

Philatelic Bulletin

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Introduction

We break new ground this month by introducing the first of a regular column especially for young collectors which will give news and views of especial interest to our younger readers. Items for publication will be welcomed by the Editor.

For more adult readers we give details of the four new Regional decimal sets which complete the decimal range. Both young and not so young will be interested in the fascinating story of the Travelling Post Office and the part it played in the Canadian and U.S. Mails.

The now famous Anglo-French stamp of 1940 is featured in Tony de Righi's article from the National Postal Museum. A distinguished philatelist commented recently that

the quality and variety of the subjects in the Museum notes was superior in his experience to those from any similar source.

We must apologise for the confusion caused by a transposition in the Postal Museum Notes on Page 6 of last month's *Bulletin*. The last paragraph on Page 5 is continued on line 10 of Page 6 from "printed" to the end of the paragraph. The article continues from the top of the first column onwards.

National Army Museum Series Military Covers

Three further covers in this series will be prepared during April 1971.

Group 3 No. 6 Famous Generals: William Augustus, Duke of Cumberland Date of issue 15 April 1971. This cover, which commemorates the 250th anniversary of the Birth of the Duke shows a full colour picture of his snuff box.

Group 4 No. 7 Campaigns and Battles: Battle of Culloden Date of issue 16 April 1971. The cover shows a scene of part of the Battle from a contemporary print in the Museum's archives and commemorates the 225th anniversary of the Battle.

Group 1 No. 6 Famous Regiments: Royal Regiment of Fusiliers Date of issue 23 April 1971 which is St. George's Day and also the Regimental Day.

Special pictorial British Forces Postal Service handstamps numbered 1228, 1229 and 1230 respectively will be used.

All three covers are due to be despatched on the 23 April 1971. Each cover costs 25p and may be ordered from:

The Philatelic Officer,
National Army Museum Appeal,
Centre Block,
Duke of York's Headquarters,
King's Road,
Chelsea, London SW3

Subscribers please note the new address will be effective from 1 April 1971.

The Proposed Anglo-French Stamp of 1940

Early in January 1940, Sir Winston Churchill, The Prime Minister, speaking at a banquet in the Mansion House in The City of London, envisaged a permanent Federal Union between Britain and France, then allies against Nazi Germany. On 13 and 17 January letters in *The Times* proposed that an Anglo-French postage stamp would provide a most suitable way of marking the close unity between the two countries.

On 26 January 1940 the French Minister of Posts, M. Julien, wrote a letter to the British Postmaster General, Mr. G. C. Tryon in which he stated that "*The idea has been put forward in various quarters in France for the issue, in conjunction with your Department, of a Franco-British stamp for sale simultaneously in all British and French post offices. I understand from Press reports that a similar project has been mooted in Britain. I would like to assure you that I would be entirely prepared to give effect to such a proposal, the realisation of which would provide renewed confirmation of the close unity between our two countries*". M. Julien went on to propose the setting up of a joint committee to study the plan.

Before replying, the Postmaster General approached King George VI, giving it as his view that the idea had "much to commend it" and that while there would be serious practical objections (because of fluid exchange rates) to the issue of a common stamp for sale in both countries, no insuperable obstacle could be seen to the issue and sale in each country of a stamp of common design. The idea "commended" itself to the King who remarked that allegorical or heraldic designs might have to be used if the French were not able to include the head of their President in the design. Mr. Tryon was then (on 21 February) able to reply to the French Minister of Posts supporting the proposal and agreeing to a joint meeting, but pointing out that the earliest possible date of issue (in view of current work on the 1840 Centenary issue) would be 1 September 1940. He also strongly

advocated the adoption of a dual-portrait design.

M. Julien agreed these points and also the suggestion that the issue should be on the basis of a common design, reproduced in each country by the printing process normally in use there.

The French Design

The French delegation to the joint meetings, which were held in London on 18–19 March, was led by M. Julien. The meetings were held in a most cordial atmosphere. The French delegation had brought with them a design (fig. 1) which had been specially prepared by a noted French artist, M. Cheffers, who in 1938 had designed the stamp issued by France to commemorate the state visit to Paris of King George VI and Queen Elizabeth (S9 615). The British Post Office delegation had already, prior to the start of the joint meetings, been considering the choice of a British artist to design an Anglo-French stamp. The artist provisionally selected was Edmund Dulac, who had proved very successful in designing stamps for photogravure printing. Dulac also had a strong French connection, having been born and educated at Toulouse, although he became a naturalised British subject in 1912. Furthermore Dulac had shown his interest in the project by submitting on his own initiative an attractive design for an Anglo-French stamp as early as 2 February (see fig. 2).

The Cheffer design was accepted as a working basis by the British side but they explained to the French delegates that it would require modification to make it suitable for reproduction by the photogravure process, then being used for all low-value British stamps by Harrisons. Dulac was proposed (and accepted) as the most suitable person to carry out the modifications. It was also made clear that the King would personally have to approve the final design.

The joint meetings of 18–19 March also agreed that the stamps should be double-size; that the first value (for the inland letter post)



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7

would be issued by 1 September; that various values would be issued by each country to cover foreign and some inland rates; that this issue should remain on sale for the duration of the war, and that colonies and dependencies of each country might use the design freely.

Dulac's Modifications

The work of preparing the final design was put in hand with great urgency. By 3 April Dulac had prepared a design which while it followed the main scheme of M. Cheffers

drawing, also incorporated some important and necessary changes. The most important of these (which can be seen in the essay illustrated as fig. 3) was a change in the portrait of the King, the redrawing of the central allegorical figure and the ships, and the substitution of a sterling value (2½d.) for "2F50". The essays of M. Cheffer's original design and of Dulac's altered design exist in deep red-brown blue and orange. These and all subsequent essays were perforated 14½ and gummed.

During April Edmund Dulac made some further retouches and minor modifications

(such as dark frames to the head medallions) which generally strengthened the design; essays of this stage in blue and orange (fig. 4) were shown to the King on 1 May. His Majesty's reaction was that the result was "on the whole quite satisfactory", but he pointed out that the crown used was the "old-fashioned" one.

During May Dulac made two further series of modifications each of which was tried out in the form of essays (in red, orange, blue and violet) – Fig. 5 shows the new crown, while fig. 6 shows the same crown reduced in size and the wheat sheaf on the right coming up over the French flag. This penultimate essay was approved by the King on 24 May and after some slight amendments further essays were made on 13 June (again in red, orange, blue and violet – see fig. 7) of the final approved design. Everything, including preparation of gravure cylinders, was now ready for production of the 2½d. value by Harrison's when Fate, in the form of the German invasion of Holland, Belgium and France itself, intervened. On 17 June it was decided to abandon the project.

It is, perhaps, of some interest to record that in April of the following year, 1941, questions were asked in the House of Commons about the possibility of a postage (stamp to symbolize Anglo-American co-operation even though the United States had not yet come into the war). The matter was considered at an inter-department meeting in June but was shelved as being inappropriate at that particular time.

A. G. RIGO DE RIGHI

The Printing of a Postage Stamp

Millions of postage stamps are printed daily by the photogravure presses at Harrison's. The printing of stamps by photogravure began at Harrison's in 1934 and since that date they have produced by this process all lower

values of the 5 definitive issues and over 60 commemorative issues.

The task of the printers is to recreate hundreds of thousands of replicas with absolute accuracy from the original work of an artist. Stamps may be derived from existing illustrations or they may be specially drawn. The original artwork, which is 4 diameters larger than the stamp to be finally printed, is photographed and a master negative produced. Process photography transforms the original to a series of images for engraving on metal. The master negative is photographed repeatedly to produce multi-images. It is photographed through filters to make separated colour negatives, each representing the tone values of one colour only. The master negative for a separated colour is photographed again to form a multi-positive, and then by a process of step and repeat photography, which may continue for up to 6 hours, a plate is developed. In the Planning Department the cylinder number, registration marks and other information are added to the multi-positive.

The skill of the engraver plays an important part in the next stage of the process. He etches with acid to transfer the image to a metal cylinder of ground and polished copper. The engraving is now subjected to close scrutiny. Over 60,000 cells per square inch harbour the ink to print just one colour for one postage stamp, and at this stage minute changes may be made to individual cells. As many as 10 different inks may be used on multi-unit presses to ensure that all colours in the original are accurately reproduced. The multi-unit rotary photogravure presses make it possible for the printed image of any stamp to be a combination of as many as 10 separate impressions.

To match the requirements of postage stamp production, the mills produce a special paper issued only under security surveillance. It is gummed and coated before it reaches the printing press. The lustre of a well-printed postage stamp is not achieved by qualities of

ink and paper alone, but also by the intermediate coating process. The stamps are printed on sheet-fed and reel-fed rotary photogravure presses. The photogravure process, more than any other, ensures fine gradation of tone, and detail which is photographically true to the original design.

As soon as an impression of a stamp exists on paper, its potential value is acknowledged by the printer. Daily, both printed waste and approved sheets become the responsibility of control officers. They release them to others after counts and recounts only against an authorised signature.

The sheets of printed stamps are then perforated and checked by an operation that must be carried out at speed, as its effectiveness depends on the phenomenon known as persistence of vision. The finished product is then despatched to the Post Office supplies department who ultimately supply the stamps to every Post Office.

Special Issues of British Stamps Printed since 1966

We have had so many requests for a continuation of the information of dates and denominations of British special issues published in June 1966 that we feel a full list from World Cup 1966 will be welcomed:

Description and

<i>Date of Issue</i>	<i>Denomination</i>
Pictorial Birds	
8 August 1966	4 x 4d
World Cup 'Winners'	
18 August 1966	4d
Pictorial Technology	
19 September 1966	4d, 6d, 1s 3d, 1s 6d
Battle of Hastings	
14 October 1966	4d x 6, 6d, 1s 3d
Christmas Stamps	
1 December 1966	3d, 1s 6d
EFTA	
20 February 1967	9d, 1s 6d

British Flora	
24 April 1967	4d x 4, 9d, 1s 9d
British Paintings	
10 July 1967	4d, 9d, 1s 6d
British Discovery	
19 September 1967	4d, 1s 6d, 1s 9d
Christmas	
27 November 1967	3d, 4d, 1s 6d
Chichester	
24 July 1967	1s 9d
Bridges	
29 April 1968	4d, 9d, 1s 6d, 1s 9d
Anniversaries	
29 May 1968	4d, 9d, 1s 6d, 1s 9d
Paintings	
12 August 1968	4d, 1s 6d, 1s 9d
Christmas	
25 November 1968	4d, 9d, 1s 6d
Ships	
15 January 1969	5d, 9d x 3, 1s x 2
Concorde	
3 March 1969	4d, 9d, 1s 6d
Anniversaries	
2 April 1969	5d, 9d, 1s 6d, 1s 9d
Cathedrals	
28 May 1969	5d x 4, 9d, 1s 6d,
Prince of Wales	
1 July 1969	5d x 3, 9, 1s 6d
Gandhi	
13 August 1969	1s 6d
Post Office Technology	
1 October 1969	5d, 9d, 1s 6d, 1s 9d
Christmas	
26 November 1969	4d, 5d, 1s 6d
British Rural Architecture	
11 February 1970	5d, 9d, 1s 6d, 1s 9d
General Anniversaries	
1 April 1970	5d, 9d, 1s 6d, 1s 9d
Literary Anniversaries	
3 June 1970	5d x 4, 1s 6d
IXth Commonwealth Games	
15 July 1970	5d, 1s 6d, 1s 9d
Philippia	
18 September 1970	5d, 9d, 1s 6d
Christmas	
25 November 1970	4d, 5d, 1s 6d

Air Letters issued since 1946

<i>Date of Issue</i>	<i>Details</i>	<i>Stamp Value</i>
28. 6.46	First print (Definitive) <i>Grey</i> Paper	6d
28. 7.48	Olympic Games Special Issue	6d
24. 2.49	Revised layout of lettering on front (Definitive)	6d
25. 1.50	Change of paper colour to <i>Blue</i> (Definitive)	6d
19. 7.51	Increased width of flaps (Definitive)	6d
28. 4.53	Coronation Special Issue	6d
13.11.53	First issue of new Reign (Definitive)	6d
17.12.54	Revised wording on back (Definitive)	6d
13. 1.57	New design of Stamp (Definitive)	6d
13. 9.57	Special Issue – Overprint of Definitive for 46th Parliamentary Conference	6d
12.12.60	Revised layout of folding arrangement (Definitive)	6d
1. 8.63	Special Pictorial Airletters a. Houses of Parliament b. Tower of London and Tower Bridge }	6d each design
22. 4.64	Shakespeare Festival Special Issues a. Shakespeare Memorial Theatre b. Scenes from Shakesperian Works }	6d each design
12. 6.64	Revised layout of Sender's Address panel (Definitive)	6d each design
5.10.64	Revised Opening Instructions	6d each design
1.11.65	Christmas 1965 Special Issues a. Nativity Scene b. Snowflakes }	6d each design
12. 1.66	First print with continuous guidelines (Definitives)	6d
8.10.66	New Air letter rate (Definitive)	9d
1.11.66	Christmas 1966 Special Issue – Santa Claus	9d
1.11.67	Christmas 1967 Special Issues a. Three Kings bearing gifts b. Partridge in a Pear Tree }	9d each design
1. 7.68	New design of form and Stamp – VC10 (Definitive)	9d
1.11.68	Christmas 1968 Special Issues a. Angel b. Santa Claus }	9d each design
1. 7.69	Revised Sealing Flap (Definitive)	9d
1. 7.69	Prince of Wales Investiture Special Issue	9d
14.10.69	Christmas 1969 Special Issue	9d
28.10.70	Christmas 1970 Special Issue	9d
15. 2.71	Decimal	4p

Regional First Day Covers



New Regional Decimal Stamps

Due to unforeseen circumstances the issue date for the new decimal regional stamps has been postponed. The new date is 7th July 1971. Application forms for First day covers will be included in the May *Bulletin*.

The stamps will be issued for Scotland, Northern Ireland, the Isle of Man and Wales.

There will be four stamps for each country

with denominations 2½p, 3p, 5p and 7½p. Stamps appropriate to the particular country will be on sale at all offices in that country and all of them will be available from the Bureau and philatelic sales counters.

The new stamps will replace earlier Regional stamps which were first issued in August 1958 to recognise the status of the various countries. They were designed by Jeffery Matthews MSIA who has made the Queen's head the dominant feature and who shows on each a national emblem. In choosing

the designs the Post Office had the assistance of the Stamp Advisory Committee and heraldic, artistic and political experts from the four Regions.

Printing details

Printer : Harrison and Sons
Paper : Coated, unwatermarked
Phosphor : 2½p one line, remainder two lines.
Size : .95" × .8"
No. to sheet : 200
Perforation : 15 × 14
Colours : 2½p – pink
3p – bright blue
5p – pale violet
7½p – light brown.

First Day Postmark

First day covers posted in future in the special posting box at Gloucester will receive the postmark 'First Day of Issue, Gloucestershire' The postmark 'First Day of Issue, Gloucester' will no longer be used.

Special Handstamps

1946-1971 Yorkshire Naturalists' Trust Jubilee Meeting 17 April 71 York will be used to cancel items posted in the special collecting box at York University.

N.U.T. Scarborough Conference 1971 14 April 1971 Scarborough, Yorkshire will be used to cancel items posted in the special collecting box on the Spa premises at Scarborough.

First RAF Rocket Mail Royal Air Force Cosford 1 April 71 British Forces 1164

Postal Service items for reposting to: The Philatelic Officer, RAF Cosford, Nr. Wolverhampton, Staffs.

Police Dependants Trust The Beverley Gala 29 May 1971 Hull Yorkshire will be used to cancel items posted in the special collecting box at Beverley Race Course.

The Aeroplane & Armament Experimental Establishment Boscombe Down 50th Anniversary 19 May 71 British Forces 1163 Postal Service items for reposting to:

The Philatelic Officer, A & AEE RAF Boscombe Down, Salisbury, Wilts.

British Post Office Visits Scandinavia

Many historical links exist between this country and Scandinavia and when the *M/V Speedway* casts off from Leith on Monday 12 April bound for Gothenburg and carrying an unusual vehicle, yet another link will be forged.

The people of Scandinavia will be the first to see and meet with 'the new mobile arm of the Philatelic Bureau.' Manned by qualified Bureau personnel the specially equipped vehicle will be used as a display and sales unit and for 6 weeks it will tour Denmark, Sweden and Norway. The three capital cities, Malmo and Norrköping will be visited and the unit will be in attendance during the Jubilee International Trade Fair at Gothenburg. That this fine city is also celebrating its 350th anniversary provides a unique setting for the 10 day visit of the unit and this could well prove to be the highlight of the tour.

As far as we know this is the first time a 'trade drive' of this kind has been made and it will provide an opportunity to meet present and prospective customers on their home ground. It will also allow us to show at first hand the excellence and quality of British stamps and stamp design, and to emphasize the opportunity of commencing a collection of GB stamps in this new era of decimals.

Apart from displaying and selling our current range we will be introducing a special cover and decimal package for the tour. Although intended specifically for the visit we will, of course, be happy to offer them to any of our readers. Details of these will be published in next month's *Bulletin*.

The tour ends on 22 May at Gothenburg when the *Speedway* or her sister ship the *Skyway* will close the exercise by bringing the unit and her personnel back to this country.

The Travelling Post Offices of Great Britain

London and Holyhead TPO (Night)

This service commenced officially on 1 October 1860 with the Day Mail, although, as with the Day Mail, this date conflicts with the date of issue of the first handstamp. The Down Mail left Euston at 8.25 p.m. arriving at Holyhead Pier at 3.05 a.m. The Up Mail left Holyhead Pier at 12.10 a.m. arriving at Euston at 6.55 a.m. In 1875 first class sleeping cars were introduced.

With the start of the Down Special on 1 July 1885 the Down Mail was split. The Bag Tender was dispatched on the 8.20 p.m. but no apparatus working took place between London and Crewe. The Sorting Carriage was conveyed by the 8.30 p.m. Special to Crewe and transferred to the 8.20 p.m. from Euston arriving at Holyhead Pier at 2.27 a.m. How long this arrangement lasted I do not know. The 1892 list shows two Sorting Carriages and one Bag Tender, all with apparatus, being used. In 1897 a new contract was signed and the times were, Euston depart 8.45 p.m., Holyhead Pier arrive 2.25 a.m., depart 12.12 a.m., Euston arrive 6.10 a.m. and third class passengers were allowed for the first time.

The 1903 Roster shows the Night Up using the same 32' carriages as the Day Down while the Night Down and Day Up used 50' carriages built in 1900. Each of the Night Mails used an additional Letter Sorting, Bag and Apparatus Carriage in place of the earlier Bag Tender.

In September 1918 it was decided that the Holyhead and Kingstown Night Packets would sail in daylight and on 24 September it was decided that the Night TPO would run for the last time on the night of 30 September. Mail for Southern Ireland was circulated via Cardiff and that for Ulster via Stranraer. Despite the change the 'Leinster' was torpedoed on 10 October 1918. The service was resumed on 30 November.

With the new contract of 20 November 1920 the L & NW Railway Company took over the sea route and thus the Mail Pier Jetty at Holyhead was no longer required and it was

removed, the trains terminating at Holyhead station. The 1921 times were, Euston depart 8.45 p.m., Holyhead arrive 2.25 a.m. depart 11 p.m., Euston arrive 5 a.m. From July 1922 the departure from Holyhead was at midnight.

Because of the abolition of Sunday working on and from 12 June 1921 the Down Night did not run on Saturdays nor the Up Night on Sundays. Weekend services were resumed on the weekend of 18-20 July 1925.

A 1930 time bill shows the Night Down using apparatus at Harrow, Bletchley, Blisworth, Nuneaton, Tamworth, Rhyl and Bangor while the Night Up omitted the Blisworth apparatus but included Stafford, Hemel Hempstead and Watford.

The Post Office Circular of 21 August 1940 announced that the Down Mail would cease on the night of 31 August and the Up Mail on the night of 1 September.

The Night Mail was involved in three accidents of note. The first occurred on the night of 8 July 1861. The Down Mail had just left Rugby when the boiler failed and there was a terrific explosion. The locomotive completely disintegrated killing the fireman. The driver was blown off the footplate but survived. Fortunately the train remained upright and only the leading guard and a postal sorter suffered slight injuries.

The second accident of note occurred on the night of 4 September 1870 and was caused by a lack of interlocking of the points at Tamworth station. The signalman at the south end of the station had set his points for the main line, the platform road points being set for a siding. The signalman at the north end had set the points for the platform, expecting a goods train. Thus, the Up Mail, instead of the goods train, ran through the platform road and crashed through the stop block and its engine landed on its wheels in the middle of the River Thame. One coach and a postal van piled up in a reservoir at the side of the line. One passenger and the driver were killed and the guard seriously injured. Fortunately the train was fitted with continuous brakes

which reduced its speed from 50 mph to 10 mph at the moment of impact.

The third accident was on the morning of 29 February 1928 when the Up Mail crashed into the buffer stops at Euston. Four sorters were injured but fortunately the passengers escaped without injury.

There was a picturesque custom associated with the Irish Mail which is of interest. The train guard was handed a watch at Euston by a Post Office Messenger. On arrival at Holyhead an official on the Kingstown Packet was given the time by this watch which was then returned to the Post Office by the Up Mail. The custom dated from the stage coach period when Greenwich time was not observed throughout Great Britain and Ireland.

London and Holyhead TPO Canadian and USA Mails

In 1840 the Mail Packet Service to America was transferred from Falmouth to Liverpool. By the late 1850s the service was largely in the hands of two companies, the Cunard Co. running to Boston and the Collins Line running to New York. In 1856 the Allen Line started a service direct to Canada sailing from Liverpool to Montreal in the summer and to Portland in the winter. On 1 November 1859 it was announced that the North America Packets sailing to Boston would call at Queens-town on alternate trips. This would allow a later posting of mail to North America and the service commenced with the Packet due to leave Liverpool on Saturday 5 November 1859.

The same facility was provided for the Canadian Packets with the sailing due to leave Liverpool on 30 November. On 16 November 1859 the L & NW was asked to provide additional accommodation from Crewe to Holyhead on alternate Saturday nights for the American Mail. Two additional clerks would be provided by the Liverpool office for sorting

duties. On 28 November the L & NW was asked to provide a Sorting Carriage every Wednesday from Crewe to Holyhead for the American Mail (to be carried by the Canadian Packets from Queenstown on Thursdays). One clerk would be provided for sorting duty. These duties were additional to the Chester and Holyhead RPO and presumably the latter handstamp was used as there is no record of additional stamps being issued.

On 12 June 1860 the Allen Line changed its port of call from Queenstown to Londonderry but this did not affect the postal arrangements between London and Dublin. With the start of the London and Holyhead RPO it would seem that these SCs ceased but by 1868 the RPO was unable to handle the volume of mail for America that joined the train at Chester. This additional load came by a Bag Tender from Warrington which connected with the Up Special and a train bringing Late Fee Mail from Liverpool. On 8 January 1868 the L & NW was asked to provide an additional SC to be attached to the Down Night at Chester on Wednesdays and Thursdays.

The PMG was told by the Cunard Co. late in 1894 that it proposed to discontinue the call at Queenstown unless the mail was brought to Queenstown in time for an earlier departure on Sunday mornings. In order to do this, the Post Office arranged for a Sorting Carriage to go by the 4.10 p.m. train from Euston on Saturdays, apparently replacing the Crewe to Holyhead duty mentioned earlier. This duty commenced on 6 April 1895, three clerks being employed in sorting between London and Holyhead.

On 1 September 1895 the Canadian duty was transferred from Liverpool to London and sorters worked from London to Holyhead on Thursdays sorting the homeward American mail. The SC was attached to the London and Holyhead Night Down.

The 1896 Roster shows one of the reserve carriages, fitted with apparatus, being used for these duties.

The 1903 Roster shows a 32' carriage No. 3, with apparatus, being used for the Canadian mail and two 32' carriages Nos. 16 and 25, the latter with apparatus, being used for the American Special. Carriage No. 16 was returned by the Up Night Mail and No. 25 by the Up Day Mail.

The Post Office Circular of 15 October 1907 stated: 'The homeward unsorted letter mails for England . . . will be disposed of in the H & K Packet and in the L & H TPO. When, however, the mails are sent by special service throughout the correspondence will be sorted in the special Packet running between Dublin North Wall and Holyhead to be known by the designation "Dublin & Holyhead Packet (United States Mail)" and in the special train between Holyhead and London, to be known by the designation "London & Holyhead TPO (United States Mail)".' This Special Service had started on 1. January 1893 after the Inman Line had announced its intention to transfer its departure port from Liverpool to Southampton and to cease calling at Queenstown. From 28 February 1914 the Cunard Packets left Liverpool at 2.30 p.m. instead of 5 p.m. and omitted the Queenstown call. As a result the Saturday US Mail ran for the last time on 21 February.

The Post Office Circular of 17 November 1914 announced, 'Commencing with the sailing of the 18 November, the midweek White Star Packets will sail on Wednesday from Liverpool to US direct without calling at Queenstown . . . The Wednesday L & H TPO (US Mail) will, of course, be discontinued'.

I have not been able to establish when the Canadian duty ceased. It is shown in the 1903 list of duties but not in those for 1908 and onward.

Unusual Pillar Box



Due to the kindness of Major Ronald Nathan, TD, LLB we are able to reproduce a photo of a British pillar box in Israel.

On a visit to Israel Major Nathan noticed the red British pillar box in two or three places. This photo shows a small wall pillar box in the heart of the bazaar in the old city of Jerusalem. He also saw a pillar box in the shopping centre of Tel-Aviv. The pillar boxes were no doubt installed during the days of the British Mandate.

We are grateful to Major Nathan of Harrow, Middlesex who loaned the photo for publication.

Postmark Slogans

National Cystic Fibrosis Week 24 April – 2 May. A life-threatening children's disease conquer cystic fibrosis will be used in 39 offices including Edinburgh, Cardiff, East Central District Office London, Birmingham, Manchester, Bristol, Colchester, Maidstone and Sheffield, from 18 April – 2 May 1971.

Chessington Zoo open every day of the year will be used in 9 London offices; ie SEDO, SWDO, WDO, Paddington, EDO, NDO, ECDO, Battersea, WCDO and at Kingston-upon-Thames from 29 March – 18 April, 17 May – 6 June and 5 July – 29 August 1971.

Remember to use the Postcode will be used at 66 London offices from 15 March until further notice including 33 for the SEDO, 18, SWDO and 15 for Battersea.

Make Friends with a deaf child will be used at Nottingham from 5 April – 12 June 1971.

1971 International Year for Racial Harmony will be used at 90 offices including Chesterfield, Manchester, Coventry, Bedford, Slough, Paddington DO London W2, Eastern District office London E1 from 21 March – 17 April 1971.

Lions International, Lions Day 5 June 1971 We Serve will be used in 75 offices including Southend-on-Sea, Crewe, Bolton, Dumbarton, Hereford, Maidstone, Plymouth, Halifax, Eastern Central District Office, London EC1 and Croydon from 30 May – 5 June 1971.

Barnsley, confident in its own industrial progress will be used at Barnsley from 1 March – 21 August 1971.

British Diabetic Association 50th year of Insulin in Diabetic Research Defeat Diabetes in 1971 will be used 1–28 April 1971, at 83 offices including Brighton, Richmond, Oxford, Coventry, Sheffield, Preston, Perth, Swansea and Bath.

Wales Decimal Stamps on sale from 5 May. Stampiau degol cymru ar werthe 05 Mai ymlaen will be used 1 April – 4 May 1971 at Cardiff, Newport, Pontypridd, Swansea, Llanelli, Wrexham and Bangor.

British Diabetic Assoc. 50th year of insulin in diabetic research. Defeat Diabetes in 1971. The following offices will not now be taking part in the campaign: Boston, Melton Mowbray, Market Rasen, Horncastle, Falkirk, Dunfermline, Kilmarnock, Motherwell, Coatbridge and Llandrindod Wells.

Chichester Festival Theatre 3 May to 11 September will be used to cancel all items posted in Chichester from the earliest possible date until 11 September 1971.

What's on in Shrewsbury? Phone Shrewsbury 2200 will be used to cancel items posted in Shrewsbury from as soon as possible until 19 May 1971.

Young Collector's Corner

Most philatelic societies seem to enjoy a junior membership. Regrettably, not all seem to offer as much encouragement as they might to young collectors.

If the interest in stamp collecting is so strong that the young collector joins a society, then surely it is up to the society to stimulate this interest. Most are only too well aware that stamp collecting can be just a passing phase.

The Brighton and Hove Philatelic Society has for the past few years tried to promote the hobby among young stamp collectors who are not already members. Their annual Schools Competition is held among all schools in the area, and each year the results are very encouraging.

The entries received in this year's competition, held on 19 February, ranged from the Great Britain Christmas issues to a thematic entry on the subject of 'War and Peace' from a pupil at Roedean School. The winning entry featured the stamps of Israel, entered by Jeremy Eppel, from Varndean School for Boys.

The first eight entries each received a voucher prize, which can be used to acquire more stamps, while the overall winner is presented with a plaque. The most successful school is awarded the Philatelic Cup, which it retains for one year. For the second year, Varndean Boys School will hold the Cup.

With this Society trying to achieve so much to encourage collecting, it seems appropriate that it was founded by the late Frederick Melville. Here was someone whose life was dedicated to the promotion of philately, particularly among young collectors.

It was on 11 November 1899 that he founded the Junior Philatelic Society – now known as the National Philatelic Society – in a sweet shop in Clapham. From that time – he

was then 17 – till his death in 1940, Frederick Melville was President of this Society.

Branches of the Society were later established at Brighton, Manchester and Liverpool.

During his life Frederick Melville was extremely active on behalf of the Philatelic Congress of Great Britain. It was in his honour that the Melville Memorial Competition was inaugurated 22 years ago.

The Competition is open to every young collector in Great Britain, Northern Ireland and Eire up to the age of 21. Unfortunately, the closing date for the receipt of entries for the 1971 Competition was 1 March but details of next year's Competition will be given to give all our young readers the opportunity to enter.

Letters to the Editor

Dear Sir,

The review of Mr. C. W. Hill's booklet, "Discussing Picture Postcards" in your January issue was of particular interest to me, for I have in my possession the first picture postcard published in England, dated 26 February 1881 and depicting the "Green Dragon" at Alderbury, by Frank Highman. The pioneer presented this rarity to my great-grandparents.

Yours faithfully
KEVIN R. PRATT

Dear Sir,

With reference to the photograph of the early stamp vending machine at Pembroke in a recent issue, and the existence of a second machine at Pembroke Dock, the Head Postmaster of Haverfordwest has very kindly given me the following information:—

'Our records indicate that the machines were installed by a private company by name Balfows, who were granted a licence for the automatic sale of postage stamps and postcards in 1890. As far as we can trace the

two machines date from about 1893, and another of these machines can be found at Brecon. These machines are not Post Office property. Unfortunately local enquiries have failed to find anyone with any recollection of these machines working or any other details.'

These machines dispensed a penny postage stamp with paper and envelope or a stamped postcard with a ½d stamp rather than a stamp book and it would be interesting to know when this type of vending machine came into use. The Haverfordwest records suggest these are very early examples.

Yours Sincerely
DR. DAVID RHYS-PHILLIPS

Tenby

Dear Sir,

In connection with S. Hill's article on the First Great Britain Postage Stamp Books in your October 1970 edition the following, extracted from the Sussex Agricultural Express & County Advertiser 15 May 1858 has a bearing.

A POSTAGE STAMP DISTRIBUTOR has been invented by Mr. Derham, of Wakefield. This instrument is intended for the delivery of postage stamps singly to purchasers, so as to dispense with an official for this purpose at Post Offices. A penny being put into a hole near the top unlocks the instrument and allows a handle to be used to such an extent as to protrude between two rollers a single stamp, which the purchaser tears off. One stamp only can be had at a time, and a halfpenny or smaller coin is rejected.

Yours faithfully
W. L. H. SMITH

Lewes, Sussex

Dear Sir,

I was very interested in Mr Danford's letter in the January *Philatelic Bulletin* concerning the Royal Coat of Arms on stamps. He said that the Coat of Arms would need to be $\frac{1}{2}$ " to 1" square to be 'an identifiable object'. Perhaps Mr Danford saw an exhibition at the National Postal Museum, not long after its inauguration, of a number of experimental albums of essays, produced by Mr Gentleman, to aid the GPO's future policy. A number of these essays had the Royal Coat of Arms (approximately the same size as the present Queen's head). It seems quite a realistic proposition to me!

J. MONK

Hitchin, Herts

Dear Sir,

A letter from R. J. Spick of Manorbier, Pembrokeshire, published in December's *Bulletin*, prompts me to write a reply.

To detect watermarks, a nationally advertised lighter fuel can be used with almost 100% success in conjunction with the usual black watermark tray. I have used this substance on stamps of all kinds, mint or used, and have not found it to have any deleterious effect on ink or gum (or modern PVA). Alternatively, Petroleum-Ether 40/60 can be obtained from some chemists (and certainly from chemical suppliers if you live in the

vicinity of one). This can be used quite safely on all stamps, but it has the disadvantage of rapid evaporation if used in a warm room. Neither the lighter fuel nor petroleum-ether is messy, but avoid using it on the polished dining-room table. Confine your activities to a metal or laminated plastics tray in a cool room; this will avoid the wrath of wife or mother and will reduce evaporation.

Yours sincerely

RICHARD L. KING

St. Ives, Huntingdon

(The use of benzene should be avoided as I understand that this substance is dangerous without certain safeguards. Editor.)

Stampex Trophy

Congratulations to Dr. J. Sugden on winning the Post Office Trophy at Stampex for the best presentation of GB stamps from 1924.

Special Handstamps

"Formation 28 Amphibious Engineer Regiment 7 April 1971 British Forces 1143 Postal Service". Items for reposting to the Philatelic Officer, 205 Postal and Courier Communications Unit RE BFPO 33.

"Health Congress RSM 19 April 1971 Eastbourne, Sussex" will be used to cancel items posted in the special collecting box at the Exhibition at Devonshire Park, Eastbourne.

"The Battle of Tewkesbury 500th Anniversary 4 May 1971 Tewkesbury, Glos." will be used to cancel items posted in the special collecting box at Bloody Meadow, Lincoln Green Farm, Tewkesbury.

"225th Anniversary Battle of Culloden 16 April 1971 British Forces 1229 Postal Service". Items for reposting to:- The Philatelic Officer, Inglis Barracks, Mill Hill, London, NW7 1PX.

"Model Railway Exhibition 13 April 1971 York" will be used to cancel items posted in the special collecting box at the Assembly Rooms, York.