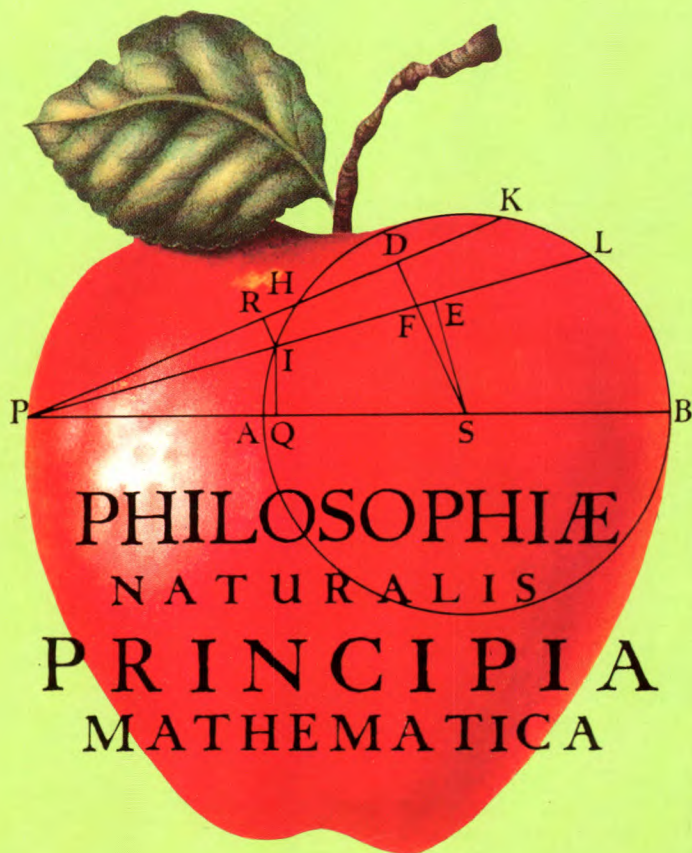


# British Philatelic Bulletin

Volume 24

Number 6

February 1987



Sir *ISAAC NEWTON* (1642-1727)

# Forum

STAN GORON, Manager National Postal Museum.

## Conservation

One of the most important functions of any museum is to preserve its collections for the benefit of future generations. By their very nature, many museum artefacts are fragile, and highly susceptible to decay and degeneration if kept or displayed in an unfavourable environment. This is particularly true of paper artefacts like postage stamps and other philatelic material. With these, the threats come from three principal directions: the immediate environmental conditions, the materials used for storage and mounting, and the constituents of the artefacts themselves.

Taking the last of these first, it has to be remembered that paper is a man-made, organically-based substance. As such, it starts to deteriorate as soon as it is created. The more acidic the constituents the more rapid will that deterioration be. Ultimately, we cannot stop this process but we can take steps to slow it down. We can, for example, seek to ensure that the environmental conditions are as satisfactory and stable as possible. Temperature should be kept stable at around 17°C throughout the year; relative humidity should also be kept stable within the range 45%-55%. Lighting levels should be very carefully controlled and care taken to exclude as much ultra-violet radiation as possible. The ambient air needs to be filtered to remove noxious chemicals and particles.

Just as the artefacts themselves may be more or less acidic, so it is necessary to ensure that all materials used in association with them are of archival quality, ie neutral or slightly alkaline for paper and board, and chemically inert for plastics and adhesives. The quality of album leaves is particularly important as it is these that usually come in closest contact with the primary material. The same goes for any plastic protectors or sleeves.

Here at the National Postal Museum we are fully alert to the problems involved and are embarking on a continuous conservation programme that will cover all the aspects mentioned above.

Museums, of course, need to think in terms of considerably lengthier time spans than does the average collector. Nevertheless, the latter, too, has a responsibility to preserve good philatelic material for posterity. So what should collectors do?

Make sure your collections are kept at as even a temperature and humidity as possible (the optimum relative humidity is around 55%).

Do not overexpose them to bright light.

Do not smoke when handling philatelic material.

Check that the album leaves and other materials you use are not acidic and have fast dyes if coloured. Note that black materials are likely both to be acidic and to contain highly fugitive dyes.

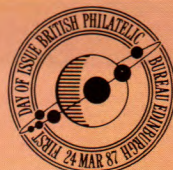
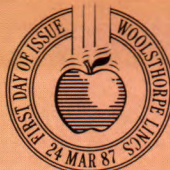
Be very wary of any adhesives and self-adhesive materials.

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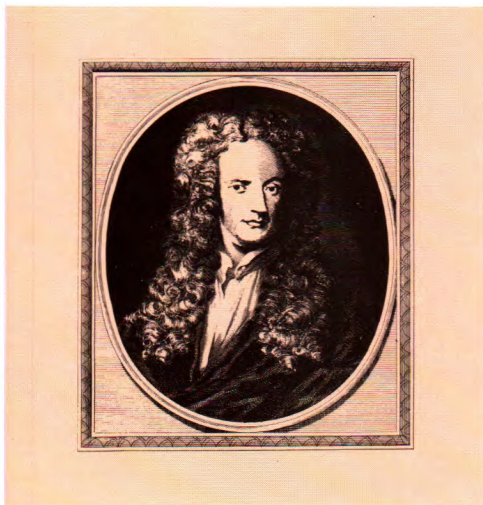
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# Sir Isaac Newton

24 March 1987



The tercentenary of the publication of Sir Isaac Newton's great work *Philosophiæ Naturalis Principia Mathematica* (Mathematical Principles of Natural Philosophy) will be marked on 24 March by a set of four stamps designed by Sarah Godwin, the winner of the annual Royal Society of Arts Bursary competition for 1984/5 which had Newton as its subject. The stamps are the first she has designed for the Post Office.



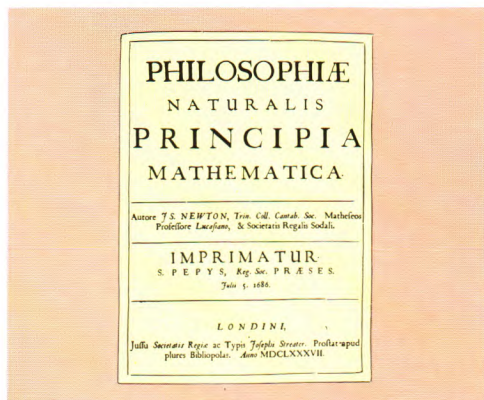
Isaac Newton was born on Christmas Day, 1642, the posthumous son of a small landowner at Woolsthorpe, Lincolnshire. As a schoolboy, he made sundials and water clocks and in 1661 he went to Trinity College, Cambridge but had to return to Woolsthorpe in 1665/6 when the college closed because of the plague. At this time, at the age of 23, he worked out practically the whole of his universal law of gravitation. However, he did not publish his work fearing controversy and contradiction. He was persuaded to write the *Principia* by fellow members of the Royal Society and it took him about 18 months (1685-6). It was then published in Latin in 1687, its publication paid for by Halley. Not until 1729 did it appear in English.

In the meantime, he had returned to Cambridge in 1667 and in the following year constructed the



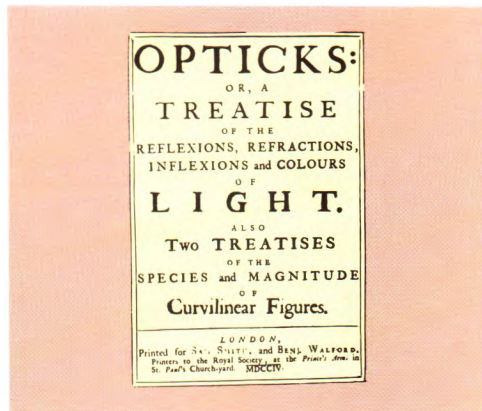
first reflecting (Newtonian) telescope. He became a fellow of the Royal Society in 1672, being elected President in 1703 and annually thereafter until his death in 1727. In 1705, he became the first scientist to be knighted but in later life his energies were diverted from science by being appointed Master of the Mint. He is buried in Westminster Abbey and is universally recognised as one of the greatest thinkers of all time. He, himself, was more modest. "If I have seen further than other men, it is because I stood on the shoulders of giants".

The 18p stamp shows the title of the *Principia* superimposed on an apple, perhaps the most famous symbol of gravitational pull. The *Principia* formally states the Laws of Motion and that of Universal



The 34p stamp takes as its subject *The System of the World*, originally book III of the *Principia*, published separately in English in 1729 after Newton's death. The diagram, overlaid by an artificial satellite, illustrates how a projectile is

The design of the 18p stamp is the same as Sarah Godwin's competition entry. The others, however, are developments of her original ideas.



Designed by Sarah Godwin, the stamps have been printed in photogravure by Harrison & Sons Ltd. In format they are vertical, 30mm x 41mm, perf. 14 x 15 printed on unwatermarked, phosphor-coated paper in sheets of 100 on PVA Dextrin gum.

PHQ cards (Nos 100 A-D) featuring each of the four stamps will be available from 10 March, price 15p.

The presentation pack will cost £1.27 and was designed by Sedley Place Design Ltd. Text was by Neil Ardley and illustrations came from the Ann Ronan Picture Library. On the back of the pack is illustrated a thematically related stamp in black — the 17p Halley's Comet stamp of 1986.

Sir ISAAC NEWTON

ROYAL MAIL  
FIRST DAY COVER



Mrs J Robinson  
200 Manorbier Road  
ILKESTON  
Derbyshire  
DE7 4AB



Sir ISAAC NEWTON

ROYAL MAIL  
FIRST DAY COVER



### First Day Cover

The first day cover features Newton demonstrating the refraction of light through a prism and was designed by Sedley Place Design Ltd. It costs 16p. Two pictorial postmarks will be used for the Bureau first day cover service, one from the British Philatelic Bureau featuring planetary motion and the other is from Woolsthorpe, Newton's birthplace featuring the legendary apple falling.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with the four stamps cancelled with either postmark. The charges will be £1.51 (inland) and £1.32 (overseas). Application

forms, available from the Bureau and at Head Post Offices, should be returned not later than 24 March.

Customers requiring only the special pictorial postmarks may obtain them under the reposting facility by sending on the first day of issue a stamped addressed envelope under an outer cover endorsed 'Special First Day of Issue Handstamp' to:

'British Philatelic Bureau' 20 Brandon Street,  
EDINBURGH EH3 5TT

'Woolsthorpe' Special Postmark Duty,  
Sorting Office,  
GRANTHAM,  
Lincs NG31 1AA.

# 150 Years of the P&O

BARBARA LAST

The world famous Peninsular & Oriental Steam Navigation Company that celebrates its 150th anniversary this year developed from the 1822 shipping partnership of Wilcox and Anderson who operated small sailing vessels between Britain and the Iberian Peninsula. During the rebellions in Portugal and Spain in the 1830s the partners supported the Royalists, and chartered Captain Bourne's small steamships to run guns and troops. After the collapse of the revolts both Royal Houses encouraged the company to inaugurate a regular steamer service to the Peninsula.

Captain Bourne joined the partners, and the newly titled Peninsular Steam Navigation Co. ran regularly to the Peninsula, flying the quartered flag of the royal colours of Spain and Portugal. In 1837 the company won the contract to carry mails weekly by steamer from London via Falmouth, Vigo, Oporto, Lisbon to Gibraltar. this Gibraltar Packet Service connected monthly with the Post Office sailing packets to Alexandria. The voyage from Falmouth took seven days to Gibraltar, and cost £16 or £10 for "Chief Cabin" or "Second Cabin" respectively. The tiny 206 ton paddlesteamer *William Fawcett*, (Comoro 1984 SG542) the Company's first vessel was chartered, and this is the vessel on the

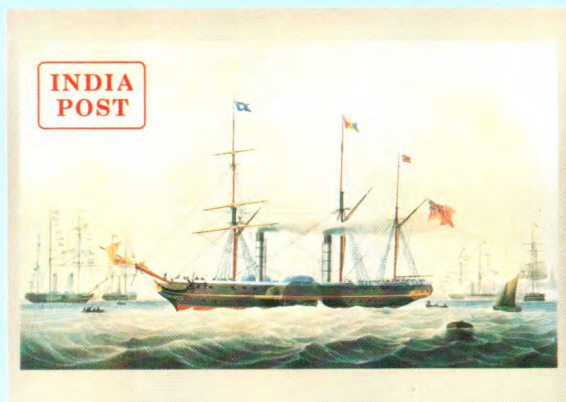
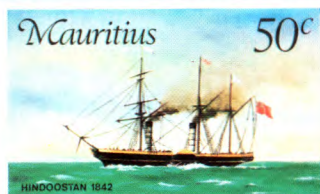
On 3 March a new £5 prestige stamp book is being issued to mark the 150th anniversary of the first mail contract with P&O. This two-part article gives the postal history and thematic background.

handstamp at Falmouth on 3 March 1887, before the home port was changed to Southampton.

A second mail contract provided a monthly service from the U.K. to Alexandria, one of the terms being that the route should extend to India within two years. The Company reformed and was incorporated by Royal Charter on 1 December 1840 as the Peninsular & Oriental Steam Navigation Co., immediately becoming known as the P & O Line. The brand new 1,787 ton wooden paddle steamer *United States*, chartered and later bought by the P&O, was renamed *Oriental* in honour of the addition to the Company name. She opened the direct London — Alexandria service, and arrived at the latter during a full-scale war between Egypt and the Ottoman Empire. Although a naval force of the Great Powers was bombarding Alexandria Captain Engled negotiated a safe passage for this passengers and mail. *Oriental* was later lengthened and used on the Suez-Calcutta service. She can be seen on Turner's *Burial at Sea* (GB 1975 SG971) which the artist painted as a tribute to his old friend and rival Sir David Wilkie who died on board near Gibraltar on the way home in 1841.

*Hindustan I*, 2,018 tons, left Southampton on 14 September 1842, the first P & O ship east of Suez for the Indian station. The wooden barquentine-rigged paddlesteamer relied on both sails and engines for a speed of 10 knots. The fare was on average £40 to Calcutta where she arrived in 91 days via St. Helena, the Cape, Mauritius and Galle (Ceylon). She opened the Calcutta-Madras-Suez service the following year, and was armed with five guns, for the contract stipulated that the Indian ships must "be able to carry and fire at least four guns of the largest calibre now used on board any of HM steam vessels of war". The handsome NPM card No. 40 shows *Hindustan* leaving Southampton on her maiden voyage, and she also appears on several stamps (Mauritius 1976 SG823). She carried troops to India in 1846, to the





Hindostan 1842 on Mauritius stamp and NPM card SS40.

Crimea 1856, and to China 1860. Two years later she was stripped of her engines to be a storeship in Calcutta, where on 5 October 1864 she sank in the cyclone which drove nearly 200 vessels ashore.

The P & O was also responsible for conveying passengers over the exhausting desert crossing between Alexandria and Suez. Arriving at the port passengers disembarked and boarded large 'track-boats' hauled by horses, or at a later date by steam tugs, along the Mahmoudieh Canal. They then transferred to small river steamers for the voyage up the Nile to Cairo, where they clambered on to mule-drawn waggons for the 84 miles across open desert to Suez, to join the steamer waiting there. The Overland route of 250 miles officially took 78 hours including overnight stops at Cairo and mid-desert rest houses. The Company did much to improve conditions by building resthouses, water installations, and farms for fresh produce, but the

*Postcard view of Alexandria written on board the Victoria in 1900.*



Alexandrie Vue générale.

*Handwritten text on the postcard:*  
 P-O. SS Victoria  
 Alexandria 13.9.00  
 No new arrivals here today a ship leaves  
 tomorrow for Suez at 2.30 there will be a ship to  
 Suez at 10.00  
 People who work here have  
 some of the best of the  
 Egyptian produce

Overland desert crossing always remained tedious and uncomfortable.

Mails and light-weight cargoes of high value were sent direct from Alexandria to Suez on camels and donkeys, taking about 64 hours and arriving long before the passengers and baggage. Although the East India Co. was accused of being inefficient and expensive, it took a few fee-paying passengers, and insisted on clinging on to the monthly mail contract from Suez to Bombay. Mail from Bombay to Calcutta was despatched across country by native dawk runners who took on average eleven days, plus three extra days during the monsoons. In the early days P & O passengers sometimes found that the steamship had already sailed with the mail, leaving them stranded for a month at Suez. On one occasion when no steamer waited at Suez, the East India Co. lost an entire shipload of mail by sending it down the Red Sea by Arab dhow, never to be seen again! When the P & O became properly established in the east, the ships of both companies were held for 24 hours after arrival at the Red Sea port.

The P & O finally became responsible for all India mails, taking over the Suez — Bombay service of the East India Co. The public at this time had the choice of two routes for both travelling and mail in Europe. There was the direct all-sea route from Britain to Alexandria, or the more expensive and quicker route via Marseilles, travelling by coach through France, and embarking at Marseilles for Alexandria. Later Brindisi was used. The *Haddington*, 1,847 ton iron paddler was built in 1846 for the Suez-Calcutta run, and was converted to sail eight years later as a supply vessel for P & O base stores in

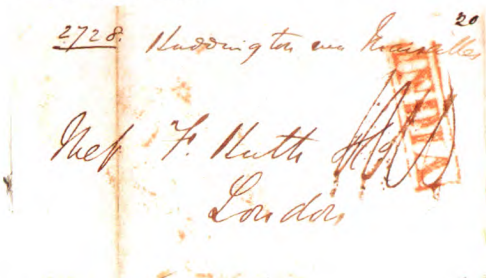


Cover of 1843 marked for the Overland Mail via Falmouth and sent via Southampton to Calcutta.

the East. The Company operate faster iron-hulled ships, but the Post Office considered that wooden vessels were safer, until Royal Mail Line's *Amazon* was destroyed by fire on 2 June 1853 with the loss of 115 lives and all the mail. Fire was a constant threat. Smoking was only allowed on deck, and except at certain key points, candles were extinguished at 10pm.

The P & O had to expand the mail service eastwards, transhipping the China mails at Galle on the monthly Suez to Calcutta route. In 1843 Southampton became the terminal U.K. port. *Lady Mary Wood* had been delivered for service in the Mediterranean the previous year. She was tiny, only 533 tons, but she was fast with a speed of 12 knots, and could carry 200 tons of cargo and 110 passengers. She left England on 21 June 1845 to pioneer the new Ceylon-Singapore-Hong Kong service, reaching Singapore in 41 days. On the return voyage she carried 4,757 packets proving that the new branch route was viable. When a revolt occurred in Ceylon three years later she sailed to Madras for troops to put down the rebellion, thus becoming the first troopship propelled by steam. She also inaugurated an experimental Hong Kong-Shanghai service in 1850, but this soon became impossible as the local sailing ship interests in Shanghai conspired to fix

1848 letter sent on the *Haddington* from Calcutta to London via Marseilles.



exorbitant Custom dues to thwart the steamers that threatened their livelihood.

The railway opened as far as the Nile, and in 1858 the completed Alexandria — Suez railway made the desert crossing more comfortable. Now that the Galle-Singapore route was open clamour from Australia forced the Government to provide a postal service. The P & O was contracted to open a bi-monthly mail service between Sydney and Singapore to connect with the Hong Kong-Galle steamers. The newly built, iron, screw-driven *Chusan I* left Southampton on 15 May 1852 for Sydney, where she arrived via the Cape on 3 August. As she had been intended for the Hong Kong-Shanghai feeder service she was heavily armed, and was also equipped with steam hoses to repel pirates — a very necessary precaution in the eastern waters where in 1849 the P & O's *Canton* had towed the becalmed HM Sloop *Columbine* into action against a group of pirate junks that were escaping with the aid of their long, powerful sweeps.



1843 letter for the *Lady Mary Wood* on the Mediterranean service — British packet Gibraltar to Oporto with framed PBRIT.

*Chusan* left Sydney on 31 August 1852 to pioneer the new mail route via Melbourne, Batavia to Singapore. The P & O library has a delightful photograph combining this small 8 knot, 699-ton barque under sail, looking minute alongside 24,215-ton *Chusan III* of 1950 (Singapore 1955 SG49). The latter ship, broken up in 1973, had the distinction of being the first major ship to be fitted with stabilisers which damp down the 40° roll of a ship to 4° in heavy seas, and the last P & O passenger mailship to India when this service ceased after nearly 130 years. The new route from Suez was in three stages: Suez-Galle by the Calcutta steamer, Galle-Singapore by Bombay to Hong Kong steamer, and Singapore-Sydney by *Chusan* and her consort, soon to be replaced by larger ships.

Coaling was a major headache. It was shipped from Britain to the Company's Australian and eastern depots by about 170 sailing vessels on

constant charter. But the Australian gold rush caused such a surge in emigration that it was almost impossible to find suitable sailing ships, and the coal shortage became acute with soaring prices. Vessels were also requisitioned at this time as troopships for the Crimean War. The new service had to be suspended with much ill feeling in Australia. A new route to Sydney via Aden and Mauritius was tried in 1859, but so much coal had to be carried for the long passage across the Indian Ocean, that some passenger baggage, and even coal, had to be stowed on deck.



1869 letter for the Malta from Sydney to Shropshire via Marseilles (route Sydney-Galle-Suez; rate 10d — 4d extra via Marseilles).

Malta I opened this service which lasted a year. Built as a paddlesteamer for the China route, *Malta* had been lengthened and converted to a barque-rigged screw steamer. In 1869 she was transferred to the Galle-Sydney run which had started nine years earlier. By this accelerated service Australian mail and passengers were transhipped at Galle and went direct to Melbourne and Sydney via King George's Sound, 5,053 miles taking on average 23 days.

When the Suez Canal was officially opened on 17 November 1869, the procession of 68 vessels of all nationalities included P & O's *Delta* for the leisurely three-day journey. The Canal caused great hardship to the Company as all the expensive Overland equipment in Egypt was no longer needed, and vessels built either for the East or West of Suez traffic were wrongly designed for heavier cargoes making the through-Canal passage. Until 1888, the Post Office also insisted that the mails should be landed at Alexandria, transported by rail to Suez, and reloaded on to the same vessel that had already passed through the Canal.

The home terminal was changed to London, with passengers boarding at Tilbury, the mail still being collected and delivered at Southampton by pick-up calls. In Ceylon, Galle was abandoned in favour of the new and better equipped port of Colombo.

The four famous jubilee class sisters were built in 1887 for the Australian service to commemorate the

twin golden jubilees of the Queen's accession to the throne and the founding of the P & O. The 6,525-ton *Britannia* is seen on (Chad 1984 SG752), and she and *Victoria* were chartered as troopships in 1894, so successfully that the old Naval troopers were sold, and specific merchantmen of the P & O, Bibby and British India Lines were specially designed for this purpose. The 5,294-ton *Peninsular* of 1888 (GB 1974 SG954), which served on the Australian, Far East, and Aden-Bombay shuttles routes, is shown with the Southampton Packet Letter handstamp. She was supposed to be haunted by footsteps walking the hurricane deck, and was investigated by the Bombay Psychical Society.

Once the mail was allowed to be shipped through the Canal, Suez was dropped and teams of postal sorters who had previously worked on board P & O vessels on the Suez-Bombay leg, now processed mail between Aden and Bombay, using various Sea Post Office handstamps. Marine sorters also boarded P & O ships at Singapore so that no time would be lost from the turn-round at Hong Kong. These ships connected at Ceylon with mailships to Calcutta, Suez, Australia, and even with



other mail lines to the Cape. The P & O east of Suez mail network was vast, and Sea Post Offices only ceased with the outbreak of WWI.

The very high humidity combined with the blazing sun was almost unbearable in the Red Sea, and sometimes ships steamed backwards in order to push the faintest breeze into the living accommodation. The coolest cabins were away from the sun ie outward-bound on the port side, and homeward-bound on the starboard. Consequently,

an order for cabins stipulated 'port-out, starboard home', and the acronym POSH entered the English language.

By the mid 1880s, the Australian route was more important than the Indian. Vessels were more luxurious, but still did not cater for third or steerage class passengers. I have always enjoyed Mrs Dulcimer writing to "My dearest Laura" in 1863, likening a P & O shipwreck to a picnic, "If you are ever shipwrecked, do contrive to get the catastrophe conducted by the Peninsular & Oriental Company. I believe other companies drown you sometimes, and drowning is a very prosaic arrangement fit only for seafaring people and second class passengers."



The major rival was the Orient Line, prominent in the Australian passenger/emigrant trade, and the two companies worked alternate weekly sailings from London to Sydney. Emigration was in full swing, and Tom Rogers' painting *Going South* (Australia \$10 SG567a) illustrates a deck scene in 1885 on the Orient liner *Lusitania* that must have been familiar on many ships.

Men of the isolated Cable & Wireless Station in the Cocos (Keeling) Islands received mail only three times a year. In 1909 Captain W L Brown of P & O's *Morea* diverted slightly from his normal route, and slowing down, dropped a barrel overboard, marked with a flag, containing mail, fresh meat, books etc. Alerted by *Morea's* radio signal, the island canoes (jukongs) retrieved the barrel. The habit spread to other P & O and Orient ships. The Cocos marked the 75th anniversary of this service with a set of stamps, and ss *Morea* in the correct livery of black funnels and red waterline is shown on SG113. Gibbons' catalogue names her as *Omar* which was a German vessel taken over by Orient Line as war reparations and renamed in 1921 for her first Australian voyage. The miniature sheet accompanying this set shows many P & O and Orient ships connected with the barrel mail, and both *Morea* and *Omar* are depicted, the latter in her correct livery of Orient buff funnels and green waterline, but her dates in Orient service incorrectly given as 1897-1935 instead of 1921/24.

*To be continued*

## 1988 Special Stamp Programme

The provisional 1988 special stamp programme will comprise eight issues.

The first issue of the year will mark the **Bicentenary of the first European Settlement of Australia**, which was in fact British, led by Admiral Phillip of Bath.

This will be followed by the **Welsh Bible** issue, commemorating the 400th anniversary of the translation of the Bible into Welsh by Bishop William Morgan.

Next is a set on **Sport**, a popular theme, when we celebrate the centenary of the Football League.

The regular CEPT "**Europa**" issue then appears, and the theme for 1988 is Transport and Communication.

The **400th anniversary of the Spanish Armada** will be the occasion of the next issue.

This is followed by **Children's Literature** which will be related to the anniversaries of Edward Lear and T S Eliot, who wrote the well-known work for children *Old Possum's Book of Practical Cats*.

**Fauna** will be the next issue. As well as continuing a popular theme, the stamps will celebrate the bicentenary of the Linnean Society, the oldest extant biological learned society.

The **Christmas** issue in 1988 will be on a religious theme.

During the year there will also be a **Prestige Stamp Book** and the first of three annual miniature sheets of stamps which will lead up to the major international philatelic exhibition Stamp World London '90.

## February Digest

### Withdrawn in February

- 7 February **16p ACP** (issued 30 March 1983)
- 7 February **16p PCP Wales** (issued 10 January 1984)
- 7 February **16p PCP Northern Ireland** (issued 28 February 1984)
- 17 February **Halley's Comet set**
- 24 February **2p PCP Questa** (issued 10 July 1984)
- 24 February **5p PCP** (issued 21 February 1984)
- 24 February **17p PCP Wales Questa** (issued 23 October 1984)
- 24 February **17p PCP Northern Ireland Questa** (issued 23 October 1984).
- 16p ACP Scotland** (stock is exhausted)

## BPF Moves

The British Philatelic Federation Ltd. has moved to the third floor of the British Philatelic Centre, 107 Charterhouse Street, LONDON EC1M 6PT.

# Metropolitan Police Sesquicentenary 1979

## British Special Stamps No. 132

FRANCIS KENNEDY

The remarkable feature of this issue, planned to commemorate the 150th anniversary of the founding of London's Metropolitan Police in 1829, is that there is nothing on the stamps to say so. Indeed, this is one of the comparatively few special issues which are totally devoid of any wording within the design area or even in the lower margin.

It was as Home Secretary that Sir Robert Peel set up a paid, non-military and non-judicial police force provided for in his Metropolitan Police Act of 1829.

The uniform blue tail-coat and tall hat of the 'peelers' was deliberately designed to emphasise the civilian status of the force and, today, we still have 'the boys in blue' patrolling our streets in tall helmets.

The first Commissioner was Sir Charles Rowan whose tact and administrative abilities dispelled the fear that the new police force was 'a plot to replace English liberty by a military tyranny'. In fact, it was London's criminals who were tyrannised and departed for the provinces where county forces, on the same lines as 'the Met' were established voluntarily by some local authorities in 1839. By 1856, the provision of proper police authorities became obligatory.

Various suggestions were made concerning the design of stamps for this 150th anniversary. The historical approach, featuring early police uniforms, was considered but it was the special wish of the Metropolitan Police that some of their current activities should be emphasised and the Post Office, through its Stamp Advisory Committee, accordingly briefed Brian Sanders, a former art student of the John Cass College, in Aldgate, London, to design a set of stamps expressive of the Metropolitan Police in action today. The designs, therefore, are: **10p**, the local 'copper' or 'bobby', the friend of *all* children; **11½p**, emergency traffic control (usually at the scene of a road accident); **13p**, the role of the women in the force, the example being a woman officer of the mounted branch; **15p**, a police launch on the River Thames, a reminder that London's river itself is the scene of police action, both as a rescue service in emergency and in the fight against crime.

Most of these activities would be novel to Robert Peel, could he return to witness them, but, doubtless, the inclusion of women in the Force would be the biggest shock. A fifth stamp might have dealt with the police helicopter at work advising colleagues on the ground of impending traffic jams and the movements of vehicles in which suspects might be escaping from the scene of the crime.

The designs are bold, clear and uncluttered. No major varieties have been reported. Issued on 26 September 1979, printing was by Harrisons in gravure in sheets of 100 (two panes, each 10 x 5) and the quantities issued were: 10p, 50,870,000; 11½p, 17,199,000; 13p, 16,670,000; 15p, 16,170,000.



# Preliminary Designs 1985

Shown here are some of the preliminary unadopted stamp designs for the later part of 1985. More, from other issues, will be illustrated later.

## Safety at Sea



*Stanley Paine*



*John Blockley*



# British Films



John Gorham



Clive Abbott (stamp size artwork)



## Christmas

Moir Kemp



# Official British Inland Airmails

## Part 2

JOHN C W FIELD

The previous article in this series described how, in 1933, mail was carried by air within Great Britain by application of the special concession granted by the Post Office to railway companies to carry mail.

The success of the Great Western Railway's achievement in this way induced other companies (but *not* railway companies) to introduce similar services. These services were consequently completely unofficial; for the moment, then, my story will concentrate on those services which operated under the railway letter service or which operated under contract to the Post Office, or by request of the Post Office. In short — official air mail services.

In 1934, there was a Post Office Exhibition at Nottingham and London, Scottish and Provincial Airways Ltd. were asked by the Post Office to carry a mail despatched from the exhibition to London. A rate of 4d per letter was charged and the mail, which included what might be termed the obligatory official ones (in this case from the Lord Mayor of Nottingham to the Lord Mayor of London, and also one to the Postmaster-General — Sir Kingsley

Wood), was taken to Tollerton Aerodrome and put on board Airspeed Courier G-ACSZ.

On arrival at Radlett (Hertfordshire), the mail was unloaded and taken on to London by motor; the date of the flight was 23 May and the pilot — who signed some of the covers — was F Jaques.

At the risk of causing some readers to complain about extraneous information, it does seem to me to be a good idea to give some information about the aeroplane used. The Courier had the maker's specification AS.5 with four variants of engine, but was basically a five/six seater single engined low-wing monoplane. It was original in concept because up to the time of inception (design stages 1931-32, first service 1933) no other British manufacturer had considered the possibility of 'cleaning up' the outline of a 'plane by incorporating a retractable undercarriage.

Also, the prototype (G-ABXN) had taken part in Sir Alan Cobham's air-to-air refuelling experiments of 1934 (the tanker craft being a Handley-Page W.10); this same machine made an attempt to fly to



*Postcard showing a de Havilland Dragon.*

## First Orkney-Inverness Air Mail

MAY 29, 1934



P. A. Cooke, Esq.,  
4, Goulster Rd.,  
London, S.W. 14.

Fig. 6 A 'Leonards' envelope used on the first Orkney to Inverness air mail flight of 29 May 1934.

India, with refuelling en route, on 22 September 1934. This attempt failed with a forced-landing at Malta two days later, although it demonstrated that air-to-air refuelling was a practicable proposition.

The first production Courier, G-ACJL, was flown by D E and K G Stodart in the handicap section of the MacRobertson Air Race to Australia in October 1934, gaining fourth place.

G-ACSZ was an AS.5A which went to North Eastern Airways, Ltd., in February 1937, but crashed near Doncaster on 29 May of that year.

However, let us now return to full-blooded air post history.

### Highland Airways Ltd.

The late H Stanley Redgrove opened Chapter X of his book *Air Mails of the British Isles* with the following words

"An extremely important event in the history of the development of the internal air mail system of the British Isles took place in 1934..."

In the previous year, on 8 May 1933, Highland Airways Ltd. had inaugurated a passenger service between Inverness and Kirkwall: it was this company that received the very first Post Office contract to carry regular mails over this route, when first class mail would attract no extra air fee provided letters did not exceed 2 oz in weight.

To begin with, the service was experimental, commencing on 29 May 1934, when Capt. E E Fresson piloted de Havilland Dragon G-ACCE; on 1 December, Wick (Caithness) was introduced into the airmail service and the service was put on to a

permanent basis. On 10 December 1934, an accelerated service for mails to and from Thurso was introduced (the mail being transferred to or from Wick by rail or bus) but bad weather caused a hitch in the southbound service. A month later, on 8 January 1935, the northbound 'plane (de Havilland Dragon, G-ACGK) crashed into the Moray Firth (only the second 'inlands' mail-plane crash, the first being when Charles Hubert crashed in 1911 when flying the Coronation Aerial Post). The pilot, the two passengers and the mail were rescued and the mail was taken back to Inverness Head Post Office where it was more or less dried and forwarded by the airmail service on the following day.

A second accelerated mail link came into operation on 25 March 1935, when mail from Lerwick (Shetland Isles) was carried by steamship to Kirkwall whence it was flown to Inverness. There it was transferred to the rail service to Glasgow for distribution. This service from Lerwick operated only on Mondays and Wednesdays and, in fact, took something like 36 hours or more, but even so this was quite a saving in time for those days for that route.

From the air post history point of view, the significance of the Highland Airways operations was two-fold. First, as mentioned, it represented the first Post Office contract for a regular air mail internal service; second, with the introduction of Wick on 1 December 1934, the Post Office announced that not only would all internal mails be carried by air without extra charge (provided a saving in time could be accomplished and satisfactory contracts



Fig. 7 First flight cover of 29 May signed by the pilot with a Highlands Airways vignette.

entered into) but also air mail labels — etiquettes — would no longer be necessary on inland mails.

In effect, carriage by air had come of age, although the need and, in fact, the desirability *not* to use air mail labels in those days does mean that collectors of today may have to research quite deeply into airline schedules and other documentation to ensure that an inland letter had gone by air rather than by surface.

Let us now look at the philatelic souvenirs that came about from this service.

Highland Airways themselves issued two vignettes. The first was of horizontal format for use on the first mail flight of 29 May, and was sold for 2/-; it was imperforate and the total printing was 1,250. The second, for the Wick service of 1 December, was of vertical format, perforated 11, and was sold for 1/-. About 1,000 were printed. Please note that the use of these vignettes was not obligatory, and that sometimes you will find covers from these services offered '... bearing the 2/- air fee stamp ...' or something similar which is not, as you will have gathered, a correct description.

Redgrove classified souvenir envelopes into three types i) Company envelopes; ii) advertising envelopes; iii) other specially printed souvenir envelopes. All were published for use on not only the first flights but also later flights by Highland Airways, and it will be rather difficult to summarise the different varieties here. However, let's try.

**Company envelopes.** Two issues. One for the flight of 29 May, of which 500 were printed and 400 flown: 200 in each direction. The second was for the

flight of 1 December when 750 envelopes were printed of which about 650 were flown.

**Advertising envelopes.** These were issued by two Scottish newspapers, *Orcadian* (three envelopes) and *John o' Groat's Journal* (two). All were issued gratis to the papers' subscribers and one of the envelopes in each case contained an enclosure giving details of the services.

**Other envelopes.** Redgrove recorded three other types of souvenir envelope: one printed by *Orkney Herald* Printing Press for 'The Leonards' Stores in Kirkwall, these were sold at ½d each; the second he called the 'Cross' type; the third was a variant of the *Orcadian*. These two latter souvenirs were intended for the 1 December acceptances.

W G Richards quoted a report that appeared in *The Scotsman* of 30 May 1934 (the day following the inaugural Inverness to Kirkwall flight) from which we learn that "...over two thousand letters were despatched by the plane today..." and that "...the occasion was marked by a simple ceremony and the unfurling at the municipal aerodrome by Sir Frederic of a Royal Air Mail Pennant, the first pennant authorised for an inland service... Twelve thousand letters were sent from Kirkwall to Inverness by the plane on its return journey".

The Sir Frederic referred to was General Sir Frederic Williamson KCB, Director of Postal Services.

As recorded earlier, the first flight on 29 May was piloted northbound by Capt. Fresson, the founder of Highland Airways, Ltd.; the first southbound was by F/O F H Coleman. With the introduction of



Fig. 8 First flight cover of 10 December from Inverness to Wick.

Wick on 1 December, Capt. Fresson again piloted the northbound machine, with J Gordon Hay making the return flight. Returning to one of my sideline interests — aircraft — it is worth mentioning that the northbound 'plane of 1 December was G-ACEW, a General Aircraft Ltd. Monospar ST-4 Mk.II named *Inverness* which, in July 1937, passed into the hands of C H Tutt and was damaged beyond repair at Croydon on 13 December 1937. General Aircraft (despite its rather American-sounding name) was a British company.

Still on the subject of aircraft, Highland Airways Ltd. also owned four de Havilland D.H.86 Dragon machines, all unnamed so far as I can see; it will be found that the name of de Havilland will occur repeatedly as our story of British inland mail carrying continues.

Earlier in this article I wrote that "...carriage by air had come of age..." with the Post Office contract of 1934. A number of other contracts followed in rapid succession, and their story will be continued in the succeeding instalments of this series.

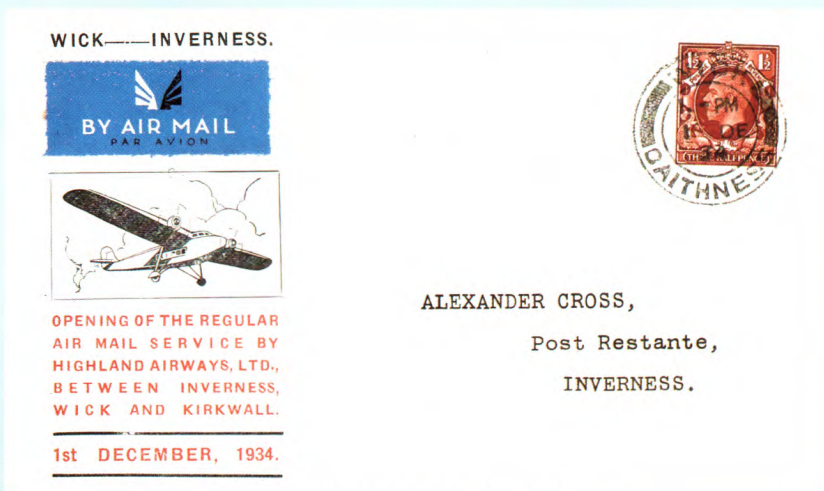


Fig. 9 Company first flight cover of 10 December from Wick to Inverness.

# The Genesis of the Machin Design

## Part 7

DON STADDON

### The Different Heads

Machin enthusiasts are well acquainted with the different heads to be found on the issued stamps. There is one head with two curved lines of shading in the hair, and a pearl missing from the necklace. This head is always found on the stamps with a uniform dark background.

There is a second head with two lines of shading in the hair, and a full complement of pearls. This head can be seen on stamps with the background either graded from dark at the left to light at the right, or of a uniform pale hue. Variants of these two heads have also appeared with the outline modified in several respects.

Going through a number of articles dating back to the early days of the Machins I have discovered four schools of thought about the two basic heads. One said that they resulted from different artist's plaques, and another that there were two photographs of the same plaque selected from a series taken under different lighting conditions. A third opinion favoured a combination of two artist's plaques, and retouching. The fourth view, supported by present staff at Harrison & Sons, is that retouching during the preparation of master negatives from a single master positive was entirely responsible.

There are 14 values in pre-decimal Machin definitive series, from ½d to 1s 9d, and the first to be issued were the 4d, 1s and 1s 9d on 5 June 1967.

The 4d stamp has the head with two lines of shading in the hair, and a missing pearl in the necklace. Combined with a uniform dark background, it was used for all values up to, and including, the 9d, some 10 in all. Whatever had been done during the preparation of this basic head it was the subject of additional retouching soon after the



*The first  
Machins issued.*

first stamps came out. The original flattened base of the portrait was rounded by the inclusion of a shadow effect. Less noticeable, perhaps, was a more clearly defined outline, and a softening of highlights.

Some years later, in 1975, a further derivation of this head affected the decimal series, with the base of the portrait closer to the bottom frame line.



*Bromide of 'B2' head  
dark background  
— Harrisons 1986.*



*Bromide of 'C' head  
gradated background  
— Harrisons 1986.*



*Bromide of 'D' head  
pale background  
— Harrisons 1986.*

These three heads are now classified by stamp collectors as 'A', and 'B1' and 'B2' respectively.

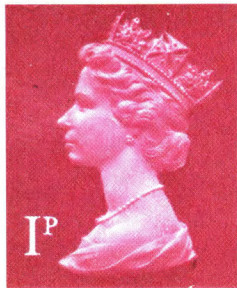
The second basic head having one line of shading in the hair, and all pearls intact was used with a graded background firstly for the 1s and later, from 1 June 1968, for the 10d stamp. This head, later designated 'C', was subsequently retouched to

strengthen the outline. In its new form 'D' it appeared first of all on the 4½p definitive issued on 24 October 1973.

Bicolour printings incorporated the first basic head printed on the paler rectangular background. The first of the four stamps produced this way was the 1s 9d followed soon after by the 1s 6d.



*Head 'A' — two lines of shading, missing pearl.*



*Head 'B1' — as 'A' but rounded base.*



*Head 'B2' — as 'B1' but base nearer frame.*



*Head 'C' — one line of shading, necklace complete.*



*Head 'D' — as 'C' but outline strengthened.*

## Stampex 1987

Stampex 1987 will take place at the Royal Horticultural Halls, London SW1 from 3 to 8 March. This year, for the first time, there will be no competitive displays as these will now be confined to BPE in the autumn. However there will be invited displays including one from the National Postal Museum.

In the New Hall there will be a National Postal Museum area which will include displays and

various machines in operation. One will be a Krag cancelling machine which can be used by collectors to obtain a special cachet on their covers or cards.

The Stamp Bug Club will also have a stand as it did most successfully at BPE 1986. Once again there will be quizzes and competitions and encouragement and advice will be offered to young (and not so young) collectors. As before there will be many giveaways for children visiting the stand.

# Postal History from the Channel Islands

## 2. By-Boat Letter

JOHN SIMPSON

This entire (there is no letter inside) does not appear to be anything out of the ordinary. It is addressed to 'Mssrs Jno Castling & Co' at what appears to be 'No 3 Green Lether Lane, London', but there is no such road listed in a modern London Directory and I have not as yet been to the local reference library seeking further information. I wonder if it could refer to Leather Lane in the City? It has a faint strike of the oval Weymouth Ship Letter mark in use 1802-1815: according to Robertson fine impressions of this mark are very scarce. On the back, as folded, is a very faint London receiving mark in red for Feb 9, but there is no visible year nor any indication of the place of origin: these would be shown on the missing letter, but someone (the recipient?) has written 'Guernsey 1803' on the inside of the sheet.

There is, however, an unusual story behind this cover. When the Packet Service between England and the Channel Islands began in 1794 with the opening of the Post Office there, it was opposed by most of the business people in the Islands on the grounds that it was taking trade away from their

own boats. But a few years later these same merchants were complaining about the delays which frequently occurred to the Packets as the Captains of these boats often stayed in port for days until they had a sufficient complement of passengers to make the journey profitable (they derived little more than a pittance from carrying the mail).

To assist matters, and their own businesses, the Guernsey merchants arranged with Mr Robilliard (the agent in Weymouth, who had shares in several boats and did a bit of smuggling on the side) to hire a special 'By-Boat' to sail in mid-week and so enable them to get their mail to England more quickly. This move was favoured by General Doyle, the Lt Governor of Guernsey, and was eventually taken over by the Post Office to give a twice-weekly service to the Islands. During the duration of this extra private service many hundreds (?) of letters must have been carried and yet only one survives which can definitely be identified as having been carried on this service: this is the one illustrated here. At the top of the cover is written, in the same hand as



the address, 'p By Boat via Weymouth'.

The charge of 2/- indicates a double sheet (I wish I could find the letter, it might make interesting reading) as the Ship Letter rate in 1803 was four pence per single sheet and the rate from Weymouth to London (128 miles) was eight pence making a total of 1/-. Normally the Ship Captain would have had a penny gratuity, but not in this case; he and his boat were probably hired for an inclusive figure. Had it come on the Government Packet the cost would have been 1/10.

## Commemorative Covers

**KEB Horticultural Society.** A special souvenir cover was produced for the Flowers issue and the set was cancelled with a special handstamp on 20 January. Cost is £3.50 (£5 signed by the Master of the Worshipful Company of Gardeners, £2 with a single 18p stamp). Proceeds to St. Bartholomews Hospital Children's Cancer Fund. Available from The Secretary, KEB Horticultural Society, King Edward Building, LONDON EC1A 1AA.



**Sir Isaac Newton.** The George Hotel in Grantham is producing a cover for the Isaac Newton stamps on 24 March. (Newton lived part of his life in the building.) Cancelled with a special handstamp in use for one month the cover costs £2.20 (£1 for Kings School refurbishment fund). From 24 to 28 March covers will be sold at an exhibition at the hotel and carried by horse-drawn mailcoach to Woolthorpe Manor and back to Grantham. Orders to George Hotel, High Street, GRANTHAM, Lincs. NG31 6NN.

**Naval.** On 17 February a cover will mark the 70th anniversary of the sinking of U83 by the Q ship *Farnborough*. Featuring the Victoria Cross the cover will cost £1.10 (£1.55 signed, £2.30 double signed) and is available from the Fleet Air Arm Museum, Royal Naval Air Station, Yeovilton, Somerset BA22 8HT.

## Exhibition Card – Advance Notice

A card is being prepared for use at major stamp exhibitions both at home and overseas. It will relate to one of the popular special stamp issues of the year and bear one or more of the stamps cancelled with the first day of issue of the card. Part of the design will be left free for the application of a cachet at the exhibition concerned. Cards bearing the cancelled stamps but without the exhibition cachet will be available from the British Philatelic Bureau. Those with the specific exhibition cachet will only be obtainable from the British Post Office stand at the stamp exhibition.

The first card will bear two of the stamps from the 1987 Flowers issue and be cancelled with the date the exhibition card is issued.

It has not yet been finalised as to when the card will be made available from the Bureau nor at which exhibition it will first be used, but it will be available at the two main national exhibitions, FIPs and some other exhibitions abroad where the British Post Office has a stand. A list of exhibitions involved will be released as soon as possible.

Further details will be given in a future *Bulletin*.

## New Cylinders

Recent printings of National definitives have taken place from the following cylinders.

*By Harrison's*

13p cylinders 7, 14 and 15 (all with phos. 18 on HS2 paper)

18p cylinder 4

22p cylinder 6

26p cylinder 2

## NPM Flowers Display

To coincide with the issue of the Flowers stamps on 20 January there will be a minor display at the National Postal Museum. This will last until 20 March.

The display will include artwork and preliminary designs for some of the many special issues which have featured flowers. Among these are the Post Office Savings Bank set of 1961 up to the British Gardens issue of 1983.

Items can be viewed at the National Postal Museum, King Edward St., London EC1 during normal opening hours which are – Monday to Thursday: 9.30am to 4.30pm; and Friday: 9.30am to 4pm.

# Philatelic Terms Explained

KENNETH F CHAPMAN

## No.9 Local Stamps

Stamps whose postal validity is restricted to a town or district of issue, as distinct from national issues with nationwide and international validity, are known as local stamps, of which there are several categories.

In Europe, it is the local stamps of towns in Denmark, Norway and Sweden which are best known. They were issued by municipalities to pay for the collection and delivery of letters within stated local boundaries and the stamps were necessary because the national services only delivered inter-town mail to a Head-Post Office whence it had to be collected by the addressee. Similar local posts operated in several German towns and were operated by district authorities (*Zemstvos*) in Russia. In the latter case, the stamps were frequently used to frank letters to the nearest town on the main postal routes of the Imperial service when, of course, 'national' stamps had to be added (if not already there) to pay for onward transmission.

The issuing of stamps by private individuals or organisations is very exceptional in Great Britain. Apart from the period of the postal strike in 1971, when licences to run local posts were granted to cope with the emergency, there are only two private services whose stamps are generally recognised by

collectors as being necessary. They are the services from Lundy Island in the Bristol Channel to Bideford in North Devon, and from Herm to Guernsey in the Channel Islands (until 1969 when the newly-established Guernsey Post Office incorporated the Herm service). In both cases, British Post Office services had been withdrawn and private local services, with their own stamps, were set up. Again, normal stamps were required once mail entered the national service.

Other private, but philatelically acceptable, British local stamps include the circular delivery stamps of the 1860s when companies undertook the delivery of printed advertising matter, monthly accounts and similar commercial material within a given town at rates well below those charged by the Post Office; and the Oxford and Cambridge College stamps used to frank mail delivered by college porters to local shops or other colleges from 1870 to 1885. All these services were suppressed on the grounds that they infringed the Post Office's legal monopoly to handle all letter mail within the United Kingdom.

A number of small British off-shore islands have followed Lundy's example and issued stamps, in many instances without the same need since a postal demand (as distinct from a limited touristic souvenir interest) did not exist. The status of these issues has been officially described as 'local carriage labels' and 'British local issues', both definitions carefully avoiding the word 'stamp(s)'. Each collector must make a personal decision on the purchase, or otherwise, of these issues, doing so in the knowledge that they are most unlikely to receive recognition by the major stamp catalogue publishers.

## Gems from the R M Phillips Collection

### 142. The Early Letterpress Era

An 1867 colour trial in blue of the 1s with large white corner letters.

This item can be seen in Frame 23 of the open display of the R M Phillips collection at the National Postal Museum during normal hours — 9.30am to 4.30pm Monday to Thursday and 9.30am to 4.00pm on Fridays.



## Letters to the Editor



### Portchester Castle

Sir,

I was pleased to read in the December issue of the *Bulletin*, page 75, that one of the new 50p stamp books to be issued in January is to feature Portchester Castle, but I very much hope that Portchester will be spelt correctly, not as in the article in the *Bulletin* without the first 't', but as in my address below.

Portchester, Hants

Dr FR LAMBERT

My mistake, *Ed*.

### 1986 Christmas Stamps

Sir,

You invite comments on philatelic matters and I am moved to suggest that the Post Office has made the most monumental mess of the 1986 Christmas stamp programme.

A set of special stamps, then a hurried reduction to 12p and discounted stamps and books of definitives at a discount. To me the whole affair smacks of lack of a determined policy at an early date.

I have just received the sheetlet of discounted 13p stamps and would you believe the inside of the card cover — Christmas Post Guide — shows the postage rate for second class as 13p whereas in fact it is 12p and the 12p stamp is acceptable for second class mail up to 24 December 1986.

While in a critical mood, may I say that I find the new accounting system cumbersome and confusing. We used to get an order form in the *Bulletin*; now we get an extra *In Phil* or we have to ask for an order form.

Why is it that progress is so often backwards?

Mickleover, Derby

L W KILBOURNE

The basic postage rate for second class letters in fact was 13p during the Christmas period and the *Guide* quoted was correct. The 100 million Christmas stamps with a 12p face value were acceptable as paying for second class post but this was a limited offer and very different from a general tariff decrease which would have benefitted firms and businesses as well as the public.

However, I do sympathise with the more general point that the Christmas discount offers were complex and caused some confusion. The basic reason was that the £3 million discount was agreed at a late stage as part of our 1986 tariff changes, the

majority of which were effective from 20 October. We were faced with providing a fixed amount of discount by whatever means were available at short notice.

Accordingly, we switched 100 million Christmas stamps from 13p to 12p by replacing just two of the six print cylinders; we affixed labels to reduce the price of the 4 million packs of 36 stamps and we printed 5 million books with a discounted price.

I would like to assure *Bulletin* readers that should there be a discount next Christmas we will be looking at ways to make it more convenient for our customers and staff.

DAVID DALE

Manager Definitive Stamps

### 1986 Christmas Aerogramme

Sir,

I refer to this year's Christmas aerogramme incorporating the designs of Lynda Gray.

The descriptive wording on the back of the letter when folded and stuck for posting is almost obliterated. This is unfortunate and could so easily have been avoided by adjusting the spacing of the printed matter. Surely the recipients of an attractive design should be able to read the explanatory notes as well as the senders!

Stratford-upon-Avon, Warwicks.

T E BUNN

Mr Bunn is quite right in what he says and we owe customers an apology for this oversight. *Ed*.

## Book Reviews

**The Postal History Annual 1987 by James A Mackay. 114 A4 pp. £5.30 post paid (£6.40 overseas).**

This ninth edition of the Postal History Annual contains updating supplements to four other books on postmarks by James Mackay viz: Scottish Postmarks; English and Welsh Postmarks; Irish Postmarks; and Registered Mail of the British Isles. It also includes an article on The Use of the 1894 Code Time System in Ireland. Available from the author at 11 Newall Terrace, DUMFRIES DG1 1LN.

**Sub Office Rubber Datestamps of England & Wales by James A Mackay. 466 A4 pp. £16.90 post paid (£19.70 overseas).**

This tome is the fourth in the series to mark the centenary of the introduction of Climax Daters, or rubber datestamps, issued to minor sub post offices. Based mainly on the Proof Impression Books from 1885 to 1931 in Post Office Archives, it records the English and Welsh offices, those of Scotland and Ireland having been published previously. As the surviving records are sporadic after 1912 the author would like additions from collections of such

material. By far the greater part of the book is a catalogue listing, fully illustrated. Available from the author at 11 Newall Terrace, DUMFRIES DG1 1LN.

**Postal History of Dumfries by James A Mackay. 120 A4 pp, 461 illustrations. £6.60 post paid (£7.90 overseas).**

This work was timed to mark the celebrations of the 800th anniversary of Dumfries as a royal burgh. Local postal history is flourishing up and down the country but few collectors can take the time and effort to research the background in Post Office Archives, as does James Mackay. This has resulted here in a broader approach though, of course, a great deal is devoted to the postmarks and postal markings of Dumfries, all of which are fully illustrated. As the author is 'home-grown' he has also had access to the voluminous files of various Dumfries newspapers from the late eighteenth century to date. Available from the author at 11 Newall Terrace, DUMFRIES DG1 1LN.

**Christmas Cards for the Collector by Arthur Blair. 128pp hardback. £12.50**

The world's first Christmas card was the inspiration of Henry Cole in 1843, though various forerunners have been identified. Since then the sending of cards at the festive season has grown to enormous proportions.

Collecting the more unusual varieties has been popular for some time and this book is an excellent addition to the published works on the subject. Well illustrated and full of information well presented, it contains many items and themes relevant to postal history, from the very inception of the Christmas card to more modern times. An easy yet detailed introduction, as one would expect from its author.

**The Undated Circular Marks of the Midland Counties — 1986 revised edition. 120 A4 pp. Midland (GB) Postal History Society. £7.25 plus £1.25 post and packing.**

Often publication of a research work on some aspect of postal history inspires others to contribute information which makes it out of date. This is what happened to the Midland (GB) Postal History Society when this book originally appeared in 1985. So much information was received that a new edition appeared some 15 months later. The county of Shropshire has undergone particular revision. Of importance is the accurate referencing of each mark which enables anyone to look the item up in the various reference books in Post Office Archives. Available from John Calladine, Dunley House, CRANHAM, Gloucester GL4 8HQ.

**Catalogues Recently Received**  
**British Stamp Values — 1987 Market Prices**

**produced by Stamp Magazine. £2.95** including GB, Jersey, Guernsey and Isle of Man.

**Great Britain Specialised Stamp Catalogue Volume 2 King Edward VII to King George VI. 7th edition. Stanley Gibbons, 403pp hard bound. £11.95.**

Apart from price changes since the previous edition the major additions are in items sold by auction by the National Postal Museum (as yet unpriced) and in an appendix giving the major postage rates for the period. Essential for the specialist.

**Canada (including Bermuda) Two Reigns Stamp Catalogue 1st edition. 88pp Stanley Gibbons. £4.50.**

**Western Pacific Two Reigns Stamp Catalogue 1st edition 88pp Stanley Gibbons £4.50.** includes Nauru, New Guinea, New Hebrides, Papua, Papua New Guinea, Solomon Islands and Vanuatu.

**Stanley Gibbons Stamp Catalogue Part 10 Russia. 3rd edition 360pp. £13.50.**

**Collect Railways on Stamps by Howard Burkhalter. 1st edition 260pp. £7.50. Stanley Gibbons.**

## York Philatelic Counter

Due to reorganisation of duties, the hours of business at York philatelic counter have been revised to:

Monday - Friday 9am - 4.15pm  
Saturday 9am - 12.30pm

**British Philatelic Bulletin**  
*Editor Douglas N. Muir*

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