

Philatelic Bulletin



Volume 6: Number 4 December 1968



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Introduction

There is so much news this month that there is no room for any Letters to the Editor but we will resume this popular feature next month.

Details are given of the British Ships stamps and articles on two of the ships are printed as background information. We will print similar information about the other four ships in future issues.

STOP PRESS

Concorde Stamps

Three stamps are to be issued to mark the first successful flight of the prototype Concorde which is likely to take place during January 1969. The values are 4d, 9d and 1s 6d.

The 4d stamp was designed by Michael and Sylvia Goaman and shows an impression of the Concorde in flight, while the 9d and 1s 6d (both designed by David Gentleman) emphasise the lines of the aircraft.

Full details of the stamps will be given in next month's *Bulletin*.

In addition to the normal first-day cover services we are on this occasion offering an alternative cancellation which will read 'Filton Bristol'.

Service (A) will cost 5s 7d each, Service (B) 3s 7d each, and the new Service (C), using a machine plate address impression for a minimum of 50 covers to one address, will cost 4s 7d each. The handstamps used for cancelling the stamps will not be in the pictorial form quoted in the January 1968 *Bulletin*.

For this issue only cylinder numbers are printed on each of the four corners of each sheet.

Presentation packs will be available price 3s 7d each and will each contain in addition to the stamps a leaflet giving details of the designers, printing processes, etc.

Definitive Stamps - Change of Colour

We refer elsewhere in this issue to the necessity for the change of colour of the 4d and 8d stamps. Since going to press it has been decided to introduce the new stamps from 2 January 1969.

The stamps will be on sale on that day at the Philatelic Bureau, philatelic sales counters and at the offices where philatelic posting boxes are normally provided.

Our regular customers are aware it takes several weeks to prepare and introduce a full first-day cover service from the Bureau. Due to the lack of time in this instance we are unable to offer our (A), (B) or (C) services.

The special philatelic posting box facilities which we normally offer on first days of issue to supplement the full Bureau services will NOT be available on this occasion.

We expect all offices to have supplies of the new stamps during February 1969.

The New Design Post Box goes into service

Some time ago we printed an article on the shape of pillar boxes of the future and our readers might be interested to know that the first of these new style square pillar boxes went into service on 9 October opposite the front of St Paul's Cathedral in London. The first person to post a letter in the new box was the Postmaster General, the Rt. Hon John Stonehouse M.P., and the letter was addressed to a descendant of Anthony Trollope who as Surveyor's clerk in the Post Office was mainly responsible for the introduction of pillar boxes in this country in 1850.

The new box is rectangular and consists of an internal metal frame and outer metal panels in Post Office red, it can be erected either in single units or as a double unit for use in London and other large cities.

Postmen will be able to empty the new boxes in less than half the time taken at present as the

mail bags are simply hooked under the letter compartment, a lever pulled and the hinged floor drops away to form a chute down which the letters slide. In this way the postman's job is made easier, letters are less liable to damage in rainy weather and the time the mail van is parked at the kerbside is reduced.

About 200 of these new style pillar boxes, designed by Mr David Mellor in conjunction with the Post Office Engineering Department, who developed the internal mechanism, are to be introduced over the next few months. Twenty-nine double units will be installed in Liverpool, twenty-five in Birmingham and ten each in Exeter and Plymouth. Another fifty-one single boxes will be installed in various parts of the country and when production of these square boxes is in full swing the price of purchase and maintenance is expected to match that of the existing boxes.



Stamp Book Cover Designs

Last month we showed a black and white reproduction of one of the covers and as there has been so much interest shown we are this month showing the full range in colour.

The books show four aspects of British Life – British Explorers, British Birds, British Ships and English Homes.

British Explorers

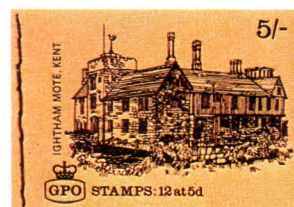
Value : 10s

Contents : 4 stamps at 1d ; 14 stamps at 4d ; 12 stamps at 5d

Colour : Originally cerise and changed with the Scott design to Moss Green.

This series commenced in May 1968 with the issue of the Livingstone design taken from a wood engraving by David Gentleman. The design was printed on a cerise background but with the advent of the two-tier service a change of contents became necessary and it was decided to have the background colour changed to Moss Green.

The designs, to be issued every six months, are Scott, Mary Kingsley, Shackleton, Fro-bisher, Cook and Drake.



RAF 50th Anniversary

First Scheduled Passenger and Cargo Flight: Hendon to Paris

British Birds

Value : 6s

Contents : 18 stamps at 4d

Colour : Orange

Harry Titcombe produced the drawings for this range, which opened in June '68, with the issue of the Kingfisher drawing. This was followed by the Peregrine Falcon in August 1968 and then the Pied Woodpecker in October 1968.

The other designs in this series are Great Crested Grebe, Barn Owl and Jay to be issued at two-monthly intervals. Further drawings are being prepared.

British Ships

Value : 4s 6d

Contents : 6 stamps at 1d; 12 stamps at 4d

Colour : Blue

The first design to be introduced in this series was *Cutty Sark* in July 1968. It was followed by the *Golden Hind* in September and the *Discovery* in November and then every two months by *Queen Elizabeth 2*, *Sirius*, *Dreadnought*, *Mauretania* and *Victory*.

The drawings of *Cutty Sark*, *Golden Hind*, *Discovery* and *Queen Elizabeth 2* were by Rowland Hilder. The drawings of *Sirius*, *Dreadnought*, *Mauretania* and *Victory* were by David Cobb.

English Homes

Value : 5s

Contents : 12 stamps at 5d

Colour : Brown

With the introduction of the two-tier service a new stamp book became necessary. The theme English Homes was selected and Peter Gauld produced drawings. The first design introduced in November 1968 depicted Ightham Mote, Kent, and this is to be followed by Little Moreton Hall in Cheshire. The designs are to be issued every two months.

On 10 January 1969 the 50th Anniversary of the first RAF passenger and cargo service from Hendon to Paris will be commemorated.

For the occasion a special first-day cover and special handstamp (illustrated below) are being produced.



In order to provide funds for the RAF Museum a philatelic service will be provided by:

Group Capt. W. S. O. Randle RAF
60 Shelveys Way
TIDWORTH
Hants.

The service available is as follows:

(i) A completed commemorative first-day cover bearing the 1s RAF Stamp, the special date stamp cancellation, and the special cachet of receipt. Cost 5s.

Covers at para (i) will be flown from RAF Hendon to Villacoublay near Paris where the receipt cachet will be included. The completed cover, with its closed form of address, will be returned to the addressee under cover.

(ii) Pre-addressed, pre-stamped, envelopes only will be cancelled with the special handstamp and returned to the sender. Cost 6d. These covers will not, of course, be flown to Villacoublay and will not bear the special receipt cachet.

Our readers may be interested to know that it is intended to commemorate the 50th Anniversary of the First UK Scheduled Air-mail Service on 1 March 1969. Special covers and hand stamps and cachets will be produced, and covers will be flown between Folkestone and Koln.

Full details of this service will be issued in later copies of the *Bulletin*.

Postmark Slogans

'See the Christmas Illuminations during December, in Cheltenham' will be used in the transposed position at Cheltenham from 25 November to 1 January.

'Chester Cathedral Appeal £300,000 urgently needed' will be used in the transposed position at Chester from 13 January until further notice.

'Brighton and Hove for Brighter Holidays' will be re-used at Brighton from 15 December until further notice.

'Dial Carefully – All figure Telephone Numbers – Dial Correctly' will be used in the transposed position at Glasgow from 1 January 1969 until 17 May 1969.

'Glasgow Students, Charities Appeal MON 3rd – SAT 8th February 1969' will be used at Glasgow SDO in the transposed position from 12 January until 1 February.

'See the Christmas Decorations and shop in Gloucester' will be in use at Gloucester in the transposed position from 29 November until 27 December.

'Isle of Man for Holidays FREE Colour Brochure from P.M. Department Tourist Board, Douglas' will be used at Douglas IOM in the transposed position from 30 December until further notice.

'Malton and Pickering Ideal Holiday Centres for the North Yorkshire Moors, Dales and Coast' will be re-used at Malton from 1 February until 31 January 1970.

'Bring Your Factory to Bracing Skegness Lincs' is in use at Skegness until 13 December.

'Skegness is so Bracing – Lincolnshire's Holiday Playground Guide 1s. Room P.S. Town Hall' will be in use at Skegness from 14 December until July 1969.

'Please post cards in bundles' will be in use in both positions from 11–19 December at 250 offices, including Andover, Bath, Bodmin, Exeter, St Austell, Southampton, Taunton, Torquay, Weymouth, Yeovil, Chesterfield, Doncaster, Louth, Sheffield, Teesside, Birmingham, Nuneaton, Stafford, Walsall, Wolverhampton, Blackburn, Bolton, Oldham, Keswick, Rochdale, Warrington, Liverpool, Manchester, Bedford, Chelmsford, Halstead, Stevenage, Luton, Norwich, Armagh, Belfast, Portrush, Limavady, Newry, Ashford, Camberley, Cowes, Godalming, Lewes, Newbury, Slough, Windsor, Aberdeen, Glasgow, Edinburgh WDO, Paisley, Stirling, Bangor, Cardiff, Hereford, Neath, Port Talbot, Welshpool, London ECDO, NDO Barnet, Dartford, Enfield, Ilford and Barking, St Albans and Waltham Cross.

'Pick an English Bramley' will be in use from 13 January until 25 January at 49 offices including, Aberdeen, Watford, Windsor, Swansea, Halifax, Chelmsford, Leicester, Bristol and Bolton.

Postal Stationery

On the new envelopes with 'embossed' stamps issued since 16 September 1968 the phosphor lines necessary for the processes in the Automatic Letter Facing machines have been printed on the envelope and not on the stamp. The 5d envelope bears a line on each side of the stamp and the 4d on one side.

The same procedure will be adopted on lettercards and postcards in due course.

'Traffic Lights'

In future the colour spots used by the printer to check that the colours have been correctly printed will be printed twice on each sheet of stamps. The additional set, which has been introduced for operational reasons, was first shown on the Christmas issue.

Christmas Stamps

We would like to remind readers that the Christmas stamps this year were issued on 25 November priced 4d, 9d and 1s 6d. We illustrate the Presentation packs which are available at 3s 7d each, and can recommend them as ideal Christmas presents to fill a corner of the stocking. We are sure that most of our

readers will wish to buy the 15s Gift pack, if they prefer something a little more expensive. Both packs can be obtained by post from the Philatelic Bureau, Edinburgh, or purchased from any post office which has a philatelic posting box.



National Postal Museum Notes

The issued stamps of King Edward VIII

by F. Marcus Arman



A few days after the accession on 21 January 1936 of King Edward VIII the first steps were taken to prepare designs for the postage stamps of the new Reign. The first stamps were, from the outset, envisaged as a temporary 'accession issue' for all denominations up to the shilling value; it was intended to replace them after the coronation by a permanent definitive series.

The first suggestion considered was a sketch design submitted by the Scottish Philatelic Society which was photographically reduced to stamp size so as to show an authentic portrait of the Sovereign. This proposal got no further.

At Post Office Headquarters it was officially minuted that 'hitherto, at the commencement of a new reign it had been the practice to await the Sovereign's approval of an effigy for the new coinage and to have designs for postage stamps prepared from the same effigy'. This statement is not strictly accurate for the Royal portrait on the stamps of King Edward VII was specially drawn by Emil Fuchs and the Downey photographic portrait was used for the first issues of King George V. The papers do however emphasise an important point, viz. that because, in 1934, the Post Office had adopted the photogravure process for printing postage stamps it was now possible, for the first time, to reproduce a photographic portrait very successfully even in the small size

necessary for a postage stamp.

It was therefore fully recognised that new techniques in the printing works created the need for a new approach to stamp design at the drawing-board stage.

It was in this context that, for the sovereigns portrait on the new stamps, a suitable photograph was sought. A series of photographs of the new King by Bertram Park and Hugh Cecil Portraits Ltd were considered. Initially the preference was for Bertram Park's photograph showing King Edward VIII in the uniform of the Seaforth Highlanders.

The production of the design finally adopted for the issued stamps was achieved by a curious blend of amateurism and professionalism without parallel in the annals of the British postage stamp. A member of the Exeter and Torquay Philatelic societies, a Mr H. J. Brown, submitted to the Post Office an unsolicited design for the stamps of the new Reign. This design, simple in conception, was dominated by a sketch portrait of the King with the neck cut off in the manner of a coinage effigy. The top right hand corner of the design consisted of a crown with the denomination balancing it in the left hand corner. The words 'Three Pence' ran across the bottom of the stamp and the words 'postage' and 'revenue' flanked the Royal portrait.

In January-February A. S. Willmot, Chief



of the Engineering Department GPO Drawing Office who was assisted by N. H. Baker and W. Morris of his staff, produced, on official instructions, some fifty suggested designs for the new stamps. No less than twenty-seven of these designs survive and are in the Museum collections. A selection of them illustrate this article. None of these designs from 'Mr Willmot's book' were developed as stamp essays, they were however passed together with Brown's design and the photographs by Bertram Park and Hugh Cecil to Messrs Harrison and Sons who were asked to produce proof stamps in sheet form experimentally.

Harrisons trial essays for the Seaforth Highlander stamps and four versions of H. J. Brown's design in different colours and for different denominations—the latter incorporating Hugh Cecil's photograph of the King—are of particular interest. The final adopted design was plainly derived from the original sketch submitted by H. J. Brown. The omission of the side panels bearing the words 'postage' and 'Revenue' did much to tidy up Brown's design.

The Postmaster General's appreciation was conveyed to Mr Brown who was advised that his design, while not acceptable as it stood, had been developed and that the new stamps would bear some features in common with his suggestions. Mr Hubert John Brown's father replied to the letter expressing gratification on

behalf of his son who at the time he submitted his design was a youth of seventeen! It was a fantastic triumph for this young amateur designer. The issued stamps for the $\frac{1}{2}d$, $1d$, $1\frac{1}{2}d$ and $2\frac{1}{2}d$ denominations were placed on sale in September 1936.

Because of the abdication on 10 December no further Edward VIII stamps were issued.

What can perhaps fairly be described as the Brown, Hugh Cecil, Harrison stamps had a simplicity which had not been attained for many a long day. Despite certain weaknesses in the design, notably the cutting off of the neck of the Sovereign in the manner of a medallion relief, they had more affinity with the classic line engraved stamps of the 19th Century or the equally splendid Joubert's $4d$ carmine of 1885 than any subsequent issues until the Arnold Machin stamps of Queen Elizabeth II, the new definitives of today.

The issue of these stamps led to a tremendous hoo-ha in the press in which many notable artists took part. The story of this controversy will be told in greater detail in a Museum publication on the work of Eric Gill and Edmund Dulac as designers of postage stamps. This booklet will be published during the summer of 1969.

As a footnote it is perhaps interesting to record that not until the new definitives of today were the words 'postage' and 'revenue'

Change of Colour of 4d Stamp

again omitted from definitive British postage stamps.



The colour of the 4d stamp is to be changed from sepia/brown to the red of the present 8d. This was announced in Parliament by the Postmaster General, the Rt Hon John Stonehouse, MP. The change is being made because of eye strain caused by the present colour in large sorting offices handling big quantities of mail.

The first issues of the 4d stamp in its new colour will be made early in January.

At the same time the 8d stamp will be issued in an eggshell blue colour.



British Ships Stamps

Six famous British ships are featured on new stamps to be issued on 15 January 1969. The denominations are one at 5d, three at 9d, and two at 1s.

The 5d value shows the *Queen Elizabeth 2* on a stamp three times the definitive size instead of the normal double size. The stamps will be printed in sheets of $72 - 4 \times 18$ rows.

There are three 9d values of normal special issue size which will be printed in sheets of 120, each row consisting of two strips of three. The ships depicted on the 9d stamps are an Elizabethan galleon, an East Indiaman and the *Cutty Sark*.

The *Great Britain* and *Mauretania* are the subject of the 1s stamps which will be printed 80 to the sheet - 4×20 (each row consisting of two strips of the two stamps). These stamps are again three times definitive size.

Each of the stamps was designed by David Gentleman who is well known for his past successes. Mr Gentleman has designed many fine stamps in the past but we are sure that this set will rank among the very best. In next month's *Bulletin* we will show colour reproductions of them.

Presentation packs which contain the full set of stamps in an attractively designed folder which gives full details of the designs, printing processes etc., will be available at 5s 8d each.

Printing details

Printer : Harrison and Sons

Paper : Coated unwatermarked phosphor lined

Process : Photogravure

Machines : Sheet fed rotary

Size : 5d .95" × 2.4"

9d .95" × 1.6"

1s .95" × 2.4"

Perforation : 15 × 14

No. to sheet : 5d 72

9d 120

1s 80

Colours : 5d Black, grey, red, green-blue

9d Brown, black, grey, green, red,
blue

1s Black, brick red, green, red,
brown, blue-grey, yellow

First Day Cover Services

The full service (A) costs 7s 8d per cover and for this price we will provide the envelope, the full set of stamps, have the address typed and

cancel the stamps with the Philatelic Bureau handstamp.

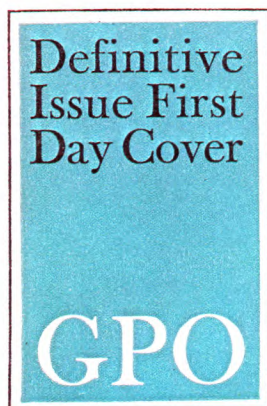
We will also service customers own pre-addressed covers for 5s 8d each.

The usual philatelic posting boxes will be available for the use of those who prefer to prepare and post their own covers.

A new service to be known as Service (C) is to be introduced from the British Ships issue in January 1969.

The essential difference from our existing Service (A) is that the envelopes will be addressed by means of a machine plate and that a minimum of fifty copies to the same address must be ordered. Obviously the new system will appeal to agents and dealers especially as the service charge has been reduced to 1s 6d. The charge of the envelope remains at 6d but orders for 250 and above will attract the normal discounts for bulk purchase.

To show how the covers will look we reproduce a specimen.



Mr. John Q. Citizen,
123, Merrydown Avenue,
SOUTH ANYBOROUGH,
Barsetshire.

The Post Office at British Philatelic Exhibition



The Post Office Exhibit at the British Philatelic Exhibition at Seymour Hall, London W1, in October traced the origin of the stamps of King George V in the light of the artistic climate in the early days of the twentieth century. The Art Nouveau style of the period was reflected strongly in the stamp designs accepted, for the designers of the day were nurtured in that tradition. The revival of interest today in the motifs of 1911 as exemplified in manufactured goods available for export and in the home

market was suitably emphasised.

After the showing at Seymour Hall the exhibit went by air to Mexico City for showing at EFIMEX.

Many of our visitors at the British Philatelic Exhibition expressed appreciation at this new approach to stamps and in exhibition techniques.

It is hoped, later, to present an exhibition on this theme in the National Postal Museum.

Unaccepted Stamp Designs

The designs featured this month are a selection of those which were not accepted for the 1968 Christmas stamp issue of 25 November 1968.



Arnold Machin



John Norris Wood



Bradbury Wilkinson & Co.



Geoffrey Trenaman



Bradbury Wilkinson & Co.



John Norris Wood



Bradbury Wilkinson & Co.



Bradbury Wilkinson & Co.

British Ships

Elizabethan Galleon

Many people consider that the Galleon originated in Spain, this fact may be true as maritime records of this period are rather vague. If the Galleon is of Spanish origin it was not unique for long for by the late sixteenth century they were also being built by other leading maritime nations of this period – France, England, Italy and Portugal.

The word Galleon is thought to derive from the Galley and a Venetian manuscript written in 1550 describes ‘un galion che Voga a remi’ – a Galleon propelled by oars, but by 1535 sailing vessels of this size and type with no trace of oars were roaming the seas. Connection with the galley did however remain. This was the forward superstructure of the forecastle which projected far over the bow and was used in the fighting galley as a bridge enabling boarding parties to swarm on to enemy ships.

The Spanish Galleons had a castle built on the bow where soldiers and marines were stationed for musketry and boarding in battle, but the Elizabethan Galleon had a clear bow and her forecastle extended forward at deck level, later to be called the ‘Beak-Head’, the relic of a ram.

The English Man-of-War galleons were considered foremost of the type and with their reduced windage, as against the Spanish high decks and castles, were far more seaworthy and manoeuvrable meeting the enemy with gun-fire rather than alongside boarding – the accepted method of the time.

Elizabethan ships of this type were both Man-of-War and merchantmen as very few vessels would set sail unarmed. Their tonnage would range between 500 and 900 tons and they would vary in size between 100 and 200 feet overall. Although small by today’s standards they could still carry a fair-size crew and records show that a galleon of 140 ft could carry 340 marines, 40 gunners and 120 soldiers. One of the recognisable features in the rig of the galleon was the Lateen sail (similar to an Arab Dhaw) set on the mizzen mast, although some records state that these were not generally set

at sea because of their poor drawing qualities.

Perhaps the galleon is remembered more for the man than the ship as it was with a fleet containing these vessels that Sir Francis Drake defeated the Spanish Armada in 1588.

The East Indiaman

The Honourable East India Company must have been one of the largest organisations ever developed in Great Britain for overseas trade. It was born during the sixteenth century, reaching its peak almost three hundred years later, during which time it was allowed its own army in India and a huge fleet of ships supplying its settlements and transporting their produce, including tea and spices from the Orient home to England.

These ships, by belonging to the East India Company, were known as East Indiamen. They were extremely high-quality vessels and were noted for their speed, for haste on the India and China routes was essential as they often had to outrun pirates of the east, and during the Napoleonic Wars, the French privateers. For this reason they were nearly always armed and bore a stronger resemblance to a Man-of-War than a merchant ship which they really were. Indeed they gave good account of themselves in engagements and many existing records detail their victories over the enemy. So essential were the East Indiamen to Great Britain during the Napoleonic Wars that the company were given certain exemptions for the crews of their ships against naval impressment, as it was felt that the efficiency of these ships was of the upmost importance.

The records of 1791–2 show that the East India Company owned a fleet of ninety-two sailing ships totalling 81,179 tons, crewed by officers in the full-dress uniform of the company, entitled to carry a sword, and the captains of which received a thirteen-gun salute on landing at any one of the company’s settlements.

A typical ship of this type was the *Walmer Castle* which was built in 1795 and had a char-

tered tonnage of 1,200. Her length was 144 ft and her beam 43.6 ft. It was estimated that a ship of this size could carry one and a half million pounds of tea and while she carried a crew of 150 officers and men she still had accommodation capable of taking 500 passengers.

The East Indiaman began to decline as steamships were introduced and the type finally came to an end when the opening of the Suez Canal reduced the passage time to India for the steamship still further giving more appeal to first-class 'Posh' passengers – port out, starboard home.

Postage Due Labels

Following our notice on Postage Due labels in Volume 6 Number 1 there is now an additional change.

The 2d and 4d labels in addition to being printed on coated unwatermarked paper with PVA gum, will now be printed by photogravure.

The 8d label issued in October is also printed by this method.

As the date of issue depends on the date current stocks are exhausted we are unable to give exact dates but the 2d label should be available in November 1968 and the 4d label in April 1969.

Ultimately we hope to use this method of printing for all postage due labels but at the moment we are unable to give the dates of when the remaining labels will be printed by this method.

New Philatelic Sales Points

Two new philatelic counters are now open for the convenience of philatelists. Newcastle upon Tyne opened on 20 November and Belfast on 25 November 1968.

Correction

The sizes of the Christmas stamps are 1.6" × .95" and not as quoted on page 5 of the October *Bulletin*.

*The GPO
would like to wish
the readers of the
Philatelic Bulletin
a very happy Christmas
and a
prosperous New Year*

Conditions

The Philatelic Bureau, 2–4 Waterloo Place, Edinburgh 1, will be pleased to supply any number of stamps shown on its current order form, subject to stocks being available, in mint condition only. For stamps not shown on the form, enquiries should be made of a stamp dealer.

We do not guarantee to supply stamps from particular cylinders or plates, position or cylinder blocks, particular editions of books or books with selected watermark.

Stamps are NOT supplied cancelled to order. Remittances, which *must* be sent with orders, should be made payable to 'GPO Philatelic Bureau' and should include a handling charge of 6d for orders under 10s, and 3s 9d for orders of 10s and over (9d and 4s respectively for orders to Overseas Countries, other than the Commonwealth). For orders to be sent by Air Mail the cost of the airmail postage should be added. Stamps are not accepted as payment for orders.

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Subscriptions should be sent to the Philatelic Bureau, 2-4 Waterloo Place, EDINBURGH 1.

Printed in Great Britain by Westerham Press Ltd. for the General Post Office, St. Martin's-le-Grand, LONDON EC1.