the oven pottery was

Austin 7 h.p. “Chummy” (SG 464). The kiln was demolished in the 1950s, and the bricks used to build an uncle’s house.



fired by four fire-mouths which distributed heat evenly. Of 2,000 brick-built bottle kilns, less than 50 remain.

Similarly brick-making was an early industry. Its tall straight chimneys encircle Peterborough which is a major centre. Suitable clay lies close to each brickyard, and when the claypit runs out, the buildings are usually demolished and another pit opened. During the past 30 years, a great number of brickyards have vanished. A conical brick-kiln is preserved at Nettlebed, Oxfordshire, the last of a thriving industry in the Chiltern Hills where there is no natural building stone except flint. Jersey’s last working brick-kiln at Mont à l’Abbé, St Helier, belonged to the family of the designer of the Vintage Car set of 1989. Alan Copp used the chimney as a background detail for the 1926

Cotton Spinning

Richard Arkwright invented the mechanical spinning frame in 1769, and he is considered to be the father of the factory system. His invention made it possible to manufacture strong yarn for the mass production of cheap calico. Although he is un-named, the 250th anniversary of his birth was marked by the British Textiles stamps of 1982 (SG 1192/5).

Robert Owen was more fortunate, and in 1976 achieved a “naming” on the 10p stamp in the Social Reformers set (SG 1002). Arkwright had collaborated with David Dale, a Glasgow industrialist, to build a complex of cotton mills and houses at New Lanark, Strathclyde. Owen was one of seven children of an ironmonger. After apprenticeship to a draper, educating himself in his spare time, he built spinning machines for the cotton mills. In 1797 Owen married Dale’s daughter, and three years later became a partner at the mills. Here at New Lanark, depicted on the Industrial Archaeology 32p stamp, he practised his ideals of social justice, and his concern with the education and improved working conditions of his workers. He founded communal villages, built a nursery, introduced adult education, a school and co-operative store. He and his model mills became famous as he instigated the Factory Act of 1819 which forbade the employment in the mills of children under ten. The old mills, house, the

school and other buildings dating from Robert Owen's great social reforms are preserved, with an exhibition centre in an old counting house, and they appear on the new 32p stamp.

Improved Transport

Manufacturers were quick to see the advantages of faster methods of transporting their merchandise to the ports. Thomas Telford, I K Brunel and the Stephensons – father and son – were in the forefront as builders of railways, bridges and canals, and are pioneers who led the world. Brunel and his Royal Albert Bridge of 1859 linked Devon and Cornwall by carrying the Great Western Railway across the River Tamar, and is seen on stamps from Nevis (SG 318/9).

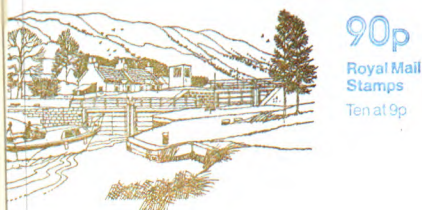


Huge crowds watched the central girders, each over 1,000 tons, being floated into position on pontoons on a rising tide. It still carries the Penzance line, and Brunel's name is prominently displayed.

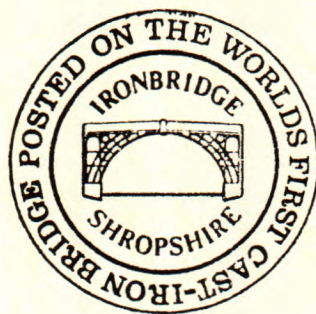
Thomas Telford was probably our greatest genius for civil engineering, leaving behind a huge legacy of roads, bridges and canals. The Menai Bridge to Anglesey, shown on the 1s 6d Bridges stamp of 1968 (SG 765), was part of his London to Holyhead highway. Completed in



1826 of flat wrought iron links to form suspension chains, it was an amazing engineering achievement. The Caledonian Canal (on 90p stamp book of 1978, SG FG5), was finished in 1822 after 19 years labour, partly to give employment after the Jacobite Rebellion, and



partly to provide a sheltered route to avoid the long, stormy voyage round the north coast. It unites a chain of natural lochs into a spectacularly beautiful 60-mile long waterway from east to west across the Scottish Highlands. But probably the most impressive structure of the whole canal system is his famous Pontcysyllte Aqueduct on the approach to the Welsh mountains, depicted on the new 35p stamp. Conventional canals had channels of puddled clay supported on brick arches, too weighty a method to carry the Shropshire Union Canal on its 1,000 feet sweep, 120 feet above the River



A special cachet is applied to visitors' mail posted on the Ironbridge

Dec. Telford, now the "General Agent, Surveyor, Engineer, Architect and Overlooker" used a cast iron trough supported on stone piers, an entirely new concept greeted with derision. The masterpiece took 10 years to build. It was opened in 1805, and provides breathtaking views.

This is a beautiful set on a captivating theme. Ports, docks, oast houses, windmills – there are a host of structures I have not yet mentioned!

Reference: *Britain's Industrial Past* by Brian Bailey, British Waterways Board.

New Pictorial Aerogrammes

On 1 August packs of six pictorial aerogrammes will go on sale at the British Philatelic Bureau and philatelic counters, price £2.75. The aerogrammes feature "Landscapes of Britain". The six designs feature:

1. Coastline

Porthgain, Dyfed, Wales

White Rocks, Co Antrim, N Ireland

Durdle Door, Lulworth, Dorset, England

2. Gardens

The Cascade, Chatsworth, Derbyshire, England

Mount Stewart Gardens, Co Down, N Ireland

Bodnant Gardens, Clwyd, Wales

3. Lakes

Buttermere, Cumbria, England

Lough Erne, Fermanagh, N Ireland

Loch Tay, Tayside, Scotland

4. Landmarks

Hadrian's Wall, Housesteads, Northumberland, England

Tintern Abbey, Gwent, Wales

Giant's Causeway, Co Antrim, N Ireland

5. Mountains

Mountains of Mourne, Co Down, N Ireland

Glencoe, Highlands, Scotland

Tryfan, Gwynedd, Wales

6. Rivers

River Dulas, Dovey Valley, Powys, Wales

Brig of Dee, Braemar, Grampian, Scotland

River Wharfe, Linton-in-Wharfedale, N Yorkshire, England

The aerogrammes include the Machin head portrait of The Queen with the "1 Great Britain Postage Paid" device alongside. The illustrations on the aerogrammes are by Ronald Maddox and they have been printed at The House of Questa Limited.

The packs will initially only be available from the British Philatelic Bureau and philatelic counters. No first day facilities will be available.



Cambridge-Lincoln Travelling Post Office

PETER JOHNSON

A new TPO service from Cambridge to Lincoln? No, this was a special train chartered by The Post Office East Public Relations Dept in connection with the official opening of the new mechanised letter sorting office at Cambridge on 15 March.

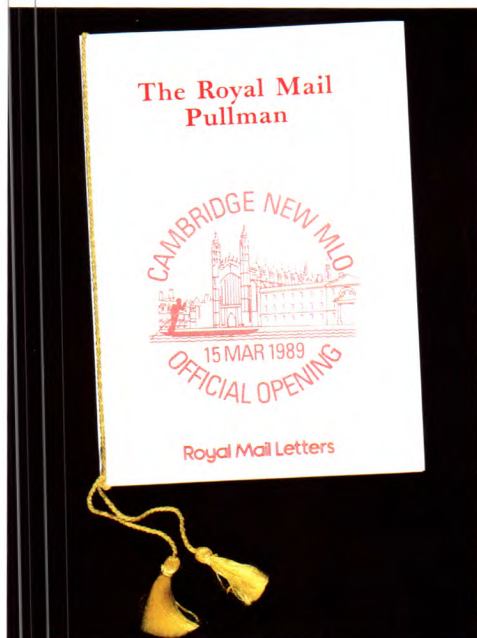
The new sorting office is contained in a stylish modern building in Clifton Road, Cambridge, adjacent to the railway and on the opposite side of the tracks to the station. It has cost £5.5 million and is intended to handle 2.5 million items a week, a level of business which is expected to increase at a rate of 4.2% per annum. The opening ceremony, with a fanfare from the 9th/12th Lancers, was performed by Royal Mail Letters Managing Director, Mr Bill Cockburn, assisted by TV personality Anne Gregg, by unveiling a plaque.

After the opening and a tour of the new letter sorting and franking facilities, the invited guests were taken to the station where the Flying Scotsman Services Pullman train awaited them. Attached to the Pullmans were two Royal Mail sorting carriages (Nos 80336 and 80337); locomotive No 47816 carried a "Royal Mail Pullman" headboard. During the journey, which started with the serving of champagne, the passengers were served lunch and afternoon tea. Amongst the guests were representatives of The Post Office's major customers in the Cambridgeshire area and the now retired head of the TPO Section, Norman Peachell.

Four postmen based at Peterborough and Lincoln, under the command of TPO Divisional Inspector Lawrie Downton, sorted second class mail and the guests were able to visit the sorting carriage and observe at first hand the stark contrast between the ancient and modern techniques employed by The Post Office to ensure the prompt delivery of the mails. After reaching Lincoln, the train ran on to Sleaford, where the locomotive ran round, and returned to Cambridge via Ancaster.

The "Royal Mail Pullman"'s passengers were presented with a presentation folder containing a "Transport & Communications" stamp issue presentation pack, a Cambridge MLO

brochure, the 1988 TPO brochure and a copy of W H Auden's poem "Night Mail" printed on parchment. The guests also received a Cambridge MLO first day cover bearing the 18p Transport stamp (featuring "Mallard" and TPO apparatus) cancelled with a one-day CAMBRIDGE NEW MLO OFFICIAL OPENING special handstamp, a TPO 150 tie or headscarf and a "gold" medal. Both the presentation folder and the medal were illustrated with a TPO logo and a TPO carriage in addition to a "Cambridge New MLO" logo. The menu card featured this logo and the "Royal Mail Letters" logo in addition to the train title.



It had been intended to issue the TPO sorters with the reserve datestamps from the Peterborough-Crewe (and *vice-versa*) TPO service but these were erroneously left in London so the service datestamps were issued instead. A small number of covers (about 30) from collectors "in the know" were cancelled with both datestamps so that they would be distinguished from any



mail handed in during that night's operation of the Peterborough-Crewe service.

Cambridge itself is not served by a TPO but it does originate mail taken by road to Ely to be put on to the Peterborough Section of the East Anglian TPO. The operation of the special Cambridge-Lincoln TPO enabled some of The Post Office's customers to gain an insight into an unusual aspect of its letter handling operations and to contribute to a small footnote of TPO (and Cambridge's postal) history.

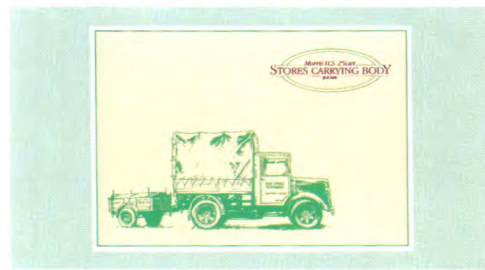
Cylinder News

The 19p Welsh stamp (Slater paper, PVA Dextrin) was printed from plates Q3Q3 and Q4Q4 earlier in the year. New printings of the Northern Ireland Country 14p and 19p stamps have been made from plates Q3Q3 and Q4Q4 (both values).

The cylinder numbers given in the May *Bulletin* for the 19p Games & Toys stamp omitted the final number – 1G (pale ochre).

New Telecom Card

Telecom Technology Showcase issued a new card – Vehicle Series No. 5 – on 7 June. This features a line drawing of a Morris LCS stores carrying body used between 1948 and 1958.



Price 20p, postage & packing charge 40p; remittances payable to "British Telecom". Orders/enquiries to: Telecom Technology Showcase, 135 Queen Victoria Street, LONDON EC4V 4AT.

Competition



Enter this month's competition and stand a chance of winning a copy of the acclaimed history of the Post Office – *Royal Mail: The Post Office since 1840* by Dr Martin Daunton. The book was published in 1985 to coincide with the 350th anniversary of public mail service. Answer the questions below, the answers to which will be found in this *Bulletin*, and send, with your name and address, on a postcard to: July Bulletin Competition, National Postal Museum, King Edward Street, LONDON EC1A 1LP to arrive by 25 August.

The senders of the first four all-correct entries drawn will be sent copies of the *Royal Mail* book. Answers and winners' names will be published in the October *Bulletin*.

1. Two special "First Day of Issue" postmarks are being used for the Industrial Archaeology miniature sheet first day covers; one for the British Philatelic Bureau. Where is the other for?
2. Which famous engineer designed the Menai Bridge, shown on a British stamp of 1968?
3. Which preserved mill in Cheshire has a posting box for donations to the water wheel appeal?
4. The new Scottish aerogramme on 8 August commemorates which architect?
5. How many pictorial "Landscapes of Britain" aerogrammes are being issued on 1 August?

The competition is not open to staff of Royal Mail Stamps & Philately, the National Postal Museum, their agents and their families. No correspondence will be entered into; the Editor's decision will be final.

The winners of the April competition were: J C Wilson of Kent (first prize), A E Saunders of United Arab Emirates, D L Kimber of London, J C Kenney of Leicestershire, Mrs M R Hewitt of Surrey and A F Chubb of Nottinghamshire.

The answers were: 1. Museum of Childhood, Edinburgh, 2. Girl Guides, 3. Philatelic History Society, 4. Dartford Marshes, Kent, 5. *Pandora*, 6. Queen Salote.

Our thanks to all who entered.

Gems from the R M Phillips Collection

165. 1881-83 Colour Trials



Shown here are some of the colour trials probably produced as a result of the instruction given to De La Rue in March 1881 that the so-called "Unified Series" inscribed "Postage & Revenue" should be prepared. Trials were made of the 1½d, 2d, 3d (plate 20), 4d (plate 17), 5d, 6d (plate 17), 1s (plate 13), 5s (plate 2), 10s and £1 stamps in 24 different colours, although not every value is known in each colour. There are no fewer than 189 examples in the Phillips Collection; those with corner letters (with one exception) are lettered AA. The sole exception is a 5s

lettered BJ. The stamps are perforated 14 on paper watermarked Crown (1½d-1s) and Maltese Cross (5s-£1).

The examples illustrated here - printed in shades of purple brown - are on page 15 of Volume 36 of the Phillips Collection. Also on that page are similar colour trials printed in shades of Prussian blue.

These items can be seen in the Phillips Collection at the National Postal Museum during normal hours: 9.30am to 4.30pm Monday to Thursday and 9.30am to 4pm Friday.

British Maritime Heritage

British Special Issues: No.154

FRANCIS KENNEDY

The 200th anniversary of the Worshipful Company of Shipwrights and the raising of the hull of the *Mary Rose* together made 1982 a "natural" for designation as Maritime England Year and for the issue of five stamps embracing British maritime history from Henry VIII, the acknowledged founder of the British Navy, to Viscount Cunningham, the major British naval figure of the Second World War.

The stamps themselves were exceptional, being printed in both recess (intaglio) and photogravure on the famous Jumelle press at Harrison's High Wycombe plant. In each case, the ship pictured (and the waves) was engraved by Czeslaw Slania, the Czech-born stamp die engraver who became resident in Sweden and almost exclusively employed by the Swedish Post Office. This part of each stamp was printed in black. The coloured portraits were all by Marjorie Saynor whose fine portraits on the Explorers issues of 1972 and 1973 had been remarkable for being submitted as finished artwork in *stamp size*, instead of the usual six times linear which the printers touch up (when necessary) before reduction.



Each design contributed to the story, beginning with King Henry VIII and the *Mary Rose*, the 600-ton prize of the re-shaped Navy, on the 15½p stamp. Built in 1510, she served as flagship of the Lord High Admiral in the French Wars of 1512-14 and 1522-25. A refit in Portsmouth in 1536 made her the first British naval vessel to fire through gunports in the hull rather than from the open deck. On sailing from Portsmouth in 1545 to engage the French yet

again, she unaccountably keeled over and sank with the loss of nearly 700 men.

The 19½p stamp featured the *Triumph* (912 tons, built at Deptford in 1623), which was the flagship of Admiral Robert Blake, a colonel on the Parliamentary side in the Civil War who became one of three "Generals-at-Sea" charged with engaging any Royalist ships they could find. Blake, whose "Articles of War" and "Fighting Instructions" gave the Navy its first codes of discipline and tactical communication, died in 1657 from wounds while returning to Plymouth.



The 24p stamp depicted Lord Nelson and, inevitably, the *Victory*, carrying the story forward into the 18th century. Horatio Nelson was a post-captain by the age of 30 and received a peerage in 1801 following his success at Copenhagen. During the Battle of Trafalgar (1805), Nelson was mortally wounded. *Victory*, now in dry dock at Portsmouth, was a 1,162-ton ship of the line, laid down at Chatham in 1759 and is now restored to her condition in 1805 as a permanent memorial to Nelson.

The design of the 26p value takes a leap to the First World War when Admiral John Arbuthnot Fisher, then aged 73, was brought out of retirement to undertake reforms in the structure of the Royal Navy at a critical period. Always an innovator, Fisher had called for the building of HMS *Dreadnought* at Portsmouth and this 17,900-ton battleship, launched in 1906, was the pioneer all-big-gun, turbine-driven naval vessel.

Posting Boxes

101. In recent years there has been great interest shown in Britain's industrial past and many old industrial buildings have been restored. Quarry Bank Mill, the first surviving Georgian cotton mill, at Styal in Cheshire has been fully restored and is a major tourist attraction; it won the Museum of the Year award in 1984. Mr C F Massey of Manchester has sent in a photograph of a Victorian wall box at the Mill, used to collect donations for the restoration of the water wheel. The times of collection information plate on the box has been replaced by one reading "Post your donations to the water wheel appeal here". Over the box is a commemorative plaque informing visitors that the Mill was awarded the British Tourist Authority's Come to Britain award "for outstanding tourist enterprise" in 1983.



Details of the Mill can be obtained from: Quarry Bank Mill Trust Ltd, Styal, WILMSLOW, Cheshire, SK9 4LA.

A George V box used to collect donations "...for the new healing and counselling centre" at St Marylebone Parish Church in London was featured in the March 1985 *Bulletin* (Posting Boxes No. 69).



The 29p denomination portrayed Admiral Andrew Browne Cunningham who was the outstanding British naval commander of the Second World War. He became Commander-in-Chief of the North Africa and Italy landings and was appointed First Sea Lord in 1943. Following retirement, he became Viscount Cunningham of Hyndhope in 1946. His flagship, HMS *Warspite* was a 27,500-ton battleship of the Queen Elizabeth class, the first to be fuelled entirely by oil.

The stamps were issued on 16 June 1982, printing being by Harrison & Sons in sheets of 100 in two panes of 50 (10 x 5), perf 15 x 14 on phosphorised paper. Only three major constant flaws are listed in the Stanley Gibbons *Great Britain Specialised Catalogue*. They are: 26p retouched sideburns at left (no dot cylinder, row 8 stamp 10); 29p retouched eyebrow (no dot cylinder, row 8 stamp 1) and a thinned line above the GH of CUNNINGHAM (dot cylinder, row 9 stamp 5). The issue was withdrawn on 16 June 1983 when total sales were: 15½p 43,768,700; 19½p 10,559,500; 24p 11,839,000; 26p 9,694,100 and 29p 8,823,900.

The two Post Office first day cover cancellations featured a fully-pointed compass (Philatelic Bureau, Edinburgh) and the English rose (Portsmouth). Not surprisingly, the National Maritime Museum co-operated with a private cover producer and used a special first day cancellation featuring a sketch of the *Mary Rose*. Five PHQ cards (numbered 60a-e), with enlarged reproductions of the stamps were issued two weeks before the stamps; some 1¼ million sets of these cards were produced.

Ship Letter Telegrams

TONY GAMMONS

One of the more pleasant aspects in working on exhibitions in the National Postal Museum is that sometimes one is faced with an embarrassment of riches. The "Atlantic" exhibition was such a case. Preliminary research showed that there was so much material available in the Museum and Post Office Archives that selection was going to be a problem. In the end it was decided to concentrate on the carriage of "letters" and to leave the transmission of messages by "electronic" means for a later exhibition. There is, however, in the "carrying the mail" section of the exhibition a "Ship Letter Telegram". This article deals with the setting up of this service and the development of the forms and envelopes. On 7 October 1930 the Secretary of the Post Office, Sir Evelyn Murray, ordered an enquiry into the cheap services run by Marconi on board ships. The task was given to Colonel Crawley of the Wireless Telegraph Establishment who reported as follows: – "The services provided by Marconi are Ocean Letters and Poste Radios. The first was used on long services, messages being passed between ships proceeding in opposite directions between the same two ports. The cost being 3d per word (minimum charge 5s) with the excess over 20 words charged at 2d per word (Fig. 1). The

Poste Radio was similar but in this case the message could be sent to any ship for posting at a port of call indicated by the sender. The charge for this service was 4d per word."

Crawley informed the Secretary that the Post Office was considering setting up a form of cheap deferred wireless service between ships and the shore. The Post Office was already running a Radiotelegram service and had introduced, in 1927, a Christmas publicity folder which was followed in 1928 with a "greetings" card that was enclosed with the delivered telegram (Fig. 2).

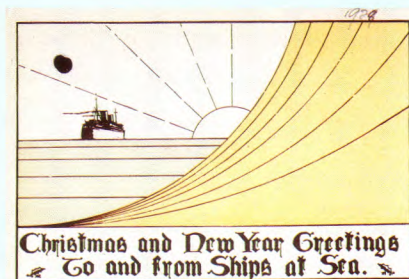


Fig.2 Post Office Christmas Greetings Card

The introduction of the new "Ship Letter Telegram" service was announced in the *Post Office Circular* of 27 May 1931. The service came into operation on 1 June; messages, in plain language, being accepted on board ships at sea for transmission to Post Office coast wireless stations and thence by post to the addressees. The service was only available in the direction of ship to shore and replies could be sent only as ordinary radiotelegrams. The charge for the Ship Letter Telegram was 3d a word with a minimum charge of 6s 3d for 25 words.

It was felt desirable to have an attractive form and envelope for the new service. The form was to be large enough to provide space for publicity, instructions, the address and about 30 words. The cover was to be large enough to take the new "Radio Folder".

A G Highest, of the Secretary's Office, was

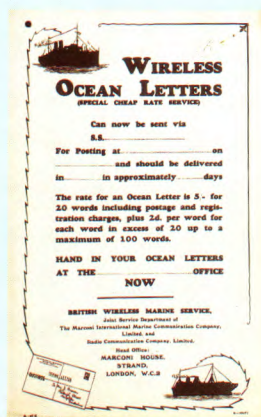


Fig.1 Poster for Marconi Wireless Ocean Letter Service

put in charge of the design of the stationery and he submitted proofs to the Overseas Telegraph Branch on 19/20 May 1931 (Fig. 3). The Branch felt that the space above the thick horizontal line was too small and suggested that the line should be lowered. However as this would mean



Fig.3 Proof of first Ship Letter Telegram form

recutting the block Highet thought that the same effect could be obtained by resetting the wording. The words "received" and "serial" were to be deleted and "from, by and No" to be brought into line with the rest of the text. New proofs were produced and these were accepted by the Branch (Fig. 4). The design for the cover featured a "stylised" front view of a ship with the words "Ship's Letter Telegram"; the design was accepted with the proviso that the words "if undelivered please return to radio station" be printed on the flap. The forms and envelopes



Fig.4 Proof of first Ship Letter Telegram with amended wording

were printed by HM Stationery Office. After the initial distribution it was felt that the paper used for the envelopes was of "too good a quality". As the printing had reached an advanced stage it was decided to wait until a new stock was required before changing the paper. The use of "Ship's" instead of "Ship" came in

for a considerable amount of criticism. Highet explained that "the error seems to have crept in when the design was redrawn in reduced scale!" The file, however, makes it quite clear that "Ship's" was the original official choice.

By September 1931 stocks were almost exhausted and the opportunity was taken to redesign the form and envelope. The offending "s" was removed, the design at the top of the form was reduced in height giving a larger space above the line. The line was also changed, from solid to two fine lines which gave a "lighter look to the centre of the form". The wording was altered and the height of the form reduced from 6.5 to 6 inches (Fig. 5). The new blocks produced for the reprint both showed small flaws on the first proof. The upper of the two lines across the form showed a small break

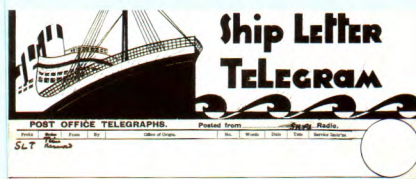


Fig.5 Design for second Ship Letter Telegram

under the date stamp circle and there were defects on the left edge of the design of the envelope. These were repaired in time for the final printing in November, the only other change was to drop "SLT" above the lines (Fig. 6).



Fig.6 Issued example of second Ship Letter Telegram

The service proved popular and by 1934 some 1,000 Ship Letter Telegrams were being delivered in the UK each week. Many other countries introduced the service and International regulations were introduced at the Cairo

Conference in 1938. The service was suspended during the war but resumed in 1945. Many designs, by well-known artists, were produced for the Ship Letter Telegram Service, three of which are shown here (Fig. 7). "SLTs" proved a



Fig.7 Examples of Ship Letter Telegrams popular way to send non-urgent messages from ship to shore and a selection of the forms could make a colourful addition to a maritime postal history collection.

File ref. Post 33/3835 M2776/1933.

British Philatelic Trust

Professor John West, CBE has recently been appointed a Trustee. He is currently Vice-Chancellor of the University of Bradford and a Fellow of the Royal Philatelic Society, London.

Professor West has been a keen philatelist since boyhood with a particular interest in South American/European postal history of the 18th and 19th centuries, on which he has carried out considerable research, writing, exhibiting and lecturing. He has been an active member of philatelic societies in Sussex and Yorkshire and was the Founder Director of the Philatelic Unit at the University of Sussex. Due to retire later this year, Professor West will bring to the Trust added philatelic and administrative expertise.

July Stamp Books

New new machine books will be available from the British Philatelic Bureau and philatelic counters from 18 July. The cover design of the 50p book features design 2 in the "Marine Life" series – Common Hermit Crab, Bladder-Wrack and Laver Spire Shell. The £1 book bears design 3 in the Marine Life series – Edible Sea Urchin, Common Starfish and Common Shore Crab. The designs are by Peter Morter; the first design in this series appeared on the 50p book issued on 5 July 1988.



The two new books contain the same combination of stamps as in the books issued in September 1988, January and April 1989, viz: 50p – 1 x 14p phosphor side band right, 2 x 19p two bands and £1 – 2 x 14p side band right, 4 x 19p two bands. The stamps have been printed in photogravure by Harrison & Sons Limited who also printed the book covers. The pane in the £1 book has straight edges at left and right.

The books will initially only be on philatelic sale, becoming available from post offices as stocks of earlier books are used up.

Letter Cassette Pack

From 3 September 1984 to 31 March 1985 a special letter cassette pack was offered on first class stamp booklets. The pack was prepaid within the UK by a label, as that used on the Post-a-Book service, and similar in design to the Royal Mail Postage Labels. In the pack was a tape cassette of 20 minutes duration on which could be recorded messages for the recipient. Also enclosed was a gift card and a set of instructions. On posting, the label was cancelled with a normal handstamp. If the letter cassette

was posted abroad then a 50p stamp had to be added for anywhere in the world. Airmail sticker and custom form were included in the pack.

The pack has been available at the National Postal Museum Sales Counter for personal callers for some time and is now available by mail order – whilst stocks last. Price 90p each for quantities up to nine, 80p each for ten or more. Prices include postage and packing; please allow three weeks for delivery. Orders should be sent to: National Postal Museum (Mail Order), King Edward Street, LONDON EC1A 1LP.



New Scottish Aerogramme

The 30th in the series of Scottish aerogrammes will be issued on 8 August to commemorate the bicentenary of the birth of the noted architect William Henry Playfair. William was born in London, the nephew of John Playfair, a Scottish mathematician and geologist. Edinburgh is sometimes referred to as the "Athens of the North" because of the Grecian style buildings on Carlton Hill and the neighbouring Royal High School. The Royal Scottish Academy and the National Gallery of Scotland, designed by Playfair in 1823 and 1845 respectively, continued the Grecian trend. Playfair also designed the twin Gothic towers of the New College, the (un-

finished) National Monument, begun as a copy of the Parthenon, and Donaldson's Hospital.

The aerogramme will be available from all post offices in Scotland, the British Philatelic Bureau and philatelic counters, price 32p (includes 27p postage).

Forthcoming Issues

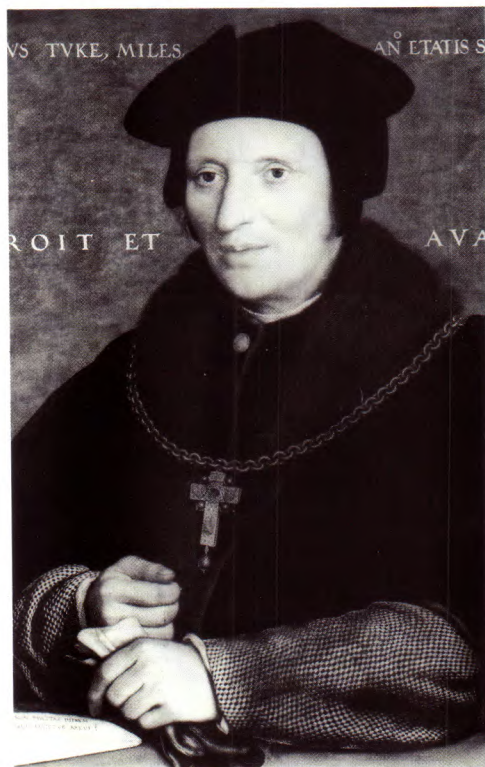
18 July	50p & £1 books
25 July	Ind. Arch. Miniature Sheet
1 August	Pictorial aerogrammes (6)
8 August	Scottish aerogramme (Playfair)
5 September	Microscopes
17 October	Lord Mayor's Show
14 November	Christmas stamps & aerogramme

Brian Tuke – “Master of the Posts”

TONY GAMMONS

Exhibitions Officer, National Postal Museum

Early in the reign of Henry VIII, Brian Tuke, a Clerk of the Signet, was making payments to the King’s “Messengers, Posts, Couriers and others”; and it is Tuke who has become known as the first, English, Master of the Posts. He had, in fact, served in a similar capacity towards the end of Henry VII’s reign. A letter, signed by



One of several versions of a portrait of Sir Brian Tuke by Hans Holbein the Younger

Tuke, of the period can be seen at Muncaster Castle, near Ravenglass, in Cumbria.

Tuke was obviously a very able man and held many offices during the reign of Henry VIII. All his appointments can be found upon the Rolls except that of Master of the Posts and it seems possible that Tuke was never officially granted the title by which he is so well known!

The reason for the confusion could be that most of the early references in *State Papers Domestic* to Tuke as “Master of the Posts” are in letters coming from the Continent, for example there is a reference in June 1509 in a letter from Spinnelly, the new King’s representative in Calais. With the Taxis family running the Imperial Post in Europe themselves having the title it is probable that in writing to their English counterpart they used the same in addressing Tuke. In 1516 Francis de Taxis refers to Tuke as “Magistro Domino meo Brianno Tuke, Magistro Postarum, Londini.” When paying the Posts, Tuke issued a warrant either as Clerk of the Signet or, after 1528, as Treasurer of the Chamber. In October 1536, when writing to “all ye marres, constables, balyffes and other good officers of Waltham Cross...Lincoln” instructing them to set up a Post, he signs himself by his official title of Treasurer of the King’s Chamber.

It seems strange that if Tuke had been officially appointed “Master of the Posts” the state had to ask his son Charles for the letter of appointment on Tuke’s death in 1545. There is no evidence, in *State Papers Domestic*, that Charles was able to comply with the request. That Tuke operated the service for the King and Court there is no doubt; but with limited authority he only carried out the same task as his predecessors, *i.e.* laying on a Post as and when required and not establishing a permanent network. After his death the office was formally confirmed and granted to Sir William Paget and John (later Sir John) Mason.

On the deaths of Paget and Mason (in 1563 and 1566), Thomas Randolph was appointed Master of the Posts under a patent granted by Queen Elizabeth on 4 May 1567.

There is no doubt that at this time the postboys were carrying a few private letters. A proclamation of 1583 bears on the subject: “Item – that no packets or letters shall be sufficient warrant or authoritie to constrain the postes to run with them in poste, except that they be directed for her Majestie’s affaires, and shall be signed either by her Majestie, her Privie Counsell or any of the personages authorised and above named”.

From the above, which is signed by ten members of the Council, it is obvious that they looked upon private letters with disfavour. Randolph, it seems, had other ideas. He issued a directive of his own, the ninth and tenth clauses of which distinctly sanction their carriage.

National Postal Museum News

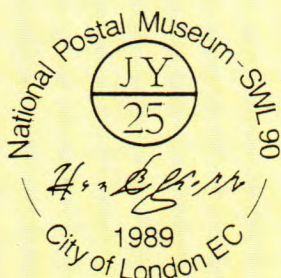
Exhibitions

Currently on show at the Museum are two temporary exhibitions - the "Atlantic" and "Post Office Uniforms". The Uniforms exhibition continues until the end of the year; the "Atlantic", the major exhibition for 1989, will stay on display until next April.

Postcards

On 25 July the Museum will issue the first in a series of cards depicting important people in the history of the British postal service. The first three cards feature Sir Brian Tuke, Sir John Coke & Sir Francis Windebank and Henry Bishop; designated "NPM/SWL90/1-3".

The cards are intended to promote awareness of the "Stamp World London 90" international exhibition at Alexandra Palace from 3-13 May 1990. The initials "SWL90" in the reference numbers of the cards refers to "Stamp World London 90". The cards will cost 20p each and can be ordered by post from: National Postal Museum (Mail Order), King Edward Street, LONDON EC1A 1LP. Minimum order 60p plus handling charge - 19p on orders up to £18, £1.59 on orders over £18 (sent by registered post). A special handstamp will be used on 25 July when the cards are issued; the Museum's standard Maltese Cross cancel will also be available. Items for handstamping should be sent to: Special Postmark Duty, City of London LDO, King Edward Street, LONDON EC1A 1AA.



Sir Brian Tuke is known as the first Master of the Posts, operating early in the reign of Henry VIII; his career is described by Tony Gammons in an article in this *Bulletin*.

Coke and Windebank were the Secretaries of State who in 1637 were appointed "Masters of the Post". Shortly afterwards they appointed

Thomas Witherings as their deputy, the man thought most likely to have submitted the plans for the new public mail service which started in 1635.

Henry Bishop was appointed "Master of Running Messengers" in August 1660 and "Postmaster General" following the Post Office Act of December the same year. He is best known to stamp collectors and postal historians as the man who introduced postmarks, the earliest marks being known as "Bishop marks".

Readers interested in these early characters in British postal history are referred to five articles by Tony Gammons in the *Bulletin* of January, February, March, May and June 1986. These articles have been republished in booklet form - *The Early Days of the Postal Service* - available from the Museum, price £1.

Further sets of cards showing famous postal characters will be issued on 17 October (Ralph Allen, John Palmer, Sir Francis Freeling), 9 January (Robert Wallace, Sir Henry Cole, Sir Rowland Hill) and 3 May (William Wyon and Penny Black, Charles Heath and Twopenny Blue, William Mulready and Mulready stationery). Special handstamps will be used on these dates. Details of cards and handstamps will be published in the *Bulletin* in due course.

Map and Ties

The Museum has recently published a reproduction of the Postal Map of London compiled and engraved by Richard Weller showing the postal districts in 1858. The map is reproduced on 18 sheets (spiral bound) and includes a note on the division of London into postal districts in 1857-8. It will be of interest to postal and local historians, genealogists and other students. Price £6.

The Museum also has for sale ties showing a mail coach; these are available in polyester (price £6) or "silk-faced" (£10). Polyester ties are available in navy, green or wine (deep red), silk ties only in navy. Members of the Association of Friends of the NPM may obtain ties at a discount - £5.50 polyester and £9 silk. Mail orders for the map or ties should include the standard handling charge - 19p on orders of up to £18, £1.59 on orders over £18 (sent by registered post).

The Museum's Sales Counter has available a number of books on British stamps and postal history; a list is available from the Museum.

See page 277 for availability of Letter Cassette Pack.

Letters to the Editor



Anniversaries Stamps

Sir,

The March *Bulletin* gave details of the Anniversaries issue and I applaud the fact that there is a set covering various anniversaries. What I deplore is that yet another set is announced that includes topics covered before – namely Direct Elections to the European Parliament and the Inter-Parliamentary Union. Other similar sets are also listed (page 165).

There are many worthwhile anniversaries that should be featured if only on a single stamp and it is galling to see some areas obviously treated more favourably than others.

I recently put forward a suggestion that the bicentenary of the birth of Sir George Everest (after whom the mountain is named) was worthy of a stamp in 1990. I accepted the rejection in good grace but then to see the listing mentioned above rubbed salt in the wound.

I would suggest that:

(a) No organisation, however worthy, should have more than one bite at the cherry until all suitable topics have been exhausted.

(b) So that more can be represented, no one organisation or anniversary should be on more than two stamps, and preferably only one. Far more deserving causes would then get a look in.

J R SMITH, Petersfield, Hants

Aazam Vesamia, Manager Special Stamps, Royal Mail Stamps & Philately replies:

One of our criteria is: "To reflect the British contribution to World affairs, in particular to the Commonwealth and Europe...". We aim to reflect European themes regularly in our stamp programmes, being part of the European community and also because stamps on European topics are widely collected. The direct elections to the European Parliament and the IPU centenary conference are important events on the European and international scene, and merit the issue of a stamp. Having said this, we accept Mr Smith's point that more organisations should be included in our programmes, and we are examining the possibility of reviving the idea of

"mixed anniversaries" sets on a more regular basis.

New Postcard Magazine

Bulletin readers who are also postcard collectors will be interested to learn about a new magazine *Collect Modern Postcards*, published by Reflections of a Bygone Age whose magazine *Picture Postcard Monthly* is well-established. The new magazine, published six times a year deals with picture postcards from the 1950s to the present. Issue No. 1, dated February/March 1989, includes articles on Richard Blake (designer of some of the National Postal Museum cards), modern cards of Greece, Collecting Bird Postcards, Postcard Shopping in York, Transport cards, etc. The magazine is profusely illustrated and includes advertisements for recent postcard issues. Subscriptions are £7 UK, World surface mail £8, Eire/Europe airmail £10, and Rest of World airmail £14. All orders/enquiries to: Reflections of a Bygone Age, 15 Debdale Lane, Keyworth, NOTTINGHAM NG12 5HT. Tel. Plumtree (06077) 4079.

Commemorative Covers

Information given here is based on details supplied by the cover producers; requests for further information should be directed to the relevant producer and not to the Bulletin Editor.

Industrial Archaeology. A G Bradbury is producing two covers in connection with the stamps and miniature sheet. The cover for the stamps (4 July) has been produced for New Lanark Conservation and shows the old cotton milling village which was built in the 18th century by David Dale. This was later to be the scene of Robert Owen's social experiment. The cover features the central doorway and bell tower of New Buildings with portraits of both Dale and Owen. Postmarked with a specially sponsored New Lanark handstamp, these covers cost £2.50 with single New Lanark stamp, £4.75 with full set or £7.50 if signed by the Director and Village Manager.

The cover for the miniature sheet (25 July) has been produced for the Association of Industrial Archaeology and features a new drawing of the Iron Bridge. The miniature sheet will be cancelled by a special postmark at Ironbridge, Telford, Shropshire. Price £4.75, £7.50 signed by the President of the AIA. Orders/enquiries to: A G Bradbury, 3 Link Road, LEICESTER LE2 3RA.

Captain Bligh. To mark the 200th anniversary of the completion of Captain Bligh's voyage in an open boat, a special cover was produced showing a map of the voyage, Bounty's boat and crests of the Navigation School. The covers bear a "Taken to Sea in Open Boat" cachet and have a Forces Post Office special handstamp of 14 June. Prices – unsigned with 19p Food & Farming stamp £1.50, signed with 27p stamp £2, double signed with 32p stamp £3. Remittances should be payable to "FAA Museum" and orders/enquiries sent to: Cdr R G D Williams, RNPO, FAA Museum, RNAS YEOVILTON, Somerset, BA22 8HT.

Lord Mayor of London. To honour the 800th anniversary of the Lord Mayor of London a number of commemorative covers are being produced. The first, for the start of the celebrations, was serviced on 11 January – the cover has a full colour picture of the Lord Mayor at the Guildhall and a special handstamp. The second cover, on 8 February, marked the visit of The Queen to the Guildhall, again with a special handstamp – showing the City coat of arms. Price £2.50 per cover, postage 35p UK, £1 overseas. Remittances to "The City of London". There will be official first day covers of the Lord Mayor stamps on 17 October and some covers will be carried in the Lord Mayor's procession and some will be available signed by the Lord Mayor. All orders/enquiries to: City of London Lord Mayor, Benham House, The Bayle, FOLKESTONE, Kent, CT20 1SD.

200 Years Beside the Seaside. The first bathing machine was used at Weymouth and in 1789 King George III visited the town to try out this new invention while a band played "God Save the King". A statue of the King on the sea front at Weymouth commemorates his many visits. To mark the bicentenary a souvenir cover will be available featuring an early postcard view of Weymouth and an engraved portrait of George III. The cover will bear one of the 1975 Sailing stamps cancelled with a special handstamp on 1 August. Price £2.95 or £7.50 signed by either June Whitfield or Terry Scott. Orders/enquiries to: A G Bradbury, address above.

Lord Mountbatten. To mark the 10th anniversary of the assassination of Lord Mountbatten a cover is being produced on behalf of Mountbatten Training – a registered charity co-founded in 1975 by Lord Mountbatten devoted to helping deprived youngsters in inner city areas. The cover, produced with permission of the Countess Mountbatten of Burma, features a

painting of her father by Michael Turner – used on the cover for the book *Mountbatten and the Men of the Kelly* written by William Pattinson. A special handstamp will be used on London SW1 on 27 August. The cover with single 1982 Maritime Heritage stamp costs £2.75, £9.75 with full set and signed by famous people who support Mountbatten Training. Proceeds from sale will go to the charity. Orders/enquiries to: A G Bradbury, address above; remittances payable to "Mountbatten Training Philatelic Account".

Hovercraft & Hydrofoil Covers. Chris Barton of the Isle of Wight is producing a number of covers and postcards in connection with anniversaries. For the 30th anniversary of the World's first hovercraft flight, specially printed covers and postcards showing the first hovercraft (SRN-1) will be produced and cancelled with appropriate postmarks. All items will be "Hovercraft Carried" and it is hoped to obtain signed items from people involved in the early pioneer days. Again commemorative covers and cards will be available for the 30th anniversary of the first Channel Crossing by Hovercraft; these will be flown on the present day hovercraft service between Dover and Calais. Appropriate cancels and signatures will be available. Finally for the 20th anniversary of the Red Funnel Hydrofoil service between Cowes and Southampton will be commemorated by covers and cards carried on the service by hydrofoil on the anniversary day. For full details of these and other maritime covers, send a large SAE to Mr Barton at: 20 Upper Hyde Lane, SHANKLIN, Isle of Wight, PO37 7PR.

Bicentenary of French Revolution. To mark the bicentenary of the storming of the Bastille a souvenir cover is being produced – printed in two colours on parchment like paper and showing an early engraving of the mob capturing the Bastille. The special handstamp, to be used on 14 July, shows the head of Marianne in the style of Dulac. The Phrygian Cap is of Greek origin and was adopted as the *bonnet rouge* by the French Revolutionists. The covers will bear the 13p Social Reformers stamp showing hands grasping at a bleak prison window. Only 1,000 covers will be produced, price £2.95 (overseas add 50p for postage). Orders/enquiries to: A G Bradbury, 3 Link Road, LEICESTER LE2 3RA.

Mutiny on the Bounty. CAPHCO Ltd and the National Maritime Museum have produced a souvenir cover marking the opening of the

Mutiny on the Bounty exhibition. The cover is available with one of the 1984 Greenwich Meridian stamps cancelled with a special Bounty handstamp used at Greenwich on 28 April. The covers cost £2.50 each plus 35p postage; customers should state which value Greenwich stamp they would prefer. Orders/enquiries to: NMM Covers, c/o CAPHCO Limited, 2 Carshalton Road, SUTTON, Surrey, SM1 4RN; remittances should be made payable to "CAPHCO Limited".

Holy Cross Church, Uckfield. A commemorative cover celebrating the 150th anniversary of the rebuilding of Holy Cross Church, Uckfield is being produced for use with a special handstamp on 15 July. The cover with full set of the 1988 Christmas stamps affixed and signed by the Rector, Canon Bill Peters, costs £2.50; covers with single stamp £1. An insert card will provide details of the church and its anniversary celebrations. Orders/enquiries to: R G Pottle, 19 Scarletts Close, UCKFIELD, E Sussex, TN22 2BA.

Talyllyn Railway. The Railway will produce a commemorative cover to mark the 125th anniversary of the constitution of the Cambrian Railways on 25 July. The cover will bear the miniature sheet of the Industrial Archaeology issue and a 20p (English version) or 20c (Welsh version) railway letter stamp featuring the locomotive *Dolgoch*. The covers will cost £3.50; orders to: Dept RL Stamps, Talyllyn Railway, Wharf Station, TYWYN, Gwynedd, LL36 9EY. A list of other covers available can be obtained by sending a SAE to the same address.

Industrial Archaeology. CoverCraft, in conjunction with the Historical Association and the National Trust, have produced a cover featuring the Aberdulais Falls in the Vale of Neath, South Wales – the illustration based on a 19th century engraving. The Falls, managed by the NT, has an industrial history dating back to Elizabethan times when a copper smelting works was established nearby. The cascading water was later used to power water-wheels for iron forging, wool and corn milling and tinplate manufacture. A special Aberdulais Falls handstamp has been sponsored. Covers with full set of Industrial Archaeology stamps cost £4.50, or £6.75 signed by Dr Marilyn Palmer, Vice President of the Historical Association and President of the Association of Industrial Archaeology. Covers with single stamp cost £2.25. Prices include a donation to the Historical Association and the Aberdulais Falls fund for the restoration of the old works library. Orders/enquiries to: Cover-

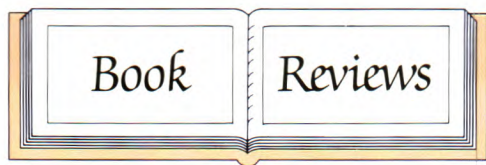
Craft, PO Box 713, LONDON SE19 2HH, remittances payable to "CoverCraft".

Gloucester Cathedral. A commemorative cover has been produced by CoverCraft on behalf of the Cathedral which this year celebrates its 900th anniversary. A special handstamp will be used on 29 June, the 900th anniversary of the laying of the Cathedral's foundation stone. The cover features a full colour picture of the Norman Tower and the Cathedral crest. The Domesday survey was commissioned from this site in 1085 and therefore a Medieval Life stamp will be used on the cover; an information leaflet will be sent out with each order. Covers cost £2.50 or £5 signed by the Dean of Gloucester, the Very Revd Kenneth Jennings. Prices include postage in the UK, overseas orders please add £1. Payments, orders or enquiries to: CoverCraft, PO Box 713, LONDON SE19 2HH.

Wrenn Railways. A special cover has been produced for G & R Wrenn Ltd – manufacturers of model railways – bearing the full set of Games & Toys stamps issued on 16 May. All covers have been sent by registered post and have a Basildon, Essex postmark – home of G & R Wrenn. Covers cost £4.75 – orders/enquiries to: Mr B Fentiman, 10 High Street, WINDSOR, Berks, SL4 1LD.

Gisborough Priory Great Fire. To commemorate the 700th anniversary of the Great Fire that destroyed the Prior Church and its contents on 16 May 1279, a special cover has been produced and a special handstamp, showing the Priory remains, was used at Guisborough on 16 May. Covers are available bearing the four Games & Toys stamps or the 1974 Christmas (Churches) stamps, either cover costs £4.75. Orders/enquiries to: Stan Muscroft, 43 Farndale Drive, GUISBOROUGH, Cleveland TS14 8JJ.

International Scout Camp. Three thousand scouts from all over the world will converge on Gosford Forest Park in Co Antrim for "Gosford 89" – one of five international scout camps taking place simultaneously throughout the UK from 25 July to 4 August under the banner title "Discovery 89". A special cover, the result of a design competition amongst Scouts, Clubs and Beavers throughout Ireland, has been produced for use with a special handstamp. The cover, with 19p stamp, costs £1.90 and can be ordered from: Gosford Office, Northern Ireland Scout Headquarters, 48 Dublin Road, BELFAST BT2 7HN.



Stanley Gibbons Great Britain Concise Catalogue. 1989 Edition. 226pp, limp binding. Available from Stanley Gibbons Publications, Parkside, RINGWOOD, Hants, BH24 3SH. Price £5.95, postage 75p UK, £1.50 overseas.

Since its introduction in 1986 this catalogue has proved immensely popular with collectors who require a more detailed coverage of British stamps than that given in the annual *Collect British Stamps* checklist. The new *Concise* lists all issues from 1840 to the Food & Farming stamps of March 1989. A number of new discoveries are listed including, most notably, the 1988 Christmas 13p error, of which just six examples have been reported. Prices are now given for set-tenant sponsored booklet panes on first day covers and a design index of special (commemorative) stamps from 1953 to date will assist thematic collectors.

Falkland Islands Mails: The Kosmos Years, 1880-1900 by the Rev J N T Howat. 160 pp, hardbound. Available from: British Philatelic Trust, 107 Charterhouse Street, LONDON EC1M 6PT. Price £15, postage £1.50 UK, £2 overseas surface mail.

This erudite book describes the mail contracts between the Falkland Islands Government and the Kosmos Company of Hamburg to carry the overseas mails between the Islands and the outside world. The first contract was signed in 1880. The early chapters tell of the various misadventures that happened to the mails, as well as touching on the Kosmos coasting steamer *Malvinas* and the Parcel Mail Contract of 1888. Details are given of the actual sailing schedules of the mail steamers, showing the dates of departure from Port Stanley and arrival in London. Information is also provided of steamers other than Kosmos involved in the carriage of mail. Footnotes highlight extraordinary events such as the three occasions when Kosmos mail steamers were placed in quarantine on arrival at Port Stanley and the sinking of the *Neko* on her outward voyage in 1891. The author has studied some 181 pieces of mail which survive from the 265 contract mail

voyages of the years 1880-1900; four items are illustrated. This, the first book to be published by the Trust, is handsomely produced and will be welcomed by students of both Falklands and maritime postal history.

The Private Post 1986-1989. Edited by Peter S Thornton. 36pp, limp binding. Available from: Cinderella Stamp Club, 35 Smith Street, LONDON SW3 4EP. Price £4 postpaid UK and overseas surface mail.

In 1977 the Cinderella Stamp Club set up the British Private Post Study Group for those interested in the issues of offshore islands, railway, tram and bus companies and other couriers, strike and Christmas posts, etc. Published in this handbook are a number of studies based on the researches carried out by members during 1986-89 on railway parcel stamps of Cumbria, stamps of the Circular Delivery Companies of London, the BRITDOC document exchange, 1984 Christmas charity post issues, 1962 postal strike stamps, parcel stamps of Birmingham Tramways and Burnett's Motors (Scotland) and Securicor parcel service labels. There is an interesting account of some previously unrecorded carrier stamps and a bibliography of some 100 books and articles on private posts published during 1984.

British Philatelic Federation Congress Handbook. Brighton 1989. 32 pages, limp binding. Available from: British Philatelic Federation, 107 Charterhouse Street, LONDON EC1M 6PT. Price £1, postage 25p, 75p airmail outside Europe.

The first Philatelic Congress of GB was held in Manchester 80 years ago, the 71st Congress was held in Brighton last month. As well as being a major social event, the Congress provides the opportunity for discussing matters of current importance to philatelists and the papers given are reprinted in the Handbook. This year Professor John C West gives his views on "Competitive Exhibiting - A Collector's View" and A Ronald Butler writes on "The Roll of Distinguished Philatelists". Both authors are highly regarded in the philatelic world and their comments will no doubt be as welcome as they are informative.

The handbook includes information on the BPF, the Brighton & Hove Philatelic Society, the host society for the 1989 Congress, and this year signatories to the Roll of Distinguished Philatelists.

July Digest

Issued in July

4 July **Industrial Archaeology stamps:**
19p, 27p, 32p, 35p

designer: Ronald Maddox

printing: Harrisons, photogravure,
30 x 41mm, printed on unwater-
marked, phosphor-coated paper, in
sheets of 100 on PVA Dextrin
gum.

**Bureau f.d. service alternative
handstamp:** Telford

presentation pack: (No. 200) £1.35

5 July **Industrial Archaeology:** souvenir
cover, 17p (philatelic counters
only)

7 July **Exhibition Card No. 3:** Philexfrance
handstamp, £1.50, (Bureau only)

18 July **Stamp books: Marine Life 2 (Com-
mon Hermit Crab):** 50p
machine-vended (1 x 14p right, 2 x
19p 2 bands, gravure)

**Marine Life 3 (Edible Sea
Urchin):** £1 machine-vended (2 x
14p right, 4 x 19p 2 bands, straight
edges, gravure)

25 July **Industrial Archaeology Miniature
Sheet:** 19p, 27p, 32p, 35p stamps,
price £1.40

designer: Ronald Maddox

printing: Harrisons, photogravure,
printed on phosphor-coated paper
with PVA gum, stamps 41 x 30
mm

Bureau f.d. alternative handstamp:
New Lanark

25 July **National Postal Museum postcards
for Stamp World London 90:**
Brian Tuke, Coke & Windebank,
Henry Bishop, SWL90 1-3, 20p
each

26 July **Industrial Archaeology Miniature
Sheet** souvenir cover, 17p (from
philatelic counters)

Withdrawn in July

4 July **July 1988 stamp books**

18 July **Armada issue – all items**

during May; the stamps were printed on the
Chambon press. A later Jumelle printing has
been available from the Bureau and counters
since mid-June. £1.40 books with revised code –
100104 instead of 200101 – also went on sale in
mid-June; the stamps were Chambon-printed.

Industrial Archaeology Cylinders

The cylinders and colours used were as follows:

19p 1A (black) 1B (bistre-yellow) 1C (rose-red)
1D (apple-green) 2E (light blue) 1F (grey-black)
1G (emerald)

27p 1A (black) 1B (bistre-yellow) 1C (rose-red)
1D (apple-green) 1E (light blue) 1F (grey-black)
1G (dull blue)

32p 1A (black) 1B (yellow-orange) 1C (apple-
green) 1D (yellow) 1E (dull blue) 1F (grey-
black) 1G (deep reddish violet)

35p 1A (black) 1B (yellow) 1C (bright rose) 1D
(apple-green) 1E (dull blue) 1F (grey-black) 1G
(vermilion)

Miniature Sheet 1A (black) 1B (olive yellow) 2C
(bright rose-red) 1D (dull blue) 1E (apple-green)
1F (grey-black) 2G (vermilion) *Note: Cylinder
numbers do not appear on the miniature sheet*

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Window Books – Revised Bar Codes

Harrison Mark 3 £1.90 window books with
revised bar code (100081 instead of 200088) were
put on sale at the Bureau and philatelic counters