

Philatelic Bulletin

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British Stamps win Design Award

The Post Office has won the first ever award for print design made by the Design Council for its 1972 special stamps.

Last year’s six issues were chosen for an award “to mark a refreshing approach to design combined with an obvious care in co-ordinating not only all the stamps within each issue but also the first day covers and packs”. This resulted, says the Council, in “a consistently high standard of design combined with an interesting variety of graphic styles”.

The designers of the various stamps were: Marjorie Saynor, Rosalind Dease ARCA, Fritz Wegner MSIA, Clive Abbott, Ronald Maddox RI, SGA, FSIA, David Gentleman RDI, FSIA, Sally Stiff Des.RCA and Jeffery Matthews MSIA.

Post to go Metric

Postal charges for letters and parcels will be based on weight steps expressed in grammes and kilogrammes, instead of ounces and pounds, from 1975.

Similarly, dimensions used in Britain’s postal service – such as maximum sizes for letters – will be in millimetres and metres instead of inches and feet.

Details of individual weight steps still have to be decided, but the Post Office intends to give at least a year’s notice to help customers to plan for the change. The precise date for the introduction of metric standards will be announced as soon as possible.

Internal changes needed in the postal business will range from staff re-training to the modification of weighing machines.

Post Office metrication plans are in line with Government decisions and steps being taken by other industries, and have the support of the Post Office Users’ National Council. Both POUNC and the Council of Post Office Unions will be fully consulted about details of the changeover.

Introduction

It is not every day that Her Majesty’s Printers write to the *Bulletin* suggesting in the nicest possible way that the terminology used in the philatelic world to describe printing processes varies from the modern meaning of the terms. We are grateful to Mr Bradshaw of Eyre and Spottiswoode Ltd, and await with some interest the response to his letter.

We have lost count of the number and variety of subjects we have featured in the *Bulletin* during the past 10 years. We have, however, never fully discussed “Railway Air Services”, and our main article this month remedies that omission.

British Explorers—some background notes

David Livingstone

This Scottish missionary's major achievement was perhaps in the field of African hydrography, where he helped to discover the routes of several great rivers. On his first expedition, for example, he explored the Zambesi and discovered Victoria Falls.

His life was a combination of missionary work and explorations, as in his third and last voyage where his two main aims were the elimination of slavery and the exploration of the Tanganyika and Nyasa Rivers.

On this trip, however, he became very ill, and so the meeting with Stanley which occurred at this time, was a providential one. However, his help could not restore Livingstone's impaired health and he died soon after in 1873. The following year his body was brought to England and buried in Westminster Abbey.

Sir Henry Morton Stanley

Though born in North Wales, Stanley sailed to the US while still in his teens and later became a journalist there, embarking on world-wide expeditions in search of exciting 'copy'. In 1871, convinced that Livingstone, given up for dead, was alive, he began an African expedition and of course, found him.

Inspired by this, Stanley pressed on and on his first African expedition, discovered the course of the Congo River. However, his next trip was less successful, and he returned to England where he spent the rest of his life. He was later knighted for his services to Africa.

His achievements lay both in exploration and journalism and the vivid accounts he wrote remain as valuable descriptions of Africa at the time.

Sir Francis Drake

Born in 1545 in Tavistock, Devon, Drake became a famous and rich adventurer at an early stage in his career. He was the protege of Admiral Sir John Hawkins and fought under him in the Gulf of Mexico, where he

first made his name. He came to the notice of Queen Elizabeth, who sponsored his expeditions to South America against the Spanish. Later he was able to persuade the Queen to finance him on a voyage around Cape Horn and so became the first Englishman to circumnavigate the globe. Thus he fulfilled an ambition he had had since first sighting the Pacific on an earlier expedition – "to sail an English ship in these seas".

In 1585 the war with Spain began and a year later occurred the incident which Drake himself referred to as "singeing the King of Spain's beard". He sailed to Lisbon and, entering the harbour, burnt a large portion of the invasion Armada intended for England.

He also distinguished himself during the Spanish invasion attempt but this was his last success. He died on his own ship in 1596, on an ill-fated voyage to the West Indies.

Sir Walter Raleigh

This great Elizabethan, a writer as well as a man of action, was born in 1552. His early career centred on Ireland, where he helped suppress the rebellion by the Desmonds, but his success and fortune dated from his entry to court in 1581, where his pleasing manners endeared him to the Queen.

In 1584, he began his expeditions to Virginia. These were not successful and he later had to resign his land rights to a company of merchants. Soon after he lost the Queen's favour and was imprisoned. She later relented and he was allowed to marry and settle on an estate in Dorset. His next venture was to South America, and on his return he wrote his brilliant account of the voyage "The Discoverie of Guiana."

His standing at court, however, remained low, both with Queen Elizabeth and later King James, who imprisoned him in the early days of his reign for conspiracy. In 1616 he gained his release by promising a great fortune from a South American trip to gold-mining areas. However, all these were in Spanish hands and Raleigh achieved nothing.

He returned to England, and, because of the failure of his expedition was arrested, and finally executed on 29 October 1618.

Charles Sturt

Sturt, a military explorer, is famous for his expeditions to Australia. These began in 1826, when, with his regiment, he discovered

the Darling River and later Lake Alexandrina. During a third voyage, however, he suffered great hardships and returned to England partially blind. He afterwards held high office in Australia till the establishment of responsible government in 1856, and died on 16 June 1869, in Cheltenham, Gloucestershire.

The Post Office at Stampex



The British Trees stamp coincided with Stampex and our stand, designed by Hulme Chadwick & Partners, reflected the theme of the issue.

V: GB used in Gibraltar



Although the Gibraltar Post Office was under the direct control of the GPO in London from 1806 until 1885, no adhesive postage stamps were put on sale there until 1855. Subsequently most British issues can be found with various Gibraltar cancellations.

The first such cancellation – the ‘G’ in an oval of transverse horizontal bars – exists with two sizes of ‘G’ measuring respectively 10.5 mm and 9.5 mm in height. The two cancellors were used from 1857 to early 1859.

The February 1858 cover illustrated above is noteworthy, not only because of its excellent condition and fine impression of the large ‘G’ cancellation, but also for other reasons. The adhesive is the 1856 6d pale lilac, the correct rate for a letter under 1 oz

to England. In place of the customary double ring name of office and date stamp the local PO used two good strikes of the three-line GIBRALTAR/SHIP LETTER dated hand stamp.

This is an unusual combination of postal markings. I particularly like this cover not so much because it is rare but because it is an immaculate example of the use of the SHIP LETTER and ‘G’ markings on cover.

Visitors to the Museum will also be able to examine another outstanding “GB used in Gibraltar” cover of 1859 (also in the Phillips Collection) with two sixpenny, two one shilling and a penny stamp making up a 3/1 rate to the USA.

A G RIGO DE RIGHI

Railway Air Services

British Inland Air Posts

Railway Air Services Ltd was a company formed in 1934 by the principal British railway concerns, in conjunction with Imperial Airways Ltd, for the operation of regular commercial airways over Great Britain and Northern Ireland. Three separate routes were operated, viz: London-Glasgow, via Birmingham, Manchester and Belfast; Liverpool-Plymouth, via Birmingham, Cardiff and Teignmouth; and Birmingham-Cowes, via Bristol and Southampton. On 20 August 1934, mail-flying, officially sanctioned by the Postmaster-General, began over all three routes, and an additional link from Cardiff to Bristol, operated by Norman Edgar, also came within the mail scheme.

Letters not exceeding two ounces in weight were flown without extra fee, *eg*, at the ordinary charge of $1\frac{1}{2}d$. Correspondence was only accepted and delivered by the air services within the area of each city on the airway map, excepting Teignmouth which benefited on 20 August only. The newly designed $1\frac{1}{2}d$ postage stamp, in photogravure, was first issued on the same day the air mail was inaugurated. Specially prepared envelopes, with a symbolical design in blue and black, were issued by the Company for 20 August, but, as the printing was sold out nearly a week before, large numbers of ordinary covers were also used and, apparently, none was left for use on the eventual mail flights of the next day, 21 August. A new type of official air mail label, attractively produced in blue, white and black, appeared three weeks earlier and was used extensively.

It is definitely stated by the postal authorities that mails, even though inscribed "By Air Mail", must be sent by ordinary service if it is more expeditious. In view of the comparatively short distances involved and the efficiency of the normal railway despatches, postmarks on covers said to be flown should be examined in relation to airway timetables to prove their history.

As backstamping is not the practice of the

British postal offices, covers bearing postmark proofs of arrival are exceptional; and because the majority of philatelic mails were prepared many days in advance only a small proportion was franked with the newly issued postage stamp.

On inauguration day, 20 August, a wind of almost hurricane force, averaging about 70 miles an hour, prevented the successful operation of two of the airways: those between London and Glasgow and between Birmingham and Cowes. As will be seen from the following particulars, mails addressed over these lines met with varied fates, some continuing their journey by rail, some batches being held till next day, and a considerable proportion being delivered entirely by ordinary surface transport. Only the Liverpool and Plymouth services were successfully completed that day. Covers were therefore flown from terminus to terminus, and between various points on the other two lines for the first time on 21 August.

On that day, the mailbags were obviously less weighty and only a very small percentage of their contents was saved as souvenirs. We have traced, after extensive enquiries, from ten to about fifty of each of the varieties listed. Quantities, even on the first day (20 August), were not exceptional, varying from 200 lbs. (London northwards), to 8 lbs (Birmingham-Cowes), and to 3 lbs. (Birmingham-Bristol etc.)

Glasgow-London Service, 20 August

Two Diana airliners, the Mercury piloted by Capt J. H. Lock and the Delphinus piloted by Mr E. C. Poole, left Renfrew Aerodrome, Glasgow, at 9.45 a.m. The Mercury carried the officials, passengers and mails, and the Delphinus carried freight only. Although the weather was rough, no undue delay occurred on the first lap and the 'planes landed and picked up mail at Aldergrove Aerodrome, Belfast. On the second lap the weather became steadily worse, a gale being encountered on the passage across the North Channel, but a

safe landing was made at Barton Aerodrome, Manchester, where it was decided to abandon the remainder of the flight southwards.

Although Douglas is directly in line between Belfast and Manchester, the large airliners were not scheduled to call there, probably owing to the inadequacy of Ronalds-way Aerodrome. Douglas was, however, catered for by a "shuttle" service between Belfast and Manchester which called at Douglas en route, and was operated by a twin-engined De Haviland machine, piloted by Mr Gordon Store, the well known South African flier. This machine therefore carried the Manx mail from Belfast to Douglas, but that from Glasgow which should have been dropped at Belfast was overflown to Manchester and returned to Douglas by sea. After the Douglas mail had been unloaded, the mail ready for despatch to Manchester and the south was taken on board, and Mr Store took off while the Mercury and Delphinus were passing overhead on their way to Manchester. On arrival at Manchester, the mails from both machines were unloaded, that for Manchester being delivered in the normal way while that for Birmingham and the south was sent on by rail.

Immediately the news of the abandonment of the flight at Manchester reached Birmingham, the officials despatched the Birmingham-London air mail by rail; this procedure was also followed with the Liverpool-London air mail which had been unloaded at Birmingham earlier in the day.

Arrangements had been made for an inauguration ceremony at Croydon on the departure of the London-Glasgow machine, and when news was received that the machines were not proceeding beyond Manchester, a Westland machine, registration G-AAGW, was pressed into use to avoid disappointment. It was decided that this machine should carry the mails for the north as far as Birmingham. Capt W. Armstrong took off about 4.0 pm, and arrived at Castle Bromwich at 5.0 p.m. All the mail was unloaded and that for the

north was sent on by rail from Birmingham. The machine then returned to London but did not carry any mail.

Meanwhile, the mail collected at Birmingham addressed to Manchester, Douglas, Belfast and Glasgow and that collected at Manchester addressed to Douglas, Belfast and Glasgow, had been forwarded by rail.

The Mercury flew to London in the evening to operate the following day's London-Glasgow flight, but did not carry mails. The Delphinus returned to Glasgow also without mails early on Tuesday morning and arrived in time to start promptly on the southwards flight of 21 August.

The Belfast-Glasgow mail of 20 August
was also sent by the ordinary mail service via the Larne-Stranraer route, but the Douglas-Belfast and Douglas-Glasgow mail was held over until 21 August and flown by that day's air service.

Birmingham-Cowes Service, 20 August
This flight was scheduled to start from Castle Bromwich at 9.35 am, but the start was delayed 45 minutes owing to the late arrival of the Liverpool-Plymouth 'plane at Birmingham. Immediately on the arrival of the latter, the mail for towns on the Birmingham-Cowes service was transferred to the Dragon Machine.

The mail despatched from Birmingham, which included eight "Railex" letters for Cowes, was already loaded on the machine, and Flt Lt J. H. Sender took off at 10.20 am.

By the time Bristol was reached, the Air Ministry had issued a gale warning and it was therefore decided not to proceed to Southampton and Cowes. The mail for these two points was therefore unloaded and forwarded by rail to Southampton, the mail for Cowes completing its journey next morning by the packet boat. The second service due to leave Birmingham at 2.15 pm was cancelled, but Flt Lt J. H. Sender returned to Birmingham carrying the Bristol-Birmingham mail only, that addressed to towns beyond Birmingham

being despatched by rail.

All the mail collected at Southampton and Cowes was held over and flown on 21 August so first flight covers can exist with either 20 August or 21 August postmarks.

On 1 November 1934, a change of itinerary occurred over the main route to and from London, which placed Liverpool in aerial communication with Ireland and Scotland, to the exclusion of Manchester and Birmingham; the main service was now between Belfast and Croydon via Liverpool, and there was a connecting service between Belfast and Glasgow. First flight covers were therefore carried over six stages: Glasgow-Liverpool and return; Belfast-Liverpool and return; and first direct Liverpool-London and return.

* * * *

The emphasis on the mail carrying arrangements rather obscured the privilege held by the Company by virtue of their railway interests – that of using the “Railway Letter” service in addition to the transport of mails handed over by the Post Office for flight over the various routes – and this explains why what must now be called “Airway Letters” did not exist until 23 August 1934, three days after the air services were inaugurated. On this date some letters were handed in at Birmingham air depot for transit by this service, and these were stamped with the cachet illustrated. On 30 November 1934, the RAS contract with the Post Office for the carriage of mails on its air services came to an end and the new contract was awarded to Hillman Airways, who, not being a railway company, had no power to operate the “Railway Letter” or “Airway Letter” service.

The following year, however, on 2 December 1935, RAS were again successful in obtaining the mail contract, and a few “Airway Letters” were again despatched, receiving the same cachet as before. For some reason the

privilege of sending “Airway Letters” was withdrawn from RAS early in 1936, the last day of use being on 5 February, but it is stated that on this occasion the fees paid were refunded to the sender and letters were sent through normal postal channels. This is supported by the fact that letters bear the Glasgow postmark although addressed to London, so they were evidently postmarked at point of despatch, not that of arrival. The cachets were not cancelled and covers are of interest only because they bear the latest date of application.

The holding of the Empire Exhibition at Glasgow in 1938 was responsible for RAS introducing an accelerated service operating from 2 May until 3 September 1938. This was effected by omitting a call at Belfast, the aircraft flying direct to Liverpool, where connection was made with the normal Belfast-London service.

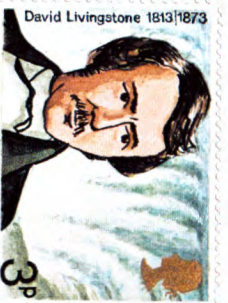
On the declaration of war on 3 September 1939, the conveyance of mail by RAS ceased, but was revived on 1 September 1941, when a wartime service was inaugurated between Liverpool and Belfast, for which an air fee of 3d was charged in addition to normal postage. Mail from Northern Ireland was apparently only accepted for English addresses by this service, for in February 1942, the Post Office announced that with effect from 9 February mail for Scotland could be sent by the Belfast-Liverpool service on payment of the 3d air fee in addition to normal postage.

RAS resumed regular flying on the London-Liverpool and London-Glasgow routes in November 1944. British European Airways was officially established on 1 August 1946, and although it was stated that they would immediately take over all the airlines within the United Kingdom, it was 1 February 1947, when this actually happened.

N. C. BALDWIN

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Preliminary Designs – British Explorers' Stamps



The Story of Paper Money

The strange word "Notaphilists" is used by the authors to describe a collector of bank notes. Their "Story of Paper Money" runs to 112 pages and there are, in the text, very interesting illustrations of no less than one hundred and twenty-five banknotes. The book is nicely designed and contains many fascinating snippets of unusual information and, occasionally, good chapters of solid facts. Unfortunately, there is no index, and the re-discovery of the interesting bit one read about fifteen minutes ago is not as easy as it should be.

Curiously the authors do not make the point that banknotes and postage stamps are often printed by the same firms by similar processes, and indeed the main security printers in Britain today rely on overseas Postal Administratives and Banks for a large part of their "export" trade. What is perhaps even more astounding is the omission of any reference to Jacob Perkins' invention of the transfer roller process (still in use for banknotes, travellers' cheques, etc, in 1973) which every philatelist knows solved the problem of the mass-production of identical security documents – stamps and banknotes or what you will. Some care has been taken to outline some of the steps taken in Britain to produce inimitable banknotes circ 1819: the point is not made, however, that it was because of the Napoleonic wars that the Government by Order in Council had placed an embargo on the use of gold currency in 1797, and this was not lifted until 1820. It was this embargo on the use of gold which had so severely strained the resources of the security printers of the day and led up to the spate of forgeries to which the authors refer at some length.

Buried in a single page of text covering the notes on North America is the laconic comment: "Benjamin Franklin was another famous American to issue notes." This is, unfortunately, typical of too much of this book. Franklin was certainly famous. He was, after all, a signatory to the Declaration of

Independence, he also wrote and published a treatise on the "Nature and Necessity of a Paper Currency" which resulted in his being employed in the printing of banknotes – a task which he described as a very profitable job and a great help to his business as a printer. Surely these facts are relevant to "The Story of Paper Money"?

The chapter dealing with the French Revolution and in particular the nefarious financial intrigues of Edinburgh born John Law is convincing: not so, however, the story of the four notes issued during the struggle for Italian freedom in 1848-9. Without bias as to the Entente Cordiale it is a bit much to be told that "Napoleon Bonaparte, much maligned in British history books, was the "first to see that the Italians were ready for self-government, and his government of Italy was liberal and enlightened . . . the foundations he laid were destroyed with his defeat at Waterloo. The Treaty of Vienna set out to reverse everything he had attempted to do and Italy was returned to its old rulers."

May I remind our authors that the Martello towers still stand on the coasts of this country. However, enough uncharity, for the concluding chapter of the book, dealing with genuine and spurious note issues produced during and just after World War II is informative, and seems to have been carefully researched.

We all know that the pound note is not what it was – but £3.50 for this book is more than I would care to pay.

F. M. A.

**The Story of Paper Money. Yasha Beresiner & Colin Narbeth. David & Charles. £3.50*

"Aerogrammes" by Peter Jennings

Philatelists seem always to be able to find new angles on the fascinating study of stamps. This work, a comprehensive look at the airmail letter, will naturally appeal to both specialists and the newcomer to the subject with its clear and readable style. It is published by

Picton Publishing, Citadel Works, Bath Road, Chippenham, Wilts SN15 2AA, at a price of £4.50.

The World of Stamps and Stamp Collecting by Arthur Blair

This book is a review of all aspects of stamp collecting. It covers the history and production of stamps, and various angles on collecting such as group collecting and thematic stamps. Other aspects of philately are also covered – covers, cards societies and exhibitions for example throughout, the text is accompanied by lavish illustration, interesting, varied and often extremely unusual – full page pictures of early postmen and mail coaches for example. The book is extremely good value at £1.75 (hardback). It is published by the Hamlyn Group, Hamlyn House, 42 The Centre, Feltham, Middlesex.

Chelmsford & District Philatelic Society

Following the very successful Philatelic Week-end held at Wansfell last spring, Chelmsford & District Philatelic Society have arranged for a second Philatelic Week-end at Wansfell College for Residential Adult Education, situated on the border of Epping Forest, from Friday evening 19 October to Sunday afternoon, 21 October 1973.

The week-end will start on the Friday with dinner, followed by Miss Jennifer M. Toombes who will talk on Stamp Design. Other speakers through the week-end include Mr A. G. Rigo de Righi who will talk on the National Postal Museum, Mr David Muscett of Robson Lowe Ltd. on "the Shanahan Story", Mr A. R. Butler, FRPSL, Honorary Librarian of the Royal Philatelic Society, on Philatelic Literature, Mrs Kay Goodman, FRPSL, on the "Philympia Story" and Miss A. Grunberg, FRPSL, on Thematics. There will also be demonstrations of the use of U.V. lamps and opportunities for discussion.

The all-inclusive charge for the week-end

will be £5.50. Application should be made to Mr. M. Fuller, Secretary C. & D.P.S., 5 Beacon Hill, Maldon, Essex, enclosing full fee or a non-returnable deposit of £2.00 (payable to the County Council of Essex). Early application is recommended as the course is limited to 40 people.

APEX 1973

Britain's second competitive international Airmail Exhibition is being promoted by the Aero Philatelic Club, London with the active cooperation of the North West Federation of Philatelic Societies and the Psywar Society.

APEX 1973 will be staged at Owen's Park, Manchester University from 4 July to 7 July 1973. During this period will be held the 13th Congress of the International Federation of Aerophilatelic Societies (FISA), and the 13th Annual Convention of the North West Federation.

The Secretariat is at 103 Stamford Court, London W.6, England.

The Kent Postal History Group

Martin Willcocks, author of the new Postal History Catalogue, has agreed to become first President of the new Kent Postal History Group.

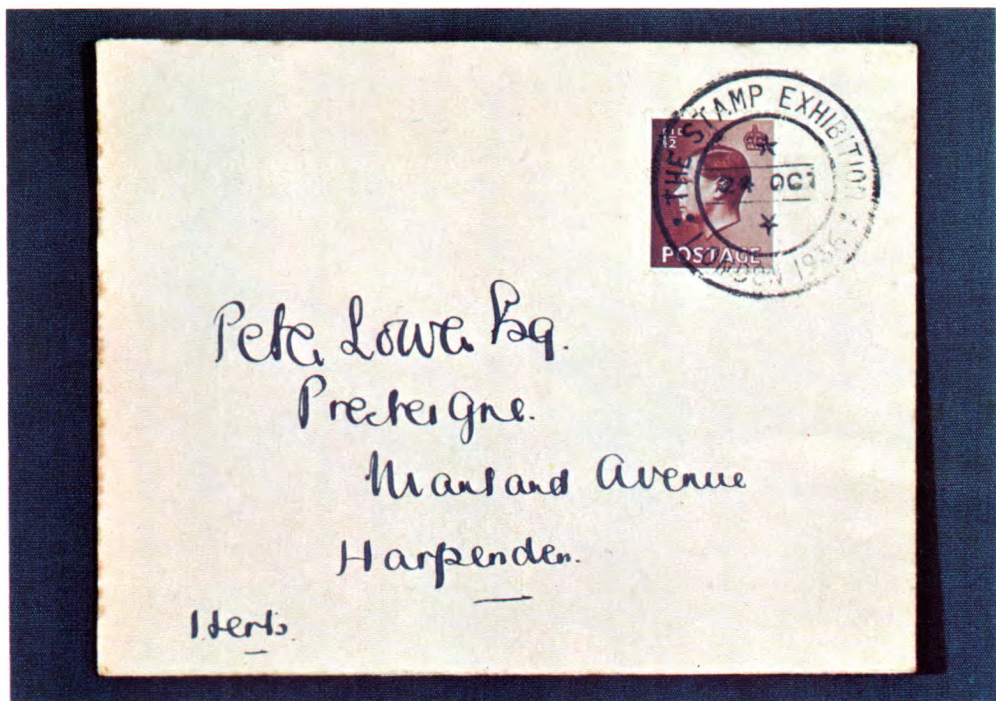
At a meeting held at Canterbury, a committee consisting of Frank West of Dover, Derek Odell of Maidstone and Michael English of Orpington was elected, together with Roy Allen of Canterbury as Secretary and Tom Stevens of Sittingbourne as Chairman.

Future meetings will be held four times a year, in different parts of Kent and there will be a quarterly magazine, *The Kent Post*.

Further particulars may be obtained from The Secretary:

Mr R. G. Allen, OBE
110 New Dover Road
CANTERBURY
Kent

Stamp Exhibition Cover



This commemorative cover of the Stamp Exhibition of 1936 was sent to us by Mr P. Lower of Teignmouth, Devon.

Royal Air Force Museum Covers

The Royal Air Force Museum will issue a Special Flown Souvenir Cover for the International Air Race to be flown at Biggin Hill on 19 May 1973. It will depict aircraft participating in the race and will be flown in one of the competing aircraft after being cancelled by a special BFPS Handstamp in use on that day. Covers will be available from the Philatelic Officer, RAF Biggin Hill, Westerham, Kent, on about 10 June 1973 for 25p plus 3p postage. All proceeds go to the RAF Museum Appeal Fund.

Special Handstamps

Unless otherwise stated, items for reposting, bearing at least 3p in postage should be sent to the Head Postmaster of the town where the special posting box is located, marking the outer cover "Special Handstamp".

12 May 1973

"Freedom of the City of Newcastle upon Tyne. 15th/19th The Kings Royal Hussars XV-XIX-H 12 May 73 British Forces 1348 Postal Service". Special posting box at Home Postal and Courier Communications Depot RE Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to Philatelic Officer at same address.

Postmark Cartoons

These humorous interpretations of postmark towns were sent to us by Mr Frank Finch of Farnham, Surrey, whose work has been used by many periodicals including *Punch* magazine.



Postmark Slogans

Unless otherwise stated items for reposting should be forwarded to the Head Postmaster of the town where the slogan is to be used marking the outer cover "Postmark Slogan".

1 April – 30 September 1973

Lincoln City for Engineering Enterprise. To be used at Lincoln.

2 April – 6 May 1973 (P)

Colchester Remains to be Seen. To be used at Colchester Essex.

9 April – 3 June 1973 (P)

Bath Festival 25 May – 3 June. To be used at Bath.

9 April – 20 May 1973 (P)

Tidworth Tattoo 26, 27, 28 May. To be used at Salisbury and Andover.

9 April 1973 – Until further notice

Remember to Use the Postcode. To be used at: –

Mansfield, Notts; Newark, Notts; Grantham, Lincs; Sleaford, Lincs.

21 May – 10 June 1973

9 July – 16 September 1973 (P)

Chessington Zoo Surrey open every day of the Year. To be used at: –

Kingston-Upon-Thames, Surrey; Eastern Central DO; South Western DO; Paddington DO; Battersea DO.

16 April – 24 August 1973 (P)

Three Choirs Festival Hereford 19 to 24 August. To be used at Hereford. (This slogan will alternate weekly between 1st and 2nd class machines commencing with the 1st class machine).

29 April – 10 May 1973 (P)

Make a Note 10 May District Council Vote. To be at Cardiff.

30 April 1973 – Until further notice

Remember to Use the Postcode. To be used at: –

Boston, Lincs; Skegness, Lincs; Spilsby, Lincs.

14 May – 4 August 1973

Colchester Tattoo 1, 2, 3, 4 August. To be used at Colchester, Essex.

- 5 May – 1 June 1973
Newmarket Races Sat 2 June.
- 2 June – 29 June 1973 (P)
Newmarket Races Sat 30 June.
- 30 June – 4 July 1973 (P)
Newmarket Races Tues, Wed, Thurs, 3, 4, 5 July.
- 5 July – 20 July 1973 (P)
Newmarket Races Sat 21 July.
- 21 July – 3 August 1973 (P)
Newmarket Races Sat 4 Aug.
- 4 – 10 August 1973 (P)
Newmarket Races Fri, Sat, 10, 11 Aug.
- 11 – 24 August 1973 (P)
Newmarket Races Fri, Sat, 24, 25 Aug.
- 25 August – 5 October 1973 (P)
Newmarket Races Wed, Thurs, 3, 4, 6 Oct.
- 6 October – 19 October 1973 (P)
Newmarket Races Thurs, Fri, Sat, 18, 19, 20 October.
- 20 October – 2 November 1973 (P)
Newmarket Races Thurs, Fri, Sat 1, 2, 3 Nov.
- 3 November 1973 – 31 March 1974 (P)
Newmarket Races. All the above slogans to be used at Newmarket, Suffolk.
- 2 April – 5 June 1973 (P)
Bolton Town Hall Centenary 1873-1973.
 To be used at Bolton, Lancs.
- 2 April – 5 June 1973 (P)
Bolton Best in the North-West for Industry and Distribution. To be used at Bolton, Lancs.
- 9 April – 29 August 1973
Synod 73 Thirteenth Centenary Celebrations May-Sept Come to Hertford.
 To be used at Hertford.
- 16 April – 14 July 1973
- 27 August – 7 October 1973 (P)
Lowther Wildlife Country Park 20 April – 14 October. To be used at Penrith, Cumberland.
- 16 April – 19 May 1973
Brighton Festival 9-20 May. To be used at Brighton, Sussex.
- 19 April – 18 May 1973

Devon County Show Exeter 17-18-19 May. To be used at: Barnstaple, Devon; Exeter, Devon; Newton Abbot, Devon; Plymouth, Devon.

22 April – 10 June 1973 (P)
Leigh Arts Festival 26 May – 10 June.
 To be used at Wigan, Lancs.

28 May – 21 July 1973
12-21 July 1973 Salisbury International Festival of the Arts. To be used at Salisbury, Wilts.

REPEAT CAMPAIGNS

Until 31 August 1973

Industry Prospers in Peterlee. To be re-used at Peterlee, Co Durham.

25 March 1973 – 24 March 1974
Pontypool for New Factories and Drum Taps. To be re-used at Pontypool, Mon.

8 April 1973 – 7 April 1974
Ship Through Newport (Mon) the Home of a Self Grip Wrench.

8 April – 31 May 1973
 1 August – 30 Sept 1973
 1 October – 30 Nov 1973
 1 February – 7 April 1974
Send every letter with the Postcode on, a self-grip wrench is from Newport, Mon.

8 April – 31 May 1973
 1 June – 31 July 1973
 1 Oct – 30 November 1973
 1 Dec 1973 – 31 Jan 1974
Postcodes help to speed the Mails, a self-grip wrench from Newport Hails.

1 June – 31 July 1973
 1 August – 30 Sept 1973
 1 December 1973 – 31 Jan 1974
 1 February – 7 April 1974
Use the Postcode to speed your letter, use a self-grip wrench there is none better.

All to be used at Newport, Mon.

8 April – 9 December 1973
 27 December 1973 – 7 April 1974 (P)
Wonderland of Wales Llandudno for

Colour Guide send 10p (2/-) PO Dept PS Town Hall. To be re-used at Llandudno.

16 April – 30 September 1973

Jodrell Bank Open Daily 2 pm – 6 pm Easter-October. To be re-used at Manchester.

15 March 1973 – 14 March 1974 (P)

Aberystwyth for Sun Sea Scenery Haul Mor Golygfa Guide 5p from Town Hall. To be re-used at Aberystwyth.

Special Stamps – Numbers Issued

Details of these were printed in the April *Bulletin*. For the Philympia stamps (18-9-70) it was stated that 1,330,000 9d, and 1,203,836 1/6d stamps were issued. In fact, these figures should have been 16,330,000 and 15,203,836 respectively.

Letters to the Editor

Dear Sir,

As printers we have noticed in dealing with philatelic material that the terminology used in some technical matters, is out-of-date. Because it differs from usage current in the many other fields of life that involve printing, we suspect this is likely to cause confusion. This situation seems to occur even in authoritative publications.

For instance, letterpress printing, where inked type etc., marks paper, seems still to be called typography. Nowadays this word is normally used to mean something quite different – the layout and design of whatever is printed, by whatever process, particularly when the main work is planning and arrangement of letters and words. Today, this design work may involve not just using type, but photographic or transfer lettering, highgrade typewriting etc.

Similarly, line-engraving seems to be used philately to mean intaglio printing. However, the words are now generally used to mean a kind of photographically etched letterpress printing surface, where what *is* to print is *not* removed. This is the exact opposite of intaglio engraving and printing, where ink lodges *in* the engraved marks in the plate.

We have noticed other points. Collotype is sometimes referred to. This is a fragile (non-relief) process of continuous-tone printing, where ink lodges to varying extents in the crevices of a gelatine coating on a glass plate. This process is now pretty well extinct in Britain, because printing is so extremely slow and results tend to be so variable.

Halftone seems to be another confusing word. Properly used it describes the basic way of reproducing shades. In itself the method is *not* tied to any particular printing process. It can be, and is, used in printing letterpress, in litho and in gravure, the three common large scale methods of depositing ink on paper. Normally there is a fine screen of dots of varying size, little ones for light tones and bigger confluent ones for darker tones. In gravure however, though this method is used, it more generally takes the form of little squares of constant size, but etched into the plate in varying depths, so that different amounts of ink are deposited. This is still halftone.

Technique seems very relevant to the appraisal of stamps. Shouldn't philatelists be up-to-date?

CHRISTOPHER BRADSHAW

Director, Eyre & Spottiswoods Ltd.

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