
Philatelic Bulletin

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Alexander Graham Bell

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Introduction

We offer our sincere congratulations to Mark Stephenson, aged 16, who is the youngest competitor to have won the Post Office Stampex Trophy. The award was made for his study of the ½d QE II Wilding stamps. Let us hope that this example, coupled with Dr Law's in recent years will encourage more collectors to submit entries for this now famous award.

We are starting two new series this month: one commences the history of the aerogramme and commercial air mail, while the second, aimed especially at novice collectors, offers invaluable advice and suggests some paths to follow.

8½p Experimental Phosphor Coated Definitive Stamps

It will be remembered that on 13 November 1974 there was a limited experimental issue of 4½p definitive stamps printed on paper pre-treated with a phosphor coating. The stamps also had the usual phosphor bars printed on them to facilitate direct comparison of the two types of phosphor under operational conditions.

A second, more widespread experiment with 8½p stamps is to be carried out on 24 March in offices in the areas listed below. These stamps will also be printed on paper pre-treated with a phosphor coating but will not have printed phosphor bars. This second experiment is to assess the phosphor efficiency of the coated paper on a larger scale, to determine conclusively its advantages compared with the usual printed phosphor.

Norwich	Cambridge
Oxford	Southend
Birmingham	Leicester
Stoke	Wolverhampton
York	Huddersfield
Sheffield	Leeds
Preston	Manchester
Liverpool	Gloucester
Swindon	Southampton
Bournemouth	Bristol
Brighton	Reading
Slough	Redhill
Croydon	Romford

LPR Inner London – all offices

and at all philatelic counters as well as the Philatelic Bureau, Edinburgh.

New Philatelic Posting Box Offices

From 10 March 1976 philatelic posting boxes for first day of issue postings will be provided at: Ashford, Kent: Bangor: Gwynedd: Boston Lincs: Bridgend, Mid Glam: Milton Keynes: and Morpeth (this handstamp will read 'Mid Northumberland').

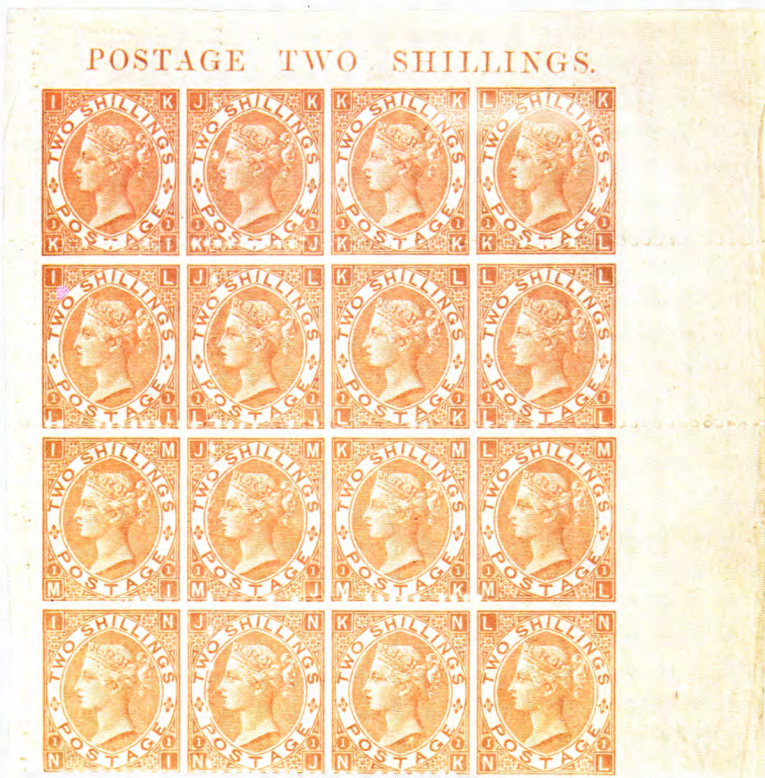
Gems from the RM Philips Collection

XXXIII A Remarkable Experimental Perforation

The 2/- brown of 1880 is, even as a single, a rare stamp; indeed, multiples of the size of the block of 16 illustrated as this month's 'gem' must be of the greatest rarity.

aligned some way above the lower margins of the top and second horizontal stamp rows.

This is probably an experimental perforation similar to the experimental perf. 12 found



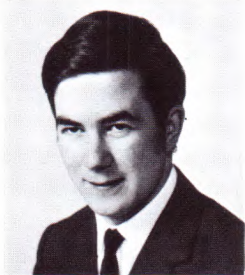
However this block in the Reginald M Phillips collection is of very particular significance and is probably unique. Basically the block is imperforate but across it there are four lines of perforation done probably with a treadle machine and gauging 12. Two are vertical, one in the left-hand margin and the other cutting through the second vertical row of stamps; the other two are horizontal,

on stamps of the 1882-84 series. It may also be related to fact that Thomas De La Rue and Co obtained five perforating machines from the Inland Revenue in September 1880, but previous to that had had difficulty in adapting such machines as they had to perforating stamps of unusual size or (as the case of 2/-) printed in small size panes with inter-pane gutters.

A G RIGO DE RIGHI

Peter Jennings FRPSL

Born in December 1947, Peter Jennings started stamp collecting at the age of five and began specialising in Aerogrammes in 1963 when he realised he was unable to make his mark in the philatelic world with any conventional form of collection. He joined Birmingham Philatelic Society, in 1962, where he was awarded the silver *La Trobe* medal (1966-67), the Society's premier award, for his collection and lecture on the history of the Aerogramme.



Elected to membership of the Royal Philatelic Society, London in 1966 and elected a Fellow of the Society in November 1974, writer and broadcaster, Peter Jennings has written numerous articles for the Philatelic Press throughout the world.

Made a Companion of the Royal Aeronautical Society in 1970, Peter Jennings has exhibited his collection of Aerogrammes both nationally and internationally, including the British Philatelic Exhibition in 1966 and Stampex in 1967, at Aerofila 1967 (Budapest), Ifa Wien 1968 (Vienna), Sofia 1969 (Bulgaria), and Lupo 1969 (Lucerne). He was a member of Philympia 1970 Press Committee and his exhibit of Aerogrammes was awarded a bronze medal.

In 1971 some items from his collection were included in the National Postal Museum's special 'Britain's Pioneer Airmails' Exhibition, while in 1973 his book *Aerogrammes* was published by Picton Publishing. This book was awarded a bronze medal at British Philatelic Exhibition 1973, a silver-bronze medal at Interna 1974 (Basle) and a bronze medal at Stockholmia 1974 (Sweden).

The History of the Aerogramme and the Start of Commercial Air Mail— Part One

In the Beginning

The world's first Air Letters, or Aerogrammes as we now call them, were privately produced in Paris during the Siege 1870-1871, as novelties to supplement the letters in use at the time. They are inscribed, 'Par Ballon Monté' (via Piloted Balloon), and carry a series of four different patriotic slogans in both French and German. Two different types exist and can be distinguished by the printer's type of 'Par Ballon'. They exist in blue, green, rose, azure and lilac and are extremely rare genuinely used.

The details of the Siege of Paris, and the Franco-Prussian War which brought about the downfall of the House of Bonaparte and the Second Empire in France and resulted in the unification of Germany under Prussia, are well known, but worth recalling.

On 18 September 1870, the last mail train left Paris and the Siege got under way. Five days later Jules Duruof, piloting the balloon Neptune, lifted off from the Place St. Pierre carrying 275 lbs of mail. Three hours later he landed some 60 miles away, at Evreux, and finding himself near a railway station, took a train for Tours where the mail was relayed by more conventional means. Thus by courage and ingenuity, the world's first air mail service had begun.

By the time the armistice was signed at Versailles on 28 January 1871, bringing the siege to an end, sixty-six balloons carried about 110 passengers and over 2½ million letters out of Paris. However, no balloon succeeded in making the return flight and incoming mail depended upon pigeons.

Once a letter had been flown out of the city, it was put into the postal system at the nearest convenient office to the landing point. Mail for abroad carried the framed cachet PD (Paid for transport till Destination). The postal charges for letters sent out of the city were: France (internal), 20 centimes, Luxembourg, 25 centimes, Belgium, Switzerland and Great Britain, 30 centimes.

Amongst the most spectacular and import-

ant of the great technological advances of the past hundred years has been mankind's conquest of the air. Great Britain has been a pioneer in this field, contributing the first mail service by jet powered aircraft and carrying the first aerial mails between continents.

The history of air mails is linked so closely with civil aviation progress that it is interesting to recall the development of various companies and routes, and some of the special postal media produced to speed the expansion of air mail services across the world.

The RAF was formed on 1 April 1918, as an independent military organization, alongside the Army and Navy. In March the following year, an RAF plane flew from Baghdad to Cairo in a single day. The British Government recognized the commercial value of air transportation before the end of World War I and following a report by the Civil Aerial Transport Committee under Lord Northcliffe in February 1918, created a department of Civil Aviation under the Air Ministry on 12 February 1919.

The First World War had demonstrated the practicability of aircraft and proved that what had been regarded as sport or entertaining novelty had serious applications. The trail-blazers of the twenties, in turn, proved that aeroplanes were capable of making flights covering thousands of miles and spanning the oceans. It only remained for this experience to be converted to commercial use. Civil aviation on a commercial basis emerged as soon as the First World War was over.

On 25 August 1919, Aircraft Transport and Travel Limited, flew one passenger and mail from Hounslow Heath landing ground to Paris in 2½ hours. Thus opened the first regular daily international air passenger service in the world.

Navigation was primitive in those days, the pilots making much use of railway lines and checking their positions from town names painted on station roofs. Forced-landings were not infrequent, though the journey was nearly always completed.

On 17 August 1920 the GPO issued the first Air Mail leaflet and the first 'By Air Mail' label with which we are now so familiar.

In March 1921, a Colonial Office Conference, attended by Winston Churchill (in charge of Civil Aviation at this time) and Sir Hugh Trenchard, Chief of Air Staff, met in Cairo and decided, amongst other matters, that the RAF should open a regular air service, carrying mails between Cairo and Baghdad. This service flown by De Havilland aircraft of Nos 30 and 47 Squadrons began operating on 23 June 1921.

The first mail from England (one official letter) left on 4 August 1921 and on 21 August, the first formal arrangement for the transmission of mail (official correspondence only) was made. On 31 October, the air mail service, which cut transit time from England to Baghdad from twenty-eight to nine days, was extended to the general public. Letters from India via the Cairo-Baghdad service attracted an air rate of 1/- per oz., and had to be endorsed 'By Air, Cairo-Baghdad'.

'Air travel must fly on its own feet' said Winston Churchill, but the running of an airline was very expensive and the British companies, left to their own resources, had to keep up with foreign airlines which were subsidised. The result was that for a short time in 1921, no British airline operated—all were bankrupt. Consequently the Hambling Committee was appointed by the Government in 1922 to review the nation's civil air policy. Direct grants totalling £105,000 were made to the airlines but competition between them did not produce profits. The Hambling Committee recommended that the four leading companies should be consolidated. The Government accepted this recommendation and ordered the formation of a single company, which would receive a monopoly of Government help.

On 1 April 1924, four rival companies, British Marine Air Navigation, Daimler Airways, Handley Page Transport and Instone Air Lines, came together to form Imperial

Airways Limited, with two Government members on the Board and a grant of 10 million pounds to help it off the ground!

Imperial Airways, with 15 assorted aeroplanes, flew in its first year to Paris, Brussels, Amsterdam, Berlin and Cologne — in most cases at weekly intervals.

For the longer route-stages, the twin-engined airliner was inadequate so Imperial Airways introduced the three-engined De Havilland Hercules, the first airliner built in Great Britain specifically for service overseas. Cairo to Basra being the first route.

Air navigation across the featureless desert was difficult—the ingenious solution was to send convoys of cars to mark out a track; in difficult areas a deep furrow was ploughed by a tractor and emergency landing grounds were prepared every twenty miles.

This fortnightly service from Cairo-Baghdad, which had been pioneered by the RAF was taken over by Imperial Airways in December 1926. The first aircraft, the Handley Page biplane, 'City of Baghdad' left Croydon on 18 December.

In late 1924 the Air Ministry, Imperial Airways and oil and aircraft companies joined together to pay the cost of a survey flight to Burma. It was undertaken by Sir Alan Cobham, who had with him as a passenger Sir Sefton Brancker (Director of Civil Aviation). Starting on 20 November 1924, Cobham flew his De Havilland 50 via Turkey to Baghdad, then via Persia and India to Akyab and return, a total of over 17,000 miles without serious trouble. While Cobham investigated the practical difficulties for aircraft and passengers, Brancker sounded the attitude of the various governments towards the establishment of a British air route to the East across their territories.

More of this next time. PETER JENNINGS

New 10p Stamp Books

From 10 March the Post Office is to commence trials in selected London District Offices of a new 10p stamp book vending from

machines. The stitched type book with inter-leaves has been abandoned in favour of a more modern design. The new booklet has a seven-tenant pane of 6 stamps (2 x $\frac{1}{2}$ p: 3 x 1p: 1 x 6p) stuck inside an outer card cover. From the first day of the trial the new 10p book will also be available from the Philatelic Bureau, Lothian House, 124 Lothian Road, Edinburgh EH3 9BB, and from philatelic counters.

1976 Special Stamp Issues

10 March Centenary of the First Telephone Call by Alexander Graham Bell

A mother making a social call.

A policeman making an emergency call.

A midwife making a service call.

An industrialist can be seen at work.

28 April British Pioneering (Social Reformers)

Hands feature symbolically in each of the stamps together with the following captions:

Thomas Hepburn.

Robert Owen.

Lord Shaftesbury.

Elizabeth Fry.

2 June Bicentennial of American Independence (One Stamp)

Design based on a bust of Benjamin Franklin sculpture by Jean Jacques Caffieri.

30 June Roses

Roses depicted are:

Sweet Briar.

Rosa Mundi

Elizabeth of Glamis.

Grandpa Dickson.

4 August Folk Activities (Four Stamps)

Based on the 800th anniversary of the Welsh Eisteddfod and featuring other cultural events in the British Isles.

29 September 500th Anniversary of the Introduction of Printing into Britain (Four Stamps)

The designs will include examples of contemporary printing and printing presses.

24 November Christmas

Further details will be announced later.

British Special Stamps

19. European Postal & Telecommunications Conference, Torquay, 1961

The 'Europa' theme for 1961, used as a motif by most of the Western European countries for their annual 'Europa' stamps, was 'close harmony', exemplified by a flock of doves



forming one large dove as they flew in close formation, designed by the Dutch artist, T. Kurpershoek. The 19 doves represented the postal administrations of the member countries of the CEPT (Conference Européenne des Postes et Télécommunications) who attended the Torquay Conference in September. The motif was, appropriately,

used by Michael Goaman for two of his three designs for the special Conference stamps issued on 18 September.

Mr Goaman also designed the Conference emblem—the letters 'CEPT' included separately within the rings of four clustered post-horns, and his 2d stamp also featured the 'Wilding' portrait of the Queen within a matching group of post-horns. The doves were shown on his 4d and 10d stamps in slightly differing arrangements, the Queen's portrait alternating with the CEPT emblem. Once again the designs, though exquisite in their simplicity, give no indication of the event commemorated and bear no inscriptions at all other than 'CEPT' and the figures of value.

The stamps were photogravure-printed (in three colours for the first time) by Harrison & Sons on 'Multiple Crowns' watermarked paper in sheets of 120. A listed variety is the Queen's 'white ear' on the 2d, stamp 2, row 11, from the dot cylinders. Total quantities sold were 2d 47,530,920; 4d 7,614,480; and 10d 5,427,780.

JAMES WATSON

London Postal History

It is a far cry from Mount Pleasant to Charmouth in Dorset. On Saturday 3 April 1976 the London Postal History group will be meeting at the Charmouth House Hotel for a day's study of the early experimental date-stamps of London; in particular, those used at the London Chief Office. The link between London and Charmouth is Bernard Smith, formerly of the London Postal Region staff, retired Head Postmaster of Ilford, a founder member of the LPHG, and now resident in Charmouth. Mr Smith has recruited fellow residents in his village, and persuaded the Society to 'get away from it all' for a spring weekend by the sea.

Visitors will be welcome, and details can be obtained from Mr B R Smith, Sea Meadow, Higher Sea Lane, Charmouth, Bridport, Dorset DT6 6BB.

Stamp Collecting for the Beginner

Part I The Beginnings

What is it that is so fascinating about the adhesive labels which we call postage stamps; why do we collect them as we do? A plausible answer could be 'because they are there'. The stamp collector takes up the hobby by accumulating, studying, sorting and selecting his stamps, and experiences a sense of achievement as will be seen later on, when his treasured possessions have been seen and admired by other members of the stamp collecting fraternity.



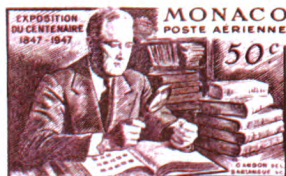
Most people are born 'magpies'; the collecting instinct is inborn in most of us and the collecting of stamps is no different from other kinds of collecting. It is an outlet for that inner longing of ownership; it can be started without being too demanding and is both manageable and absorbing.

Stamp collecting is a hobby which has no frontiers, it can be pursued at all times. Started in the schoolroom, it can be put aside to be taken up again later, and the renewed interest and enthusiasm can last a life-time.

It was not until 1862, in France, (22 years after the introduction of the first postage stamp), that a stamp album was first produced. In the late 1860s, philatelic papers began to appear containing articles on stamps as well as dealers advertisements; price lists and catalogues followed and the hobby was well and truly established. There was no looking back. In those days, it was quite possible to start a representative collection of issued stamps of the World without any undue expense.

When a number of people have a common interest in a subject, they come to know each other, they get together as a group, in due course they form a Society where possessions are displayed and findings discussed. Exhibitions are staged. The first of such philatelic exhibitions had rules and suggestions for exhibitors which would be quite unacceptable to us today, as standards have changed and our greater knowledge following research into the hobby, has given us different values and perspectives from those which existed originally.

Many well known people have turned to stamp collecting as a form of relaxation from the toils and tribulations of daily life. The late King George V was a very knowledgeable collector who started the now famous Royal Collection. Gems from this collection are frequently amongst the invited exhibits of the Courts of Honour at International Exhibitions, where admiring visitors can be seen enthusing over them. The late President Roosevelt as



well as Sir Winston Churchill were fellow philatelists; in so short a space it is not possible to name all the well known personalities who are members of the philatelic brotherhood, for there are too many of them.

The pleasure to be gained by following the various journeys undertaken by these labels is boundless. When affixed to a correctly addressed envelope, they may travel thousands of miles before they reach their destination, whether it be to the remote wastelands of

Manchuria, the tablelands of Mexico or the snows of Nepal. We have learnt to appreciate these silent ambassadors, and to decipher their messages.

Handled at the start of its journey by our postmen, a letter bearing one or more postage stamps can travel by road, rail, sea and air,



pass through town and village, safeguarded by the postal authorities of the countries through which it travels and reach its destination without hindrance. One's imagination can indulge in some delightful armchair travelling while studying cancellations, handstamps or other unusual markings which have of necessity been applied to a letter.

Another of the pleasures of the hobby, is the friendliness engendered within philatelic circles. Collectors meeting in the village hall, club room or in the privacy of their own homes learn to speak the same language, examine with a keen eye displays prepared for their pleasure, ask questions, start discussions.

Opinions of course may vary, threshing these out animate meetings to the interest and enjoyment of all present. Newcomers to the meetings are soon made welcome by other members of longer standing, and very soon made to feel that they belong to this world wide community.

The newcomer to the hobby is quite likely to be overwhelmed when he first begins to read philatelic publications which list stamps

available for sale and new issues due. So many are there that he may feel submerged, yet, all are so attractive that selection and discrimination seem difficult for a while. In due course he will be able to select, collecting will become manageable, less frightening and a pleasure.

As for all hobbies, one should be prepared to set aside some money to be spent on it. One can, in particular, keep up to date with new issues as they appear. British stamps are always well publicised in advance of the date of issue, and can be purchased at face value from all main post offices and philatelic counters in the United Kingdom. The Philatelic Bureau in Edinburgh operates a service where all new issues including first day covers are sent to the collector. One would of course have to subscribe in advance for this service. Many other countries operate similar services and are most helpful in supplying up to date information on current and future issues as well as in answering general philatelic questions.

As the interest grows, there is every likelihood that stamps no longer obtainable over the post office counter will be wanted. When this happens, the collector will have to decide on a predetermined limit according to his interest. If collecting Great Britain postage stamps, it is as suggested that the beginner commences with the decimal issues now in current use, follows these by the earlier Elizabethian issues and works backwards to his own selected limit. This point illustrates one of the advantages of the hobby, that the limit or growth of a collection depends on the collector. He may want one of each of all the stamps of a country, or those of a particular period in greater depth. He may wish to concentrate on war time issues, or twentieth century issues, or those of a particular reign such as George V. The field is unlimited and the choice is his.

The advice one would give to the beginner, is that, before deciding on what ultimately to collect, he should handle and study, albeit briefly, as many stamps of as many countries

as possible; whether they be the latest issues or the earlier stamps. It is by handling and studying a lot of stamps that the student becomes better equipped to make a viable decision and to select a field of greater interest to him.

Within the hobby, each individual is free to do what he likes with his stamps; whether to store them in stock books or mount them on album pages; (if the latter) which type of album page to use, whether to collect mint stamps, used stamps, or both; whether in order to make the collection more interesting, he includes envelopes, (covers as they are known in the hobby) all these are for him to decide. The choice is his and the hobby can be adapted to his liking.

However some rules on collecting do exist. These have been laid down for competitive exhibitions and exist in order that there should be a criteria for the judges to work to. These rules may vary within clubs, as well as in Regional and National Competitions, and can be a good basis on which to plan the mounting of a collection. But for the collector who does not want to participate in any such competitions, the field is free, he can do as he pleases, and in order that he may get as much enjoyment as possible from the new hobby, some hints on how to start a collection, what is meant by various types of collecting and many other points will be dealt with in the near future. Finally, I hope that the would be collector will, through the forthcoming series of articles, be encouraged and helped, and so avoid some of the pitfalls into which one can so easily stumble.

ALMA GRUNBERG

D-Day for Datapost

For the first time, Datapost—the Post Office's special overnight delivery service—is available 'on demand' to many destinations all over Britain.

The new service—known as Datapost D—is available at 189 main post offices throughout the country, between them offering 'on demand' facilities to many cities and towns in

England, Scotland, Wales and Northern Ireland.

For an annual fee of £10 a customer can use the service when required. There is a fixed charge of £5 for up to 5 kg irrespective of distance. The heaviest package allowed is 10 kg.

Until now, Datapost to UK destinations has been available only on a contract basis to firms guaranteeing regular business between named towns.

Because Datapost packages given special treatment all the way through the mail network and never leave Post Office hands—except in transit by air—security is total, with a high degree of reliability.

The extension of Datapost follows an increasing demand for the service within the UK.

All 189 post offices offering the new service have 'on demand' routes into London. Outward services from London are also available to most of the main industrial and commercial centres of Britain and to many other towns and cities throughout the UK. A substantial network of cross-country routes are also available. Because these vary from office to office firms wishing to use the service should contact their local head post office for details.

The introduction of new 'on demand' service marks a major step forward in the development of Datapost, one of the most successful of the Post Office's newer business services.

Started as an inland service in March, 1970, Datapost went international in 1971 and now operates to and from the USA, Brazil, Hong Kong, Japan, The Netherlands, Belgium and France. Since last year the international service has also been available 'on demand'. An inland 'on demand' service was started experimentally last year between Great Yarmouth and Aberdeen to meet the needs of businesses engaged in North Sea oil exploration work.

Datapost has been so successful that there are now many thousands of inland and inter-

national services operating daily.

Originally designed to meet the specialised needs of computer companies, Datapost is now used for the delivery of important or confidential business papers, machine parts, pathological specimens, blood samples and many other items.

Defective Stamps (Part Two)

Defective application of phosphor currently provides a large percentage of the most popular varieties. The possibilities are many, and almost all have been seen. They include stamps showing phosphor omitted, or partially omitted, shifted phosphor, additional phosphor, and wrong phosphor. Of these, the non-phosphor varieties are of two types, true phosphor (printing) omitted, and phosphor dry prints. These can be differentiated by the appearance of the affected stamps. Most phosphor lines are applied photo, and apart from the fact that when a phosphor dry print occurs, the screen of the phosphor cylinder is sometimes visible under a lens, its passage over the printed stamps polishes their surface. Although this is much more obvious on uncoated paper printings, there is usually a difference in the sheen of the stamp surface where it has occurred on coated ones. When dry prints occur of lines applied type an indentation can normally be detected if the stamps are examined carefully from the back.

Partially omitted phosphor, and phosphor/non-phosphor se-tenant varieties are, in fact basically dry print also. Both may be the prelude to either the flow of phosphor ink drying up completely, or to it being restored to normal. If they are kept in sufficiently large pieces the progression from normal lines, through opaque disturbed lines to absent lines, or vice versa, can often be seen.

Phosphor lines front and back varieties are also of two types, those due to offsetting, and those due to phosphor ink penetration. The vehicle used to apply Green and Blue phosphor

was thick and oily, that used to apply Violet phosphor is thin and spiritus. Offset lines on the back of stamps were the result of the former more slowly drying ink still being tacky on the sheet below when the completed sheets were stacked. Lines visible on the back of stamps due to penetration of the phosphor are exclusively seen with the latter.

Of the remaining phosphor varieties, the wrong phosphor ones need no explanation. To date there have been two, of which one is well-known, and the other escaped detection by collectors. Phosphor line shifts are analogous to colour shift, and due to faulty registration. Being less obvious than colour shifts, they escape detection by the checkers more often, even if they are looked for. They may not be, since they rarely affected the correct performance of the stamp. Finally, extraneous lines, and for that matter badly irregular and distorted lines were mainly associated with earlier methods of application. In particular the oily vehicle of the B2 phosphor applied to the 1963/64 special issues spread the rubber stereotypes then being tried in the same way as petrol spreads rubber.

The significant defects with which we are left do not fall into convenient groups, and several are similar in their origin to others already discussed. One or two do, however, deserve a mention in their own right.

Confetti flaws are occasionally found on both photogravure and recess printings. Possibly they should have been discussed under the general heading of printing flaws. The result, as their name suggests, from something becoming interposed between the printing cylinder or plate and the paper, and the something is usually a scrap of paper. The most spectacular is when this is the disc from the perforation guide holes in the side margins of the sheets, and if a recess printing is involved, not only is there a round white hole in the design of the stamp, but the pressure of the plate indents the paper.

Another interesting variety, though strictly speaking it does not make the printed stamps

defective, is the exposed multiposition. At the very beginning I remarked that it is doubtful whether a perfect photogravure stamp is ever printed. To give themselves the best chance of producing a good cylinder, the printers usually reproduce approximately twice as many images on the tissue which transfers them to the cylinder as will be needed on the complete cylinder. They then choose the best area of tissue, and mask out the others. If the masking is imperfect, part of what have been the adjacent stamp becomes visible in one of the sheet margins. The exposed 'R' on the Wilding crown watermark 3d is the most celebrated of these, but others are known.

In conclusion, I propose to touch on some varieties which are only errors in the eyes of collectors, and briefly on the question of forgeries. The 2d phosphor graphite with Edward watermark SG605A is a good example of the former. When the graphite line experiment finished, the Post Office called in unused stocks, for overprinting with phosphor lines. It just happened that for the 2d value, these unused stocks included some sheets of the older 1st graphite line issue, as well as many more of the newer 2nd graphite line issue.

Similar are the 1d and 3d 2nd graphite line stamps with misplaced lines. Again, when the experiment had finished the printers held residual stocks of paper originally intended for printing booklet sheets. It no longer mattered that this had the lines incorrectly spaced for counter sheets, and it was used up in the printing of the latter.

Finally, the Machine 4d red GA almost certainly belong in this group. These appeared in 6 *shilling* booklets in early 1969, and although they may possibly have been the result of erroneous use of paper intended for printing se-tenant coils, it is far more likely that the printers were simply using up a residual stock of paper.

As for forgeries, these are uncommon, but have occurred. Fortunately it takes very sophisticated facilities to make a good job of most of them. However, it is worth bearing in

mind that at times phosphor lines are almost undetectable visually, and it is then by no means impossible to kill the phosphor reaction so that the stamps would pass off to the unwary as non-phosphor varieties.

Similarly, instances have been known of a single colour being removed from multi-coloured special issues. When done with the Queen's head on the 6d and 1/3d values of the Hastings issue in 1966, or the violet colour on the latter stamps, the results were rather crude, but it could be done again.

JOHN SUGDEN

Isle of Man Philatelic Federation

First Annual Convention

The Isle of Man Philatelic Federation will hold its first annual convention at the Belle View Hotel, Port Erin, on Saturday 10 April 1976.

The proceedings will be opened at 12 noon by a Civic Dignitary and during the course of the afternoon a philatelic auction will be held. Highlight of the event will be a banquet in the evening. Further details can be obtained from the President of the Castletown Philatelic Society, Mr Keith Whitehouse, 2 Close Malew, Castletown, Isle of Man.

Alexander Graham Bell and the Advent of Telephony

'Mister Watson, come here; I want you'.

These were the first words spoken at a new electrical apparatus, by its inventor, Alexander Graham Bell. The year, 1876, heralded the beginning of a new era in mass communication with the arrival of the telephone. Man was able to speak to man over distance, through the use of a length of wire and the new invention, as though he were holding normal conversation with a companion across a table.

Bell was born in Edinburgh in 1847, educated at the High School, and later at the University. In 1870, he emigrated to Canada,

and in the following year went to Boston, USA, where he became professor of vocal Physiology at the University of Boston.

Having inherited an interest in sound and phonetics from his father, he studied the problems of transmitting sound by electricity, and developed the instrument which has become the telephone of today.

This new means of communication spread rapidly, first in the United States, then in England, and finally throughout the World. Its impact as well as its commercial and social importance were more dramatic, and developed in greater proportions than did Rowland Hill's postal reform of 1840. Making a business or social telephone call was immediate, time was saved, decisions and agreements could be made 'over the phone'.

In 1878 while on a visit to the United Kingdom, Bell successfully demonstrated the telephone before Queen Victoria at Osborne House on the Isle of Wight. His demonstration included calls to Southampton and London, and were the first long distance calls in Britain.

People wanted this new means of communication and in particular business people, soon the demand became greater than the supply.

By 1879, through the introduction of the new 'telephone exchange', wires were connected, by operators, between a pair of callers or subscribers, enabling conversation to take place. Britain's first telephone exchange operated by the Telephone Company Ltd, was opened at Coleman Street in London, and soon after more exchanges were set up in the big cities throughout the country. In 1881 the Government authorised the Post Office to offer the public a telephone service and in response the first Post Office Telephone Exchange was opened in Swansea that same year. Britain's first automatic telephone exchange was opened in Epsom Surrey in 1912, the year in which the Postmaster General took over the National Telephone Company and for the first time a unified telephone system was available

throughout most of Britain.

Telephony and telecommunications are words which were rapidly becoming part of everyday conversation.

However, as interest and expertise in the exciting field of telephony broadened into wider avenues of knowledge, two important services were added to the already complex system. In 1936 the 'speaking clock' was introduced. By dialling three figures at any time, day or night, the 'Speaking Clock' will tell you the precise time; it receives 367 million calls annually. The second of these services occurred for the first time in 1937 when the '999' emergency telephone call was inaugurated, and introduced firstly in London and later extended throughout the country. To summon the police, the fire services or an ambulance it is necessary only, from any telephone, to dial free of charge, the digits '999' in order to receive assistance from one or all of these public utilities. Six million '999' calls were dealt with in 1973. Gradually other such services were introduced with the result that it is possible to receive a weather report from any part of the country; reports on road conditions; two recipes are available daily, supplied by the British Farm Produce Council; information on gardening and for cricket enthusiasts the latest Test Match scores, at the time of dialling.

International communication is a necessity and the next obvious step in its progression was that nation should speak to nation, through the medium of the telephone. By 1891 the first submarine telephone cable was laid, by the cable ship *HMTS 'MONARCH'* between England and France thus enabling conversation to be made between London and Paris. The international telephone service had begun.

By 1963 it was possible for people in London to dial a number in Paris direct, by the International Subscriber Dialling system, then in a short space of time the system included other European countries and calls could be made not only from London but also

from principal cities throughout the United Kingdom.

While these dramatic steps in European telecommunications were taking place, so too, proportionately larger strides to bridge the Atlantic were successfully made by our scientists and engineers. January 1927 saw the beginning of a regular radio telephone service between Britain and the United States of America. Today a person in London can dial a number in some of the principal cities of America, Canada, Australia and New Zealand. The technical advances which have made this possible are enormous and a call like this may be carried in a cable more than two miles beneath the surface of the Atlantic Ocean or go via a communications satellite over 20,000 miles above the surface of the earth. The time can be foreseen when we in Britain will be able to dial almost anywhere in the World.

Post Office engineers and scientists, through their inventive genius, continue to experiment and find new ways of improving our telephone system. A milestone in their achievements was reached in 1965 when the Prime Minister, Mr Harold Wilson opened the Post Office Tower in London, Britain's tallest building. The Tower was designed to carry aerials for the Post Office micro-wave network covering some 130 stations throughout the country including the Post Office satellite earth station at Goonhilly Down. The Tower is the focal point of this network, and together with the four storey building below, are equipped to handle 150,000 simultaneous telephone connections and provide 40 channels for monochrome or colour television.

Now a relatively new facility, 'confravision', is available enabling confidential audio visual conferences to take place between groups of people hundreds of miles apart. Such experiments, which are in an advanced state, have taken place via satellite between Britain and Australia.

We have come a long way since Alexander Graham Bell's words were first heard by Mr Watson.

Special Handstamps

Unless otherwise stated, items for reposting should bear $\frac{1}{2}p$ in excess to the normal postage, and 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'.

3 May 1976 (P/R)

'Pilkington 1826-1976 150 Years 3 May 1976 St Helens Merseyside'. Special posting box will be at Pilkington Glass Museum, Prescott Road, St Helens, Merseyside.

1-4 June 1976 (R)

'58th Philatelic Congress of Great Britain Plymouth Devon'. Special posting box at the Guild Hall, Armada Way, Plymouth, Devon PL1 2EU.

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'.

1 February-31 December 1976 (P)

'Visit London Zoo 150th Anniversary 1826-1976'. To be used at NWDO, 220 Eversholt Street, London NW1 1AA. Second Class.

1 February 1976-31 January 1977 (P)

'West Devon Gateway to Dartmoor Details Write to: District Council Offices, Kilworthy Hill, TAVISTOCK PL19 0BZ'. To be used at Plymouth and Okehampton. First Class.

14 February 1976 (UFN P)

'See Bath in Bloom Floral City Winners 1975'. To be used at Bath. First Class.

15 February-3 July 1976 (P)

'1826-1976 Telford 150 Conwy Meh 28-Gorff 3 June 28-July 3'. To be used at Conwy. Second Class.

16 February-20 March 1976 (P)

'Cardiff Festival of 20th Century Music 6-20 March 1976'. To be used at Cardiff. First Class.

1 March-3 April 1976

19 April-15 May 1976

31 May-3 July 1976

26 July-14 August 1976

30 August-4 September 1976

All Pictorial

'Cardiff 1900 AD 76-1976'. To be used at Cardiff. Second Class.

22 March-18 April 1976

'The Dixie Minstrel Show Starring John Boulter Colne Municipal Hall Commencing 19 April 76'. To be used at Burnley. Second Class.

1 April-13 May 1976

'Brighton Festival 4-16 May'. To be used at Brighton. First and Second Class.

Repeat Campaigns

1 December 1975-30 November 1976 (P)

'Follow the Famous to Bath the Georgian City'. To be reused at Bath. First Class.

24 December 1975-UFN

'Holiday at Bridlington—Free Colour Guide from Dept 100'. To be reused at Bridlington. First and Second Class.

1 January-30 June 1976 (P)

'Hastings Popular with Visitors Since 1066'. To be reused at Hastings. First and Second Class.

2 January-30 June 1976

'Happy Family Holidays—Cleethorpes'. To be reused at Grimsby. First and Second Class.

5 April-17 April 1976

17-29 May 1976

5-24 July 1976

16-28 August 1976

All Pictorial

'Dip into History—Cardiff Castle'. To be reused at Cardiff. First Class.

1 July-31 December 1976

'Build your Factory at Grimsby Details

from the Town Clerk'. To be reused at Grimsby. First and Second Class.

1 July-30 September 1976

'The Hastings Embroidery a Stitch in Time'. To be reused at Hastings. First and Second Class.

1-13 October 1976 (P)

'Expanding Hastings Resort with a Future'. To be reused at Hastings. First and Second Class.

14 October 1976

'Today is Hastings Day'. To be reused at Hastings. First and Second Class.

15 October-31 December 1976 (P)

'Expanding Hastings Resort with a Future'. To be reused at Hastings. First and Second Class.

Please Note:

That the Postmark Slogan **'The British Deaf Association Cares about Lifelong Deafness'** which was due to be withdrawn from the Second Class machine at Carlisle on 29 February 1975 and re-introduced on 4 October 1976 will now continue throughout 1976 and until further notice.

'P' denotes Pictorial.

'R' denotes Rectangular.

Special Announcement:

From the 'Telephones' issue on 10 March 1976, first day of issue facilities for this and subsequent issues will be granted to the following offices:—

Ashford, Kent; Bangor, Gwynedd; Boston, Lincolnshire; Bridgend, Mid Glam.; Milton Keynes; Morpeth (H/S reads Mid Northumberland).

'The RAF Benevolent Fund Repays the Debt we owe 67 Portland Place London W1'. To be used for various periods between 16 February and 5 December 1976 at 88 Offices throughout the country.

Requests to reproduce articles and illustrations appearing in the *Bulletin* should be addressed to the Editor, Philatelic Bulletin, PMK 3, Postal Headquarters, St Martin's-le-Grand, LONDON EC1A 1HQ.

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