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# Philatelic Bulletin

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## Introduction

Many of our readers who regularly enter their collections at exhibitions will be interested to learn of the success of Dr. Law who has won the Post Office Stampex Trophy for the second year running, and of the National Postal Museum who was awarded a gold medal for its exhibit at IBRA Munich. Both of these awards are featured this month.

Speaking of exhibitions reminds us of the Festival of Stamps to be held in London in May. The Post Office will provide material of considerable interest among a wealth of items from all over the world which will attract collectors to the Festival Hall. The Stamp Collecting Promotion Council are to be congratulated on this ambitious project.

## 30p Stampbook

Britain's first 30p stampbook with a cover advertising the Save the Children Fund, went on sale at all post offices on 30 January. It replaces the 25p stampbook which was withdrawn on 8 September last year. The new book, third in the new range of stampbooks, contains two panes of five stamps at 3p - the second-class basic letter rate. Cover colour is now orange - a change from the mauve of the 25p book. This book completes the range of stampbooks suiting the new price structure introduced on 10 September 1973. The first, at 50p, went on sale on 14 November and the second, at 35p, has been available since 12 December 1973.

## Fire Service Stamps

New stamps, values 3½p, 5½p, 8p and 10p are to be issued on 24 April 1974 for the 200th Anniversary of the Fire Prevention (Metropolis) Act of 1774.

The following first day cover services will be offered by the Philatelic Bureau Edinburgh. **SERVICE A**

This service consists of the official Post Office cover, addressed as requested and bearing the full set of stamps. The cover will be cancelled "Philatelic Bureau Edinburgh" and despatched, for a charge of 38½p. For deposit account customers the charge is 36p. **SERVICE B**

Customers own pre-addressed covers will be accepted for servicing with the full set of stamps and cancelling with the special postmark. The charge is 32½p. **SERVICE C**

Bulk orders of 50 or more covers, all bearing the same address, will be serviced under the terms of Service A at a reduced charge of 36p per cover.

The usual first day of issue facilities will be available at the offices where philatelic posting boxes are provided.

# The British High Value Stamps of the 20th Century

## 7. The 'Castles' of 1955

A new reign and a new era of British stamp design. Just nine months prior to the Queen's accession to the throne, the Post Office had released (in May, 1951) a second series of high-value stamps – the so-called 'Festivals' of King George VI – and, understandably, wanted to make the best possible use of them. So it was not until early in 1955 that any decisive action was taken in the preparation of new designs.

The uniform subject was to be the 'Famous Castles of the United Kingdom', each of the four designs depicting a castle in England, Wales, Scotland and Northern Ireland, now incorporating Dorothy Wilding's portrait of the Queen which had been adopted as a 'standard' portrait for the first definitives of 1952, and which was to continue as such until 1967. Several distinguished artists were asked to submit designs and stamp-size essays were made: these, incidentally all bicoloured versions, aroused great interest when displayed at the 'Philympia' Exhibition in 1970. They are now in the tender care of the National Postal Museum.

The selected designs were those of Lynton Lamb, a well-known artist and illustrator, who had exhibited some of his works at the Festival of Britain (and also essayed the stamps) in 1951, and had designed the binding of the Bible used at the Coronation ceremony in Westminster Abbey in 1953. Mr. Lamb had featured Caernarvon Castle within the framework of a castle window, later nicknamed the 'broken grotto', for the 5s. value, and he was asked to prepare similar designs for the other denominations.

Not being altogether satisfied with the photographs of Edinburgh and Windsor Castles supplied by the Post Office, the artist made drawings of each from his own selected viewpoints, and these were accepted by the authorities. Final essays in monochrome colours were produced, and engraved proofs were submitted to the Queen, and approved by her, in August, 1955. The stamps were recess-printed by Waterlow &

Sons, and issued in the following month – the 10s. and £1 on September 1, the 2s. 6d. and 5s. on the 23rd. They were among the first stamps to be printed on the multiple St. Edward's Crown and E2R watermarked paper.

Castles, with their massive defence towers, keeps, moats, drawbridges and portcullises, share with our cathedrals, abbeys and churches, the distinction of being the only visible and tangible reminders of the United Kingdom's glorious and romantic history. After the Norman Conquest, castles were built by the feudal Barons as their homes and strongholds. Today, there are more than 200 castles, or their remains, in England and Wales, some 40 in Scotland and numerous others in Northern Ireland. London's own fortress is the medieval Tower on the bank of the Thames at the eastern boundary of the City of London. Those selected for the new stamps were outstanding in their respective regions for their grandeur and historical interest.

**2s. 6d. Carrickfergus Castle.** This picturesque, 12th-century castle stands on a rocky promontory on the shore of Belfast Lough, Carrickfergus itself being a town and seaport about nine miles north of Belfast, in County Antrim. Despite its impregnable appearance, the castle was vulnerable to attack and it was occupied by King John, Edward Bruce and William III on successive occasions. Its outstanding features are the 90-foot high keep and the vast Norman dining hall.

**5s. Caernarvon Castle.** Caernarvon is the greatest and best preserved of Edward I's fortresses built in North Wales in the late 13th century. It was the birthplace of Edward II, the first Prince of Wales, and stands, a formidable bastion, between the town and the Menai Strait. Here King George V invested the Prince of Wales (the late Duke of Windsor) with the emblems of his principality and then presented him to the people of Wales in July 1911, an



event which was repeated with traditional pomp and ceremony for the investiture of Prince Charles as Prince of Wales by Her Majesty the Queen in July 1969.

**10s. Edinburgh Castle.** Reputedly having derived its name from Edwin, King of Northumbria, in the 7th century, Edinburgh was created a burgh or borough in 1329 by Robert the Bruce, and recognised as the Scottish capital in the 15th century. The castle, which stands on an immense rock dominating the famous Princes Street and the city, withstood the turbulence of events in Scottish history, but not without partial destruction and centuries of neglect which persisted until the mid-nineteenth century.

**£1 Windsor Castle.** The principal residence of the royal family, on the banks of the River Thames at Windsor, the castle dates from 1070, when William the Conqueror erected a fortress, laid out extensive parkland around it and held his court there. It had

been repeatedly altered, enlarged and embellished by subsequent monarchs: Edward III rebuilt the royal palace on a sumptuous scale, enlarged the castle with additional towers and erected a keep. Near it, he built a high tower named the Winchester Tower, after William of Wykeham, Bishop of Winchester. St. George's Chapel, a gem of Perpendicular architecture built by Edward IV, is the chapel of the Knights of the Garter.

The popular 'Castles' stamps of 1955 were in current use until March 1969, when the 'Machin' high-value stamps were introduced. Waterlow & Sons continued as the printers until 1 January 1958, when the printing contract was transferred to De La Rue. The work of the two printers is very similar and not easy to distinguish: readers seeking to identify the various printings should refer to the detailed notes in the Gibbons Catalogue.

JAMES WATSON.

## Gems from the R M Phillips collection

### IX the 1841 Penny Red on Dickinson Paper.



The mint block of eight One Penny stamps illustrated above, though it obviously has considerable eye-appeal, does not superficially appear to be the extraordinary item which it, in fact, is by any standards. The first thing which will catch the eye of the collector or student of the line-engraved issues is the plate number inscribed in the corner. Plate No. 11 was of course one of the 'Block' plates, seven of which were used for the early printings of the one Penny Red. An immaculate mint corner block of this particular plate is therefore already a highly desirable and significant item.

This particular block is not the ordinary plate 11 printing but the unissued trial printing of April 1841 on Dickinson silk-thread paper. It is listed in the Part 1 British Commonwealth catalogue as S.G.16. Only 8 sheets were printed (all from plate 11) on this paper.

Dickinson's paper, the subject of the 1841 trial, was distinguished by having silk threads interwoven in it as a precaution against forgery. It antedates the 1839-40 postal reforms having been used before 1838 for Exchequer Bonds and similar security documents. Charles Whiting (who submitted a large number of elaborately engraved essays for the 1839 Treasury Competition) wrote a memorandum in the 30 April, 1839 issue of "The Post Circular" stating that "stamps" such as he was printing could not be produced by a forger 'on a paper like Mr. Dickinson's in sufficient numbers to be profitable'.

The Lords of the Treasury, when they specified in a minute dated 26 December 1839, the forms in which prepayment of postage was to be made, also directed that the paper used for the projected adhesive stamps, letter sheets etc. should be 'peculiar in its watermark, or some other feature . . .'.  
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One of the 'security' papers considered was Dickinson's silk thread paper. However, on 2 March 1840 Rowland Hill's 'Journal' contained the entry "Dickinson paper will not do for labels [adhesive postage stamps], the great number of threads required makes it very expensive and when cut up some of them (the threads) draw out. The C[hancellor] of the Ex[chequer] has therefore decided under my advice to employ watermark paper for labels".

However, almost a year later, Rowland Hill decided to reconsider the question of the paper used for the adhesive stamps. On 22 February 1841 he recorded in his journal that he had written asking Dickinson, "With a view to economising the cost of Excise Superintendence, if he was now willing to manufacture the watermark paper for the labels as well as the thread paper" (which was currently being used for the new embossed postal envelopes). Dickinson replied that he could not undertake the handmade watermarked paper but suggested instead

for the 'labels' his own special silk-thread paper. The threads would now be fixed in the paper by the sheets being steeped in gelatine. The cost was also now comparable to the Crown watermarked paper supplied since April 1840 by Stacey Wise.

After a preliminary trial (using the 1841 Twopenny trial plate) on some very small paper samples, Rowland Hill commissioned Perkins Bacon & Co. to print complete sheets of the One Penny stamp on eight specially-made sheets of the silk thread paper, two of which were left ungummed. Mr. J B Bacon used the 'Black' plate 11 for the trial, and on 1 May submitted a generally favourable report to Rowland Hill. The block in the Phillips' Collection comes from one of these eight sheets.

In spite of Bacon's report, Rowland Hill apparently still had doubts about Dickinson's paper and the 'labels' continued to be printed on Small Crown watermarked paper.

A G RIGO DE RIGHI.

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## National Postal Museum Gets A Gold

Britain's National Postal Museum recently received a gold medal for the exhibit, Stamps of Great Britain, shown at IBRA Munich '73 - the international philatelic exhibition held in Germany in May last year.

At a ceremony at the Royal Philatelic Society in London, the medal was accepted on behalf of the Museum by the Post Office's Director of Postal Marketing, Mr. E G White, who is also chairman of the NPM and of Britain's Stamp Advisory Committee.

The exhibit, which was on show in the IBRA Court of Honour at Munich, incorporated 10 frames of British stamps from 1840 (with the famous Penny Black) to 1948 (featuring the Silver Wedding stamp of King George VI and Queen Elizabeth).

## Post Office Stampex Trophy

All collectors of modern Great Britain stamps will wish to join us in congratulating Dr. A S Law, whose study of the Machin portrait has won for him our Stampex Trophy.

Last year Dr. Law won the Trophy for another Machin study, and this is the first occasion on which the Trophy has been won by the same Exhibitor on two successive occasions.

We hope that the knowledge that a major award may be won at a National Exhibition with a presentation of modern GB stamps which are freely obtainable at no great expense will encourage more and more collectors to submit their collections for consideration.

## 19th Century Mail Cart



This illustration is a photograph of Thomas Jones, village postman of St. Fagans, near Cardiff, driving his mail-cart. He served the villages of St. Fagans, St. Georges and St. Brides from 1874 to 1907. He arose each morning at 3.30 and after breakfasting and feeding his horse would set out for the

General Post Office at Cardiff where he was due at 5.30 a.m. After 33 years service he retired in 1907 owing to ill-health and was awarded the Imperial Service Medal. He died in 1918 aged 65 years. The photograph was kindly supplied by Mr. C F Shepherd of Narberth in Pembrokeshire.

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## Book Review

### **Priced Catalogue of Channel Islands Postal Markings compiled by O W Newport**

The third edition of this catalogue, which is published on behalf of the Channel Islands Specialists' Society, includes over 150 new items. Virtually all prices have been revised

since the 1972 edition and reflect the general increase in interest in Channel Islands postal history and the keen competition for the earlier material at auction.

The catalogue is obtainable from O W Newport, 33 Halfway Street, Sidcup, Kent. Price 75p.

## The Mercury Airmail Essay



Two essays "used" on a letter together with a 1½d stamp to pay postage. Note the postmark date – 3 days before the Exhibition closed.

In May 1923 the Junior Philatelic Society (now the National P. S.) organised the London International Stamp Exhibition at the Royal Horticultural Hall, Westminster. Not only was it the first "international" to be held in England since World War I but it was also the greatest of its kind ever staged in this country up to that time.

In connection with the show the Society held a competition to find the most suitable design for an airmail stamp. In those days the carriage of mail by air was something of a novelty and Great Britain, unlike many other countries, had never issued a stamp for use on airmail cards and letters. Consequently the contest aroused enormous interest among philatelists generally, and hundreds of different designs were submitted.

A committee was appointed to judge the entries, and the members were Sir Bertram Mackennal (designer of the ½d to 4d values of the 1912-22 series of British postage stamps), Stuart De La Rue, G. W. Stonestreet and Fred J. Melville (President of the Junior Philatelic Society and famous philatelic journalist and author).

The committee's task proved extremely difficult because the standard of entries was very high. That can be seen by reference to *The Stamp Lover*, Vol. 15 No. 10 (March 1923), which contained a plate showing 16 of the best designs. After lengthy deliberations the judges decided to award the first prize jointly to two designs submitted under the nom-de-plume "Acanthus Leaf", one showing a biplane in flight against a back-

ground of clouds, and the other the well-known statue of Mercury by Giovanni di Bologna.

The pseudonym cloaked the identity of J. Bickerton Sefton, of Euston, London. There was a tie for second place, which was shared by H. Cousens, of Crowborough, Sussex, and H. C. Andrews, of London, S.W.12.

The Mercury design was selected to be printed in stamp form, but an amendment was made to the background, which was shaded instead of being uncoloured as on the original essay. A die and plate were prepared by De La Rue & Co. Ltd., and the essays were printed in sheets of 240, twenty horizontal rows of 12. The colours used were those of the then current lowest six denominations of British postage stamps: green, carmine, brown, orange, blue and violet, but the value, *1d.*, remained constant irrespective of the colour.

Surrounding the sheet was a co-extensive line and at the foot appeared the printer's name in full: Thomas De La Rue & Co. Ltd., London, beneath the second, third, fourth

and fifth designs in the lowest row. In addition, below the eleventh and twelfth designs, was printed T-23, in imitation of the control number of that period.

The essays were printed on white wove paper, watermarked with either multiple aeroplanes, paper used in 1928 for Luxembourg's 2 francs, black, Official stamp, or with a single aeroplane flying diagonally upwards so that one device appeared on each essay. Both watermarks are found upright and inverted. The paper was supplied by the Roughway Mills, and the dandy roll for producing the watermarks was the work of Edwin Amies & Son. The perforation, which gauged 14, was done by Grover & Co. Ltd. Some sheets were left imperforate.

Sheets of the essay, one in gold and the other in royal purple, were printed and mounted in a special presentation album for H.M. King George V when he visited the Exhibition on 18 May.

The normal essays were on sale at the show and were sold in large numbers; subsequently they were obtainable from the offices of the Junior Philatelic Society, where the supply lasted for several years. Although by no means scarce the essays are less frequently seen nowadays, and the prices at which specimens have been advertised in the philatelic press are far ahead of those asked in 1923. The essays never had any postal validity but occasionally they may be found on letters or cards bearing normal postage stamps and used during the time of the Exhibition.

In spite of their attractive design the essays failed to move the inflexible attitude of the British Post Office in those days. Steadfastly it refused to issue adhesive stamps specially for use on airmail. Nowadays, when a large proportion of overseas mail is sent by air regularly on the payment of a fee, and nearly all European mail goes by that method as a matter of course, the need of airmail stamps has ceased to exist.

L. N. and M. WILLIAMS.



*The Mercury Airmail Essay*

# The Travelling Post Office of Great Britain

## Bangor and Crewe TPO

This TPO has a long and interesting history. Unfortunately, however, the early history is shrouded in mystery, there being very few references to it in the early letter books in the PO Records Office.

The earliest reference seems to be in the report of an enquiry into PO Establishments in 1854 which mentions the Bangor and Normanton (NM). In 1859 it apparently ran from Leeds to Bangor, for a letter of 5 July 1859 asks the LNW Railway to repair a roof-lamp which fell on to a table in the Bangor and Leeds RPO. On 14 November 1859 a door on the sorting carriage was broken when the Bangor and Leeds RPO was run into by the Midland RPO.

Although it was always referred to as the Bangor and Leeds RPO it ran through to Holyhead and a Time Bill of 1863 gives the timings as:

|                     |          |          |
|---------------------|----------|----------|
| Leeds               | 9.55 pm  | 3.35     |
| Normanton           | 10.25    | 3.10     |
|                     | 10.31    | 2.34     |
| Heaton Lodge        | 11.01    | 2.04     |
| Stockport           | 12.12 am | 12.48    |
|                     | 12.14    | 12.46    |
| Chelford (app)      | 12.29    | 12.36    |
| Holmes Chapel (app) | 12.40    | 12.22    |
| Sandbach (app)      | 12.50    | 12.14    |
| Crewe               | 12.55    | 12.04 am |
|                     | 1.40     | 11.45    |
| Chester             | 2.15     | 11.10    |
|                     | 2.21     | 10.59    |
| Flint               | 2.41     | 10.31    |
| Rhyl                | 3.10     | 9.59     |
| Conway              | 3.37     | 9.32     |
| Bangor              | 4.04     | 9.04     |
| Holyhead            | 4.45     | 8.20 pm  |

In 1864 Flint and Rhyl were made apparatus points and additional apparatus was erected at Wakefield and Tarporley. On 28 August 1864 a letter was sent to the Railway Company complaining that No. 1 carriage was too small and asking for a larger one as soon as possible.

This TPO seemed to be ill-fated at this period as it was involved in a series of

accidents over three years. On 23 November 1863 it was involved in an accident near Wakefield and as a result Mr. J Bloom, a clerk, was off duty for one hundred and thirty-two days. On 25 November 1864 it ran into a cattle train at Guide Bridge. The SC was badly damaged and a clerk killed. On 30 May 1865 it was involved in an accident at Stockport and Mr. J Bloom was again injured – this time being off duty for eight days. Another accident on 14 July 1866 resulted in him being off for thirty-five days.

The amount of mail dealt with had increased to such an extent that on 9 November 1866 the PO asked for an extra Bag Tender to be attached in each direction, with a spare stationed at Crewe. On 14 March 1867 the RPO was in collision with the Up Irish Night Mail at Crewe. Also in 1867 stops were introduced at Huddersfield and Stalybridge.

In the 1870's, probably in 1875, it was divided into two duties, the Bangor and Crewe TPO and the Normanton and Stalybridge TPO. In fact sorting was still carried out on the whole journey from Normanton to Holyhead. I do not know when the change was made from Leeds to Normanton as the terminal point.

On 7 September 1883 a new 32' carriage, No. 2, with four arms, was brought into use and a letter of 19 November mentions carriages Nos. 22 and 33. These were a 20', six-wheeled vehicle built in 1855 and a 30' 6", six-wheeled vehicle built in 1875. The January 1885 stock list shows the following allocated to the dual service: No. 2; No. 16, a 22' 6" vehicle built in 1867; No. 20, a 20' vehicle built in 1854; Nos. 31 and 32, 19' 6", four-wheeled vehicles built in 1867.

The printed instructions for the Down Special TPO changes of 1 July 1885 show the importance of this cross post. From Normanton it carried mail from the Midland TPO, the Hull and Normanton SC and mails from Leeds. At Stalybridge it connected with a branch train to Wigan which in turn

connected with the Down Special. At Crewe it collected mails from the Down Special, the Irish Mail and the 10 pm Mail from London. In the reverse direction it left Crewe after the arrival of the Down Special and the Irish Mail. At Stockport it connected with a branch train from Warrington bringing mail from the Up Limited. At Normanton it again connected with the Midland TPO, the Hull and Normanton SC and a train to Leeds. With the changes a Parcel SC was added, initially between Crewe and Chester. It was extended to Bangor about three months later and a Normanton and Stalybridge duty added (see postmarks). Actually the new carriages were not ready until January 1886. Four carriages were provided, two 32' vehicles Nos. 10 and 11, a 30' 6" vehicle No. 37 and a 28' 6" vehicle No. 38. On 8 January 1886 the PO asked the Railway Company to arrange for the lamps in these carriages to be changed at Crewe. From 13 April 1886 the TPO was routed on the new Stalybridge and Diggle line without any alteration in timing.

One of the more fascinating aspects of TPO working is the operation of the pick-up apparatus. Special, printed, "Instructions for working the Apparatus" are issued and the following extracts show how much detail of the routes must be learnt by the PO Staff. "Chelford 12.31 am, despatch 1 pouch. Apparatus 250 yards east of station. Observe viaduct and station with timber yard, then station and goods yard, pass under five bridges, pass over two low bridges, extend opposite wood after passing over second low bridge. 1 net." "Flint 2.55 am, despatch 5 pouches, receive 2 pouches. Apparatus 500 yards west of station. Observe tunnel and factory on top of hill, pass under three bridges, fix on, through sidings and station. Lower net after passing signal box and extend at signal post. 1 standard, 1 net."

As stated in the history of the Shrewsbury and York TPO, the Normanton and Stalybridge TPO ceased on 31 January 1893

when it was combined with the Shrewsbury and Crewe ST.

The 1895 Roster shows one Letter Sorting Carriage (No. 23 built in 1892) and one Bag Tender (No. 19 built in 1894) running daily between Holyhead and Crewe. The Parcel Sorting Carriage (No. 10) ran between Bangor and Crewe, except on Sundays. In 1898 a new 50' Parcel SC was built and Nos 37 and 38 were kept as spares at Shrewsbury and Crewe.

A time sheet of 1898 shows apparatus in use at Valley, Tycroes, Bodorgan, Llanfair, Llanfairfechan, Penmaenmawr, Abergel, Holywell and Flint. Going West, additional apparatus was in use at Beeston Castle and Colwyn.

In the 1903 Roster the times were: Holyhead 8.05 pm, Crewe 11.35 pm depart 2.05 am, Holyhead 5.19 am. In the 1915 Roster the times were: Bangor 8.54 pm, Crewe 11.35 pm/12.25 am, Bangor 4.35 am. The carriages actually ran to and from Holyhead to avoid delay at Bangor. When this change in duty took place I have not discovered. Although the TPO ran during the 1914-1918 war, the Parcel SC ceased to run after 5 November 1915.

From 7 November 1921 the carriages were also used for the Birmingham and Crewe SC, running from Holyhead to Birmingham. The 1922 list shows that sorting was again carried out between Holyhead and Bangor, but only Going East. This work was carried out by staff from the London and Holyhead TPO. I do not know when the duty ceased.

On February 1930 the designation was changed from Bangor and Crewe TPO. Up and Down, to Bangor-Crewe TPO and Crewe-Bangor TPO. The 1937 Roster shows the service using two 54' vehicles built in 1907 without arms or nets, apparatus working having ceased.

The service was suspended on 21 September 1940 and restored on 7 October 1946. (*Reprinted from "Railway Philately" with acknowledgements to the Editor*)

## Stamp Book Programme 1974

We are pleased to announce below details of the stamp book programme of 1974

|             |                     |     |
|-------------|---------------------|-----|
| 10p Books   |                     |     |
| February 74 | Postbox 1972        | 10p |
| April 74    | Postbox 1974        | 10p |
| June 74     | ditto               | 10p |
| August 74   | London Bellman 1793 | 10p |
| October 74  | ditto               | 10p |

|              |                   |     |
|--------------|-------------------|-----|
| 30p Books    |                   |     |
| Spring 74    | Save the Children | 30p |
| June 74      | Canada Life       | 30p |
| September 74 | ditto             | 30p |
| December 74  | ditto             | 30p |

|             |                   |     |
|-------------|-------------------|-----|
| 35p Books   |                   |     |
| April 74    | Cuthred 798-807   | 35p |
| June 74     | Silver Groat 1279 | 35p |
| August 74   | ditto             | 35p |
| October 74  | Gold Crown 1592-5 | 35p |
| December 74 | ditto             | 35p |

|              |             |     |
|--------------|-------------|-----|
| 50p Books    |             |     |
| February 73  | Canada Life | 50p |
| April 73     | ditto       | 50p |
| May 73       | ditto       | 50p |
| August 73    | ditto       | 50p |
| Autumn 73    | ditto       | 50p |
| March 74     | ditto       | 50p |
| June 74      | ditto       | 50p |
| September 74 | ditto       | 50p |
| December 74  | ditto       | 50p |

## Festival of Stamps '74

A unique festival, organised by the Stamp Collecting Promotion Council of Great Britain, in conjunction with the British Post Office and the Crown Agents, is being held at the Royal Festival Hall London between 3-6 May 1974.

The Festival will be an international event, but not a stamp exhibition, in the generally accepted sense. However, classical

items from the British Museum, the National Postal Museum and other famous collections will be on display.

As well as highlighting 6 May – the date of issue of the world's first pre-paid postage stamp in 1840 – the prime object will be to illustrate how other subjects and themes are closely linked with stamps and philately. For instance, commerce, industry and the sciences, as well as the arts, sports, entertainment, travel, religions and zoology, have all been 'stamped'. Through the various stamp displays and supporting exhibits, visitors to the Festival will be reminded of British and International achievements and discoveries.

The Festival of Stamps '74 will be designed to appeal to all types of people, old and young, the non-collector and beginner, as well as the advanced collector and philatelist.

## Controls on K E VII Issues

The three letters between the Inland Revenue and Thomas De La Rue and Co., which are reproduced below give the origin of the practice of adding the last figure of the current year to the control capital letters already printed in the margins of sheets of the  $\frac{1}{2}d$  and  $1d$  values. They also shed some light on the timing of the replacement of a control letter by the next letter in the alphabet. The new arrangement was extended to include all values up to 1/- shortly after the introduction of the Mackennal head King George V definitives in 1912

(a) 12 November 1903. From the Inland Revenue to Thomas De La Rue and Co: Gentlemen,

The Board of Inland Revenue understand that it is the practice of your Company to print on the margins of the sheets of  $\frac{1}{2}d$ . and  $1d$ . postage stamps, a capital letter which is changed from time to time after stock-taking.

A suggestion has been made to the Board, in which they concur, that this marginal letter might be of usefulness

to this Department, if the last figure of the current year date could be printed after the capital letter, thus:- "C 4" for "C 1904", "C 5" for "C 1905", and so on, especially if the changing of a letter could be made to coincide with one of the official stock-takings.

The Board will be glad if your Company can see their way to carrying out these suggestions.

(signed) E. E. Stoodley,  
Secretary

- (b) 13 November 1903. From Thomas De La Rue and Co. to the Inland Revenue. Sir,

We have the honour to acknowledge your letter of yesterday, and beg to say that on the 1st of January next we will insert the "4" after the letters which appear on the sheets of stamps, and on the 1st of January in each subsequent year this figure shall be changed, to coincide with the year.

When discussing the matter with the Inspector of Stamping, we pointed out to him that it was quite impossible for us to make the change of letters coincide with the official stocktakings, for it would not be practicable to exhaust the stocks of the  $\frac{1}{2}d$  and  $1d$  stamps at the same time. We will, as arranged with him verbally, exhaust the stocks of both the  $\frac{1}{2}d$  and  $1d$  in the course of March, the one duty probably during the first ten days, and the other duty towards the end of the month, so that comparatively very few stamps under the new letters would have been printed before the 1st of April.

We trust that this proposed arrangement will meet the views of your Board.

(signed) Thos. Audros De La Rue  
Chairman

- (c) 19 November 1903. From the Inland Revenue to Thomas De La Rue and Co. Gentlemen,

The Board of Inland Revenue having

had before them your letter of the 13th instant, desire me to express their thanks to you for undertaking to make arrangements to print on the margins of the sheets of  $\frac{1}{2}d$  and  $1d$  postage stamps the last figure of the current year date, after the capital letter which it is already your practice to print thereon.

The Board note that you will bring the arrangement into force on the 1st January next, and they are glad to hear that you will arrange to exhaust the stocks of both the  $\frac{1}{2}d$  and  $1d$  stamps in the course of March next.

(signed) E. E. Stoodley,  
Secretary.

## Special Handstamps

Unless otherwise stated, items for reposting bearing at least  $3\frac{1}{2}p$  in postage should be sent to the Head Postmaster of the town in which the special posting box is located, or the relevant District Postmaster in London, marking the outer cover "Special Handstamp".

16 March 1974 (P/R)

### **Aldridge Philatelic Society. Fourth Exhibition 16 March 1974 Walsall.**

Special posting box at the Community Centre, Middlemore Lane, Aldridge, Walsall.

18 May 1974 (P/C)

**The 1200th Anniversary of Lyme Regis Dorset 18 May 1974.** Special posting box at the Post Office Lyme Regis.

## Postmark Slogans

Unless otherwise stated, items for reposting should be sent to the Head Postmaster of the town where the slogan is to be used with the outer cover marked "Postmark Slogan".

4 February-3 August 1974

**Come Wednesday Shopping in Tunbridge Wells.** To be used in Tunbridge Wells.

- 18 February–31 March 1974  
**Its all Happening at Brighton and Hove.** To be used at Brighton.
- 4 March–8 September 1974 (P)  
**Lowther Wild Life Country Park April–October.** To be used at Penrith.
- 1 April–29 December 1974  
**Its all Happening at Brighton.** To be used at Brighton.
- 24 December 1973–23 December 1974 (P)  
**This Year Make It Montrose.** To be used at Montrose SSO.
- 1 January–31 December 1974 (P)  
**Visit Shakespeare's Town.** To be used at Stratford-on-Avon (New Design).
- 7 January 1974–6 January 1975  
**Goole Hub of Humberside.** To be used at Goole.
- 14 February–6 April 1974 (P)  
**Ascot Races April 4–6.**
- 7 April–21 June 1974 (P)  
**Royal Ascot June 18–21 Ascot Races.**
- 22 June–27 July 1974 (P)  
**Diamond Day July 27 Ascot Races.**
- 28 July–28 September 1974 (P)  
**Ascot Races Sept 26–28.**
- 29 September–12 October 1974  
**Bovis Day Oct 12 Ascot Races.** All to be used at Ascot.
- 3 June–12 July 1974  
**All England Schools Athletics Championships July 12–13 1974.** Shrewsbury Technical College. To be used at Shrewsbury.

#### REPEAT CAMPAIGNS

- 15 February–28 March 1974  
**Visit Cambridge.**
- 29 March–30 April 1974  
**Cambridge/Heidelberg Twin Cities.**
- 1 May–30 May 1974  
**Keep Medicines Safe.**
- 31 May–30 June 1974  
**Visit Cambridge.**  
 All to be reused at Cambridge.
- Until 30 June 1974  
**Hastings Popular With Visitors since 1066.**

- 1 July–30 September 1974  
**The Hastings Embroidery A Stitch in Time.**  
 Both to be reused at Hastings.
- 19 May–22 June 1974  
**Visit Holmcultram Abbey Festival June Information Phone or Write Abbey Town 654.**
- 25 August–28 September 1974  
**Visit Holmcultram Abbey. Abbey Town Cumberland 12th Century Abbey and Arts Centre.**
- 17 November–21 December 1974  
**Holmcultram Abbey Arts Centre Abbey Town 654 Carlisle.**  
 All to be reused at Carlisle.
- 14 January–13 April 1974  
**Bognor Regis Holidays For All The Family.** To be reused at Luton 1st and 2nd Class.
- 1–31 March 1974  
**Develop in Alloa Glasgow Edinburgh.**

#### PLEASE NOTE:

That the slogan **Holiday at Dunoon** will be used until 30 September and not as announced.

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

#### RAF Cover

A flown cover will be issued in the current 'Squadron' series to commemorate the reformation of No. 27 Squadron. It will show the Martinsyde Elephant used in 1916 and the Vulcan used today. It will be flown on the first operational flight made by the Squadron after reformation and it will be cancelled with a special BFPS handstamp (1435) on 1 March. It should be available on or about 31 March, 1974 from the Philatelic Officer No. 27 Squadron, RAF Scampton, Lincoln, at 25p plus 3p postage. All proceeds will be donated to the RAF Museum Appeal Fund.

## **New Paper for Stamps**

Supplies of the 50p stamp on the new paper referred to on page 7 of the December 1973 "Bulletin" were put on sale at the Bureau and sales counters on 20 February 1974.

## **3p Stamp for Lettercards and 'A' Size Envelopes**

From 20 February, lettercards and 'A' size envelopes bearing a 3p stamp with one phosphor bar to suit the price structure were on sale from the Philatelic Bureau, 2-4 Waterloo Place, Edinburgh, EH1 1AB, and philatelic counters; and at other post offices as stocks of uprated items ran out. The 'A' size envelope measures  $5\frac{3}{4}" \times 3\frac{3}{4}"$ .

## **Letters to the Editor**

Dear Sir,

You remarked in an earlier issue of the 'Bulletin' that it takes approximately 18 months to produce a stamp, from initial concept to actual production. It would be interesting to know who suggests to you subjects for Commemoratives, and how the process of deciding which shall be favoured is carried on.

Can I use up your space to suggest that 4 July 1976 should be celebrated by the Post Office? That is the 200th anniversary of the Declaration of American Independence at Philadelphia. I offer as subjects for several stamps Samuel Adams, George Washington, Thomas Jefferson, Boston Tea Party, Lexington (first blood shed) and the second Continental Congress at Philadelphia, which actually made the momentous decision.

Looking ahead still further, Halley's comet will be visible later this century!

I wonder what other events are in the minds of your readers?

Yours sincerely

ARTHUR ROBINSON

Versoix  
Switzerland

Dear Sir,

Without doubt the stamp set that will be sought after in one hundred years time will be the 1924 Wembley Exhibition. This truly majestic stamp was designed by Harold Nelson for which he received 100 guineas fee.

The printing contract went to Waterlow & Sons who produced them in sheets containing 120; and these, together with an issue in coil form, went on sale at the Exhibition on 23 April until it closed on 1 November that same year.

Yours faithfully

T WRIGHT

Holland-on-Sea  
Essex

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