

Philatelic Bulletin

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Introduction

To mark the forthcoming special stamp issue commemorating 150 Years of Passenger Transport, featuring historic railway engines of the past and of the future, the National Postal Museum is to stage a special exhibition. This exhibition *Railways for the Post* will open in mid-August, coinciding with the issue of the commemorative stamps, and will remain on view for about three months.

Through the services they provide, and the goods they carry, the Post Office and the Railways touch the lives of everyone, and the exhibition will seek to trace the story of the long and close connection between them both. This link began in 1830 with the first-ever carriage of mail by rail over the newly-opened Manchester-Liverpool Railroad; developed from the late 1830s with the gradual introduction of Travelling Post Offices on key rail routes from London and between major centres of commerce and industry; and continues today in the highly organised system of TPO services which speed the mails by night and day to all corners of Britain.

In telling this story the exhibition will feature many items of interest to the postal historian and philatelist alike—items such as early postal maps tracing the development of the railway network, pictures of early TPOs, scale models of famous engines, covers depicting various postal markings relating to the TPO service, and railway stamps together with a thematic section tracing 150 years of locomotives as shown on postage stamps. Of especial interest to the philatelist will be a selection of 'railway' artwork produced for various stamp issues over the years, and the artwork and essays produced for the current issue, on public show for the first time. Throughout the period of the exhibition will be regular showings of that classic documentary of the 1930s *Night Mail*, immortalising for ever on film the work of the TPO service.

More about the exhibition, and the story it tells, will appear in the next issue of the Bulletin.

Gems from the RM Phillips Collection

XXVI The Colour of the Line Engraved Three Halfpence

The first British Three Halfpence postage stamp was originally prepared in 1860 to meet a projected change in the overseas newspaper rate which would have required such a value (there was of course no halfpenny stamp available at this date). A letter from Ormonde Hill (in charge of the Stamping Office) to Perkins Bacon, the printer, specified on 11 February 1860 that the new stamp should be of the same size as the existing 1d and 2d values 'but that it should be made quite distinct in appearance by difference in form or colour or both'. Hill after referring to 'some experiments with a view to finding a colour for this stamp' then being made by Perkins Bacon, enclosed 'a specimen of a tint which I would like you to aim at'. Unfortunately the specimen has disappeared: one can only surmise that its tint was in a mauve shade.

On 22 February Ormonde Hill wrote again to Perkins Bacon about the colour of the new stamp. 'Can you produce', he asked, 'a good fugitive colour of this tint . . . perhaps you could let me have a design in this . . .'. Attached was a portion of an ornamental design printed in lilac-rose corresponding closely to the colour selected for printing the (unissued) stamps later in 1860.

That Perkins Bacon were able to find such a colour and actually used it when preparing designs for the new values is shown by a hand made essay in lilac-rose (in the R M Phillips Collection) endorsed by Hill 'one very slightly altered from this approved 12.3.60 OH' which brings me directly to the *gem* of the month, illustrated above. Though there is no direct evidence it seems likely that this experiment was one conducted by Perkins Bacon to find out whether the lilac colour (rosy-mauve as it is described in the catalogues) used to print the 1860 1½d stamps was really as suitable as had first been thought.

The stamps stuck to the card are a block of four stamps cut from an imperforate sheet and separated into two pairs. The lower pair exposed to sunlight for four days—and have faded—the upper pair were kept in the dark.

This experiment was conducted several days after the plate of the 1½d had been completed and registered (both on 22 March 1860) and probably after many of the 10,000 sheets had already been printed. Considering that the lilac-rose (or rosy-mauve) colour used was the same as that used in 1851 for the One Shilling value of New Brunswick, it is surprising that its reaction to sunlight should not have been in question until 1860.



The sheets printed in rosy-mauve in March 1860 were never issued (the proposed change of rate was not approved) and they were destroyed in 1867. In mid-1870 the 1½d value was printed for a second time (from the 1860 plate) but in a new lake-red shade. In February 1872 Ormonde Hill wrote to Perkins Bacon enquiring 'why the 1½d stamps are printed in a colour so different from the mauve tint originally selected and whether there would be any difficulty in reverting to the original colour if were desired?

Perkin Bacon's reply is not recorded.

Probably the rosy-mauve colour had some inherent defect; we know from the experimental block illustrated that it reacted swiftly to sunlight. It may also have been found liable to lose its fugitive properties with time, as did the green colour originally selected for the $\frac{1}{2}d$ stamp of 1870. The same letter (from Perkins Bacon dated 24 May 1870) which records this latter fact, also suggests the use for the new $\frac{1}{2}d$ stamp, instead of green, of colours, such as lake, which were known to remain adequately fugitive. The same solution may have been proposed to any problems thrown up by the projected use of rosy-mauve for the $1\frac{1}{2}d$ value.

A G RIGO de RIGHI

'Great Britain II' Clipper Race Joint Service Entry Commemorative Cover

Chay Blyth has lent his yacht 'Great Britain II' to the British Army for a joint-service entry in the Financial Times Clipper Race, which starts from the mouth of the Thames on 31 August and is divided into two legs—east about to Sydney, and returning via Cape Horn. Competitors will try to beat the existing record of 69 days, each way, set up by the clipper ship 'Patriarch' in 1869–70.

To commemorate the race, three special covers, each bearing a reproduction photograph of the 'Patriarch' are to be issued.

Cover No 1 A numbered edition of 250 covers, bearing the four stamps of the recent Sailing issue, carried to Sydney and back on board 'Great Britain II' dated stamped by a British Forces Post Office (handstamp number 1975) and impressed on the reverse side with a rubber stamp in Sydney and countersigned by one of the skippers. The envelope will contain a card signed by the skippers and crews of both outward and homeward legs, and also by a high-ranking officer. Price £4.

Cover No 2 750 unnumbered covers of similar design, bearing the four stamps will

also be carried to Australia and back in 'Great Britain II'. They will be handstamped by a British Forces Post Office and impressed with a rubber stamp in Sydney in the same way as cover no 1, but will only be signed by the two skippers. Price £2.

Cover No 3 A similar cover bearing only the 10p sailing stamp, cancelled by the Post Office using a special handstamp, and mailed directly to the customer without being carried in 'Great Britain II'. Price 75p.

All covers will be available from:

The Race Office, The Financial Times,
Bracken House, Cannon Street,
London, EC4P 4BY

First Day Cover Services

The 62nd Inter Parliamentary Union Conference Stamp issue

To commemorate the 62nd Inter Parliamentary Union Conference, a special 12p postage stamp will be issued on 3 September 1975. The following first day cover services will be offered by the Philatelic Bureau, Edinburgh.

Service A

This consists of the official Post Office cover, addressed as requested, and bearing the stamp. The cover will be cancelled, 'Philatelic Bureau, Edinburgh', and despatched for a charge of 25p. For deposit account customers the charge will be 22½p.

Service B

Customers' own pre-addressed cover will be given the stamp, cancelled and despatched for a charge of 18p.

Service C

For bulk orders of 50 or more covers all to the same address, under the conditions of Service A, the charge is 22½p per item. The usual first day of issue facilities will be available at offices with philatelic posting boxes.

Application forms, available from the Philatelic Bureau, Edinburgh and all Head Post Offices, should be returned not later than 25 August 1975.

12. Coronation of Queen Elizabeth II, 1953

These four stamps were the first commemorative issues of the new reign. They appeared on 3 June 1953, the day following the wonderful ceremony and ritual of the Queen's Coronation at Westminster Abbey, a Royal 'spectacular' which, for the first time, was witnessed by millions in this country and overseas through the media of television and film. To represent such a majestic event on postage stamps was no mean task for the artists who were invited to submit designs.

Three of the accepted designs—the 2½d by E G Fuller, the 4d by Michael Goaman, and the 1s 6d by M C Farrar-Bell—featured the familiar 'Wilding' three-quarter face portrait of the Queen selected for the projected definitive stamps, only two of which (the 1½d and 2½d) were issued prior to the Coronation. The 1s 3d stamp by the French-born artist, Edmund Dulac, showed the Queen full face with a Tudor tapestry background. Thus, for a second time, Dulac defied convention by depicting the Monarch full face—the first occasion being his stamp of 1937 for the Coronation of King George VI.

At first it was anticipated that the Coronation would take place within a few months of Her Majesty's Accession (February 1952), and designs were sought for a single 2½d commemorative stamp which was required to feature the Royal portrait and to be 'symbolic of the Coronation or intimately connected with it'.

From the 74 submitted designs, a handful of artists were shortlisted, and when, in the late autumn of 1952, it became known that the Coronation would not take place until the following June, the Post Office decided to add three further denominations—the 4d, 1s 3d and 1s 6d values used mainly for Commonwealth airmail letters.

The shortlisted designs were modified and essayed again, and an announcement of the forthcoming stamps was made by the PMG in January 1953. Incidentally, the 1s 3d and 1s 6d stamps were the first in these denominations ever issued in this country and they set



the pattern for many future commemorative stamps.

Edgar G Fuller, who trained at the Brighton School of Art and was a heraldic artist for the Royal College of Arms, designed the successful 2½d carmine-red stamp which gave the Queen's portrait a commanding central position, flanked by the Coronation regalia. On the left, the St Edward's Crown and the Orb—a ball of pure gold which symbolised the

Christian faith's 'domination over the earth'; extreme left, the gold Sceptre with Cross, representing kingly power and justice. On the right, the Imperial Crown of State, the Ampulla—a golden eagle which contains the holy oil used for anointing the Sovereign, poured through the beak—and, extreme right, the Sceptre with Dove, also known as the Rod of Equity, representing equity and mercy.

Michael Goaman's design for the 4d ultramarine 'topped' the Queen's portrait with the St Edward's Crown and filled the flanking space with sprays of the national emblems—the rose, thistle, daffodil and shamrock, the foliage fringed by the Orb and the Ampulla, with the Royal Cipher in the bottom right-hand corner. Since this first success, Michael Goaman and his wife, Sylvia, have contributed many stamp designs to collectors' albums for the British Post Office and the Commonwealth territories.

Edmund Dulac emphasised the pageantry and pomp of the Coronation with his stylised, full-face portrait of the Queen wearing the St Edward's Crown and her Coronation robes, and holding the Sceptre and the Orb—just as we saw her, after her crowning, on our television screens—for the 1s 3d deep yellow-green stamp. It was not intended to be a portrait as such, but rather 'a purely symbolic design of the crowned Queen'. Dulac didn't live to see his beautiful stamp issued—he died a month before the Coronation.

Michael Farrar-Bell, famous for his stained-glass windows, made a formal rectangle of his design for the 1s 6d deep grey-blue—the Queen within an oval medallion of entwined 'snakes', flanked by the Crowns, the Royal Cipher, a 'four-in-one' spray of national emblems, and the two Sceptres. It was the only stamp in the set to include the date of the Coronation—2 June 1953.

The Coronation stamps were photogravure-printed by Harrison & Sons on 'Tudor Crown' watermarked paper and issued in sheets of 120 stamps. Quantities sold were approximately 415 million of the 2½d, considerably less of the

other denominations (only about 6 million of the 1s 6d). The stamps were withdrawn on 31 October of the same year, when definitives of the equivalent values came into use. Some printing flaws are recorded in the catalogues, and all values were overprinted for use in the British Post Office in Tangier, and in the British Postal Agencies in the Persian Gulf. A special Coronation postmark was used throughout the United Kingdom. JAMES WATSON

The Stamp Collecting Promotion Council of Great Britain

To celebrate the 150th anniversary of the world's first public steam railway, the Stamp Collecting Promotion Council of Great Britain, in conjunction with 'Look-In', the junior TV Times, is to hold a national junior stamp linked competition. Entrants don't have to be stamp collecting experts.

Competition details will be published in issue no 32 of 'Look-In' for week ending 2 August. Prizes will be as follows:

First Prize

- 1) With parents, a trip to the 'Cavalcade of Steam' Exhibition being held at Shildon on 30 and 31 August, staying for the nights of 29, 30 and 31 August at the 'Royal County' Hotel, Durham.
- 2) A 00 scale model of the Flying Scot by Hornby.
- 3) A special Post Office souvenir book, complete with 4 Railways stamps, featuring famous British locomotives, which will be issued on 13 August.
- 4) 100 worldwide issued stamps - 'Railway Locomotives'.

2 Runners up Prizes

As for first prize, except for the 'Cavalcade of Steam' trip.

25 Consolation Prizes of a Post Office presentation pack, containing the forthcoming Railways stamps and the 100 'Railway Locomotives' stamps.

Robert Stephenson and Jacob Perkins Associates in the Age of Steam

Jacob Perkins, the American engineer-inventor whose security printing process was used to produce the world's first adhesive postage stamps of 1840 had a finger in very many pies. When he came to London in 1819 to start his banknote printing concern he already had twenty-one of his inventions registered at the United States Patent Office and at least one of these, for nail making machinery, was signed by George Washington personally. A further nineteen patents were taken out in London and of these no less than eleven were for improvements to stationary, marine, and locomotive steam engines.

As the Post Office commemorates the development of the pioneer locomotives of the age of steam and forecasts the high speed trains of tomorrow by issuing special postage stamps it is perhaps proper to recall the contribution which Jacob Perkins, the first stamp printer, rendered to Robert Stephenson (the son of George) in the development of locomotive design. The whole business of harnessing steam power through engines which would drive mechanisms of all kinds fascinated Perkins and on 9 June 1832 he registered a patent for 'Blowing and Exhausting Air, Applicable to Various Purposes.' The progressive number of this patent, 6275, is known but unfortunately no specification nor drawing of the device exists. About this time however Perkins became engaged in some important experiments with his 'circulators for preventing the excessive deterioration of the copper fire tubes' of Robert Stephenson and Company's Planet Class Locomotives. In 1832 Perkins was provided by Robert Stephenson with one of these locomotives with which to experiment.

One of these Planet Class Engines, after only 8,000 miles of service on the Liverpool and Manchester Railway began to burst tubes at the rate of three or four a day. Perkins' circulators, based on a patent he had taken out on 2 July 1831 (No. 6154), were inserted into the boiler between the outer tubes and the boiler shell—a job which required the tube plate in the smokebox to be removed and re-riveted



The Illustration has been reproduced by kind permission of Baker Perkins Holdings Ltd.

back again. The altered locomotive was put back into regular service in January 1833. The first reports on the trials were enthusiastic for it was claimed that it did 360 journeys involving 20,000 miles without deterioration of the tubes. Robert Stephenson however, speaking at the Institute of Civil Engineers on 26 February 1833 said that the trials had not been prosecuted far enough to justify a decided opinion as to their utility. Subsequently Stephenson overcame the difficulty by using hard brass and iron tubes in lieu of copper.

Soon after this recorded association with Stephenson, Jacob made further experiments in generating steam by the indirect method of transferring the heat of the furnace into the boiler water by super-heated steam, and he harnessed the power so produced to various forms of locomotive, steam carriage and to marine engines. It is interesting to recall that Basil Greenhill, Director of the National Maritime Museum at Greenwich, recently wrote to the effect, that it was the introduction of high pressure steam in the engines of

British ships which heralded the death of the big sailing ships and led to far greater safety at sea. The old wooden sailing vessels could not stand up to the vibration of high pressure steam engines. The use of iron and steel for shipbuilding revolutionised Naval architecture and it was Perkins who pioneered those high pressure steam Marine Engines.

In an historical article in *'All the Year Round'* which Charles Dickens conducted, the genius of Stephenson and Jacob Perkins are equated, and Perkins' Steam Coach was said to compare favourably with Stephenson's Rocket. That steam coach alas came to an ignominious end. While descending Highgate Hill a wheel came off and the whole contraption ended up in a ditch. Mercifully the boiler did not burst and no one was seriously hurt.

It was not one of Jacob's successes—although he had many, and indeed successes and failures alternated throughout his life. But he never seems to have lost heart and remained game to the end of his days.

F MARCUS ARMAN

Kendal and District Philatelic Society

To mark the occasion of the 400th Anniversary of the Granting of the Charter to Kendal by Queen Elizabeth I, the Kendal and District PS are staging a special one day exhibition on the Postal History of Kendal. This will be part of the general celebrations and is to be held in the Town Hall from 12 noon until 6 pm on 10 September 1975.

The 62nd Inter Parliamentary Union Conference Stamp Issue 3 September 1975

Great Britain is once again, after an elapse of 18 years, the host nation for the 62nd Inter Parliamentary Union Conference to take place in Westminster Hall London from 4-12 September 1975. The last occasion on which this event took place here was in 1957.

The Union held its first conference in Paris in 1889, and with few exceptions, has held annual conferences ever since, mostly in one of the World's capital cities. Its object is to promote personal contact between members of Parliaments of all countries, to support the development of democratic and parliamentary institutions, and to work for peace and international cooperation.

To mark the occasion, a special 12p commemorative stamp will be available, on 3 September 1975, from the Philatelic Bureau, Edinburgh, and at all philatelic counters and main post offices.

Printing Details:

Date of issue: 3 September 1975

Designer: Richard Downer

Value: 12p



Printer: Harrison & Sons Ltd

Process: Photogravure

Size: 41 × 30mm

Format: Horizontal

Perforation: 15 × 14

Paper: Coated unwatermarked all over phosphor

Number to sheet: 100

Colour: Grey, blue, black and gold

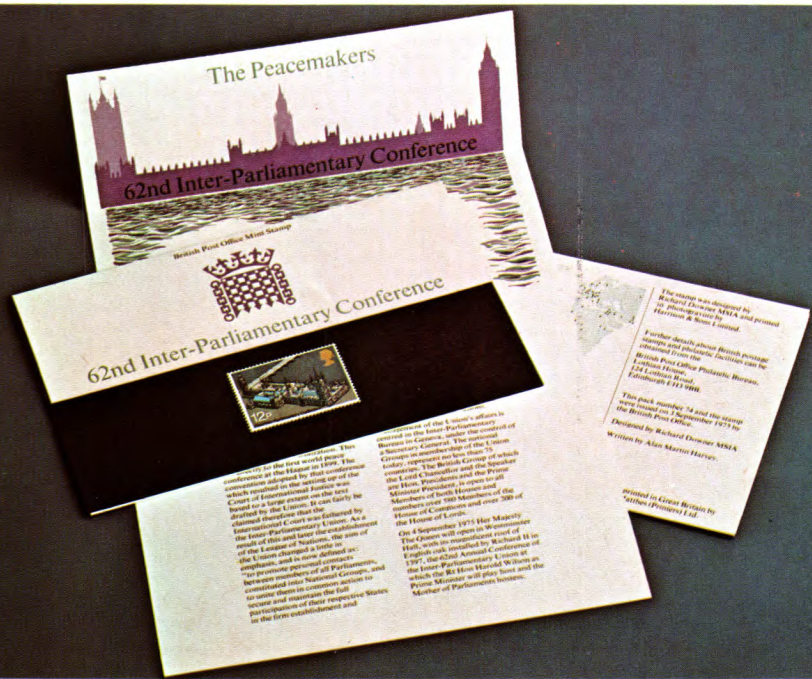
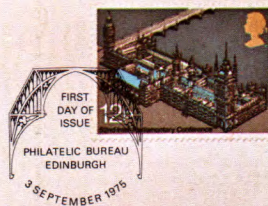
Adhesive: PVA Dextrin

POST OFFICE FIRST DAY COVER



62nd Inter-Parliamentary Conference

Mrs J Robinson
200 Manorbier Road
ILKESTON
Derbyshire
DE7 4AB



The Peacemakers

62nd Inter-Parliamentary Conference

British Post Office Main Stamp



62nd Inter-Parliamentary Conference



The 62nd Inter-Parliamentary Conference, the largest of its kind in the world, will be held in Edinburgh from 4 to 8 September 1975. The conference will be held in the House of Commons, the seat of the British Government, and will be attended by members of all Parliaments, Governments, and Commonwealth countries. The conference will be a unique opportunity for members of all Parliaments to meet and discuss the full range of international issues and to promote peace and stability in the world.

The stamp was designed by Richard Dawkins and printed by Harrison & Sons Limited.

Further details about British postage stamps and postage stamps can be obtained from the British Post Office Philatelic Bureau, Edinburgh EH1 1HB.

This post number 74 and the stamp were issued on 3 September 1975 by the British Post Office.

Designed by Richard Dawkins MBE
Written by Alan Martin Harvey

printed in Great Britain by
"Athens" (Printers) Ltd.

2. The Late Fee System and its Postal Markings

In the first article dealing with postal history and its many facets, the late fee system was mentioned and an example showing a 3d rate was illustrated.

At the time, early 1840 to April 1865 it was impossible to have a 3d letter rate for weight alone and the cover we illustrated was charged 2d for weight (over $\frac{1}{2}$ oz and up to 1 oz) plus 1d late fee. The late fee being paid for the privilege of catching a post after the normal closing time of an office or collection from a box. Later, as the postal system developed, special late fee boxes were provided at head offices and some main line railway stations.

The system was in operation even before the introduction of Uniform Penny Postage (10 January 1840) and continued in many forms and with various rates to the present day when it is confined to use on certain TPO's (Traveling Post Offices) from main line stations.

During the pre-adhesive stamp period and for some years following, it is only possible to determine that a late fee had been paid by knowledge of the postal markings associated with the system and, even then, the amount paid cannot be established in all instances.

In the early years of the postage stamp, compulsory use of them, either for postage or a late fee, was not enforced and it was not until March 1849 that this ruling was applied to the large provincial towns or cities. A further notice was issued by Rowland Hill in 1858 (PO Notice No 46, 1858) to bring this into general use though some of the London Head Offices still excepted cash for late fee payments until much later and most likely by special arrangement with the bigger commercial offices. Prior to these dates the late fee was more often than not paid in cash, and, as mentioned in the previous article on postal rates, became a 'perk' of the post office receiver on duty.

From these observations the keen collector will have noticed already that the postal markings and extra postage stamps (other than those required for the normal rate for weight) provide an absorbing and collectable subject

for study. Two of the earliest markings, used in the 1797 to 1839 period, are shown in *figs 1* and *2*, both usually struck on the reverse side of covers or entires and both used in London. By reference to literature on the subject (Ref 1) and PO Records these marks indicated that a payment of 6d had been paid in addition to the normal rate in order to catch a despatch after normal closing—in the London main offices this privilege was from 7.00 pm to 7.45 pm.

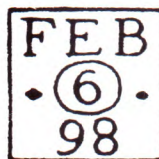


fig. 1



fig. 2

The question will arise in many readers' minds as to how one establishes a certain handstamp was used to signify that a late fee had been paid. Those fortunate enough to live near the Post Office Records Department may, with patience, often be able to trace a postal marking and its particular significance. There is also literature on the subject, now only available secondhand, dealing with the late fee system and including 'Too Late' handstamps (Ref 1).

To continue with the study and coming into the adhesive stamp period the knowledge of actual postal rates (for weight) is obviously an essential, so that any additional postage stamps, to give a larger rate than normal, will be indicative of a late fee.

Prior to the compulsory use of postage stamps there were many postal markings used to indicate that a late fee had been paid. This was necessary so that the letter sorters could recognise the late fee paid mail and give it the necessary priority. Conversely letters received during the late fee period and which did not have an identifying mark or additional postage stamps were, in many instances, handstamped with a special 'Too Late' mark.

It will have been noticed from *figs 1* and *2* that a square format had been used and this was perpetuated in later designs. A duplex

design, *fig 3*, was used in the early 1850s and when duplex cancelling devices became standardised, it was modified and used in the form shown in *fig 4* as a backstamp. In this brief resume reference to the charges of the late fee or the times before a mail was despatched have not been detailed since they differed over the years and with different parts of the country.

Several of the larger cities in the United Kingdom had a two tier system of 1d extra for 30 minutes before despatch and 3d for 15 mins, but even these times were left to the discretion of the individual office.

An interesting special handstamp associated with the Glasgow late fee of the 1845/57 period is shown in *fig 5* and is known dated and finally often without the small letter L (Ref 2).

Other types of postal markings associated with this system are shown in *figs 6* and 7. *Fig 6* was used as an obliterator for the adhesive stamp in addition to indicating late fee paid and associated always with mail sent abroad. A similar oval mark numbered 13 was allocated to late fee paid mail for inland duty.

The L1 mark, *fig 7*, was usually impressed in red and used in addition to a cancellation and



fig. 3



fig. 6



fig. 4



fig. 5



fig. 7



employed on mail sent abroad.

Very many other types and varieties exist and there is still much to discover about the times and rates of this system.

Ref 1. 'Late Fee and Too Late Stamps', by W G Stitt Dibden pub. by G B Phil Society 1966.

Ref 2. 'Stamp Monthly', May 1975.

F M JOHNSON

Proposed Sevenpenny and Eightpenny Values in the KG V Photogravure Series

Early in 1935 new Parcel Post rates were introduced which included intermediate steps of 7d and 8d. The Postmaster General (then Sir Kingsley Wood who was succeeded on 6 June by Mr George Tryon) decided on 30 April 1935 that, rather than adapt the existing Eve designs which dated from 1912, fresh designs should be sought 'which will harmonise with the present (photogravure) series but show some improvement in dignity and general appearance'.

The Post Office consulted its principal design adviser Mr Kenneth (now Lord) Clark, Director of the National Gallery and arranged for him to visit the Stamp Branch of the Stores Department, then housed in Somerset House, in early June. Mr Clark suggested

commissioning up to three artists to submit designs for each value, and recommended that suitable colours for the 7d value would be brownish-pink or pale grey and for the 8d stamp a yellow shade such as had been used for the background of the 1917 Eightpenny. Mr Clark also suggested that the colours should be paler than those used for the existing values of the photogravure set; the printers, Harrison and Sons, were consulted on this point and confirmed that a lighter tone printing was possible by using a lighter etch when photo-engraving the printing cylinder. They evidenced as an example of such lighter tone the 1 piastre (10 mills) photogravure definitive stamp that they had printed for Egypt in 1923.

The proposals for the new values were

deferred in July 1935 for three months to allow Harrisons to devote their full resources to the printing of the existing values; also it was not felt that there was any great urgency in producing new 7d and 8d values.

On 30 October seven artists were invited to submit designs for a sevenpenny value only, in accordance with a detailed set of Instructions to Artists. Those invited were Barnett Freedman (the designer of the Silver Jubilee issue), Robert Gibbins, Graham Sutherland, Mrs Agnes McCance (Agnes Parker Miller), Eric Ravilous, Rex Whistler and Sir Stephen Gooden. All the names had been suggested by Mr Kenneth Clark. Three of the artists, Whistler, Gooden and Ravilous, declined for various reasons, to submit designs.

The instructions to Artists, laid down inter alia that the 7d design should harmonise with the other values already issued, be intended for production in colours differing from those already in use (grey, brownish pink and yellow were suggested), be for stamps of the same size and proportions as the other values and should incorporate the words 'Postage' and 'Revenue' as well as the value expressed in words or figures or both. The artists had been asked to design only a 7d stamp because the Post Office considered that if two good designs were produced, one could be adapted for an 8d value; if only one design were satisfactory, then it could be used for both 7d and 8d values.

A total of seven designs were submitted to the Post Office during November and December 1935. These are as follows: one by Robert Gibbins (*fig 1*), one by Barnett Freedman (*fig 2*), three by Graham Sutherland (*figs 3, 4 and 5*) and two by Agnes McCance (*figs 6 and 7*). So far as I know this is the only occasion on which Graham Sutherland (who is of course famous for his work in Coventry Cathedral and for his portraits) ever submitted a stamp design.

Before the merits of the various designs could be considered the King died, and the artists were sent a letter on 29 January 1936 saying 'You will appreciate that the death of His Majesty King George V has made it



Fig. 1



Fig. 2



Fig. 4

Fig. 6



Fig. 3



Fig. 5



Fig. 7

necessary to defer consideration of the design to be adopted for the new stamp'. In fact, of course, no new 7d or 8d stamps were issued until February 1939, the design of both being the work of Edmund Dulac (see (*The ½d to 1/- Definitive Stamps of King George VI*, Philatelic Bulletin, August, September and October 1973).

A G RIGO de RIGHI

RAF Covers

The following covers are planned for issue during August.

Squadron Series On the 30th Anniversary of V J Day a cover (RAF 35) will be issued commemorating 101 Squadron and showing the Overstrand, FE2b and a Vulcan. It will be cancelled by a special commemorative handstamp (BFPS 1492) and flown on the commemorative flight and should be available on or about 20 September from F/O M Fleming,

101 Squadron RAF Waddington, Lincs at 33p plus postage.

Air Display Series 2 covers will be issued: RAF(AD)13 will feature the Poachers and be flown by them during the International Air Display at RAF St Mawgan on 6 August. It will be cancelled by BFPS 1506 and should be available on or about 10 September from Flight Lieutenant W R D Jones, RAF College Cranwell, Sleaford, Lincs at 33p plus postage.

RAF(AD)14 will be flown at the RAFA Goodwood on 25 August and feature the Spitfires of the RAF Battle of Britain Flight. It will be cancelled by BFPS 1507 and should be available by 20 September from Warrant Officer A Bruce DFM, RAF Uxbridge, Middlesex at 33p plus postage.

All proceeds from these covers will be donated to the Royal Air Force Museum Appeal Fund.

Forces Covers

'The Royal Tournament', 16 July-2 August 75 will take place at Earls Court London. A commemorative cover will be sold there with a British Forces postmark at 30p at the Forces PO, or 36p under separate cover from:

The Philatelic Officer
Home Postal & Courier Communications
Unit RE
Mill Hill
LONDON NW7 1PX.

Profits from the sale of these commemorative envelopes will be donated to Service Charities.

Plymouth Navy Days 1975

To mark Plymouth Navy Days 1975 (23-25 August inclusive) a commemorative postal cover will be issued bearing a picture of the Commando-carrier *HMS Hermes* and the legend 'Plymouth Navy Days 1975'.

A 7p 'British Sailing' stamp will be cancelled by a handstamp bearing the British Forces Postal Service number 1511.

The cover is 35p if posted direct and 40p if sent under cover. A limited number of

Plymouth Navy Days 1970 commemorative covers are still available, price 40p.

Orders with correct remittance should be sent to:

The Philatelic Officer
HMS DRAKE
HM Naval Base
Devonport
Plymouth PL2 2BG
Devon

to arrive by 22 August at the latest.

Cheques/Postal Orders should be crossed and made payable to 'The Treasurer, Plymouth Navy Days'. Proceeds from the sale of covers will be donated to naval charities.

Special Handstamps

Unless otherwise stated, items for reposting bearing at least 6p in postage, should be sent to the Head Postmaster of the town where the special posting box is located, or the relevant District Postmaster in London, marking the outer cover 'Special Handstamp'.

6 August 1975 (P/C)

**International Air Day 6 August 75
British Forces 1506 Postal Service.**
Special posting box at Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to Philatelic Officer at the same address.

23 August 1975 (P/R)

**Silver Jubilee of Sheffield's Last Tram
1950-75 Now in Tramway Museum 23
August 1975 Crich Matlock Derbyshire.**
Special posting box at Tramway Museum, Crich Matlock, Derbyshire DE4 5DP.

24 August 1975

Semicircular
**1975 International Festival 24 August-
13 September 24 August 1975 Edinburgh.**
Special posting boxes at Edinburgh Stamp Shop, 145 Buccleuch St., Edinburgh EH8 9NE and Festival Club Assembly Rooms, George Street, Edinburgh EH2 2LR.

25 August 1975 (P/C)

RAFA Display Goodwood 25 August

1975 British Forces 1507 Postal Service. Special posting box/Items for reposting as for handstamp of 6 August.

6 September 1975 (P/C)

RAF Stafford Open Day 6 September 1975 British Forces 1508 Postal Service. Special posting box Items for reposting as for handstamp of 6 August.

1 November 1975 (R)

All Saints Church Findsbury IX Centenary 1 November 1975 Rochester, Kent. Special posting box at All Saints Church, Findsbury, Rochester, Kent.

Postmark Slogans

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

6 July-2 August 1975

5 October-1 November 1975

Hampshire Jane Austen Bi-centenary 1775-1975. To be used at: Alton, Basingstoke, Southampton and Winchester First Class.

7 July 1975-14 March 1976 (P)

Elizabethan Banquets Every Tuesday Friday and Saturday in the Old Palace Hatfield Park Bookings Hatfield 62055. To be used at Welwyn Garden City. One die transposed Second Class.

14 July-28 September 1975 (P)

Cheltenham Festival of Literature September. To be used at Cheltenham. First and Second Class.

21 July 1975-3 January 1976 (P)

You can Expand in Allerdale. To be used at Workington. First and Second Class.

27 July-24 August 1975 (P)

International Festival of Youth Bands 11-21 August South Glamorgan. To be used at Cardiff. First Class.

4-23 August 1975 (P)

Navy Days Portsmouth 23 and 25

August 1975. To be used at Portsmouth HO and Cosham BO. First and Second Class.

25 August-30 September 1975 (P)

Get Together Cardiff and the Vale of Glamorgan the Conference Centre. To be used at Cardiff. Second Class.

1-27 September 1975

Stockport Libraries—A Century of Service 1875-1975. To be used at Stockport. First and Second Class.

18 October-14 November 1975 (P)

Ulster Tree Week 10-15 November. To be used at Belfast.

1-30 November 1975

1-31 January 1976 (P)

For Holidays and Business Choose Rhooose. To be used at Cardiff. Second Class.

Repeat Campaigns

1 July-30 September 1975

The Hastings Embroidery—A Stitch in Time. To be reused at Hastings.

29 September-5 October 1975 (P)

The Samaritans Distress Despair Phone or Visit in Confidence. To be reused at Cheltenham. First and Second Class.

1-31 October 1975 (P)

South Glamorgan for Business and Pleasure Cardiff Penarth Barry. To be reused at Cardiff. Second Class.

6-26 October 1975 (P)

(Design 1) Send 15p to Information Centre for Guide Cheltenham the Centre for the Cotswolds. To be reused at Cheltenham. First and Second Class.

12 October-15 November 1975 (P)

Ascot Races 15 and 16 November. To be reused at Ascot.

27 October-2 November 1975 (P)

The Samaritans Distress Despair Phone or Visit in Confidence. To be reused at Cheltenham. First and Second Class.

3 November–23 December 1975 (P)
See the Christmas Illuminations During December in Cheltenham. To be reused at Cheltenham. First and Second Class.

24 December 1975–4 January 1976 (P)
The Samaritans Distress Despair Phone or Visit in Confidence. To be reused at Cheltenham. First and Second Class.

5 January–29 February 1976 (P)
(Design 2) Send 15p to Information

Centre for Guide the Centre for the Cotswolds Cheltenham. To be reused at Cheltenham. First and Second Class.
 1 March–15 May 1976 (P)
(Design 1) Send 15p to Information Centre for Guide Cheltenham the Centre for the Cotswolds. To be reused at Cheltenham. First and Second Class.

'P' denotes Pictorial
 'C' „ Circular
 'R' „ Rectangular

Numbers Issued

Many collectors are interested in the number of commemorative postage stamps issued. We are happy to print the figures for 1972–1973.

Polar Explorers	
<i>Value</i>	<i>Net Issues</i>
3p	53 630 000
5p	8 843 000
7½p	7 191 000
9p	5 488 300

16 February 72	
<i>Value</i>	<i>Net Issues</i>
3p	60 602 200
7½p	7 182 300
9p	5 468 900

26 April 72	
<i>Value</i>	<i>Net Issues</i>
3p	53 929 600
4p	7 757 400
5p	7 834 400
7½p	7 065 600
9p	5 463 700

21 June 72	
<i>Value</i>	<i>Net Issues</i>
3p	51 704 000
5p	8 201 800
7½p	6 632 000
9p	5 364 800

13 September 72

Christmas	
<i>Value</i>	<i>Net Issues</i>
2½p	3 23 277 200
3p	1 30 877 400
7½p	17 086 600

18 October 72	
<i>Value</i>	<i>Net Issues</i>
3p	59 147 800
20p	7 241 300

20 November 72	
<i>Value</i>	<i>Net Issues</i>
3p	54 812 900
5p	11 868 500

3 January 73	
<i>Value</i>	<i>Net Issues</i>
3p	56 262 800
5p	8 502 300
7½p	6 572 700
9p	5 229 900

28 February 73	
<i>Value</i>	<i>Net Issues</i>
3p	56 262 800
5p	8 502 300
7½p	6 572 700
9p	5 229 900

18 April 73

County Cricket	
<i>Value</i>	<i>Net Issues</i>
3p	45 861 200
7½p	6 657 900
9p	5 289 600

16 May 73	
<i>Value</i>	<i>Net Issues</i>
3p	52 330 100
5p	8 372 500
7½p	6 674 200
9p	5 306 500

4 July 73	
<i>Value</i>	<i>Net Issues</i>
3p	42 593 000
5p	10 674 600

15 August 73	
<i>Value</i>	<i>Net Issues</i>
3p	7 461 100
5p	6 481 500

12 September 73	
<i>Value</i>	<i>Net Issues</i>
3½p	54 034 900
20p	7 723 600

14 November 73	
<i>Value</i>	<i>Net Issues</i>
3p	230 441 000
3½p	110 558 200
28 November 73	

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