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# Philatelic Bulletin

Volume 13 Number 8 April 1976

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## Editorial

Over the years the Bulletin has given full details of hundreds of new stamps and in more recent times has shown, in addition, the first day cover and the presentation pack. It is not often that it has been able to show two separate issues of stamps in one month's edition. This month we feature both the British Pioneers and the American Independence Bicentennial stamps. Space prevents us printing the background article on the latter but that pleasure need be deferred only until next month when we can promise readers full coverage, and, we confidentially expect, some first class illustrations.

It is always a pleasure for us to review books on any aspect of our hobby: it was an especial pleasure to review a book written by a former contributor to the Bulletin—Mr A N Donaldson—the more so as it had just won

for him a Silver Gilt medal at this year's Stampex.

## British Pioneering — Social Reformers

### First Day Cover Services

A special first day cover and one pictorial handstamp are to be provided for the *British Pioneering—Social Reformers* stamps, values 8½p, 10p, 11p, 13p, to be issued on 28 April 1976. The special pictorial handstamp provided at the Philatelic Bureau, Edinburgh will depict a *Symbolic Broken Chain*.

The Bureau will provide the following services for First Day Covers:

**Service A** The Official Post Office cover will be addressed as requested to the correct postal address of the destination required and given all 4 stamps, cancelled Philatelic Bureau Edinburgh. The charge is 60½p or 56p for customers with Deposit Accounts.

**Service B** Customers own pre-addressed covers bearing the correct postal address will be given the full set of stamps, cancelled and despatched. The inclusive charge is 50½p per cover.

**Service C** For bulk orders of 50 or more covers to the same address, under the conditions of Service A, the price is 58p per item.

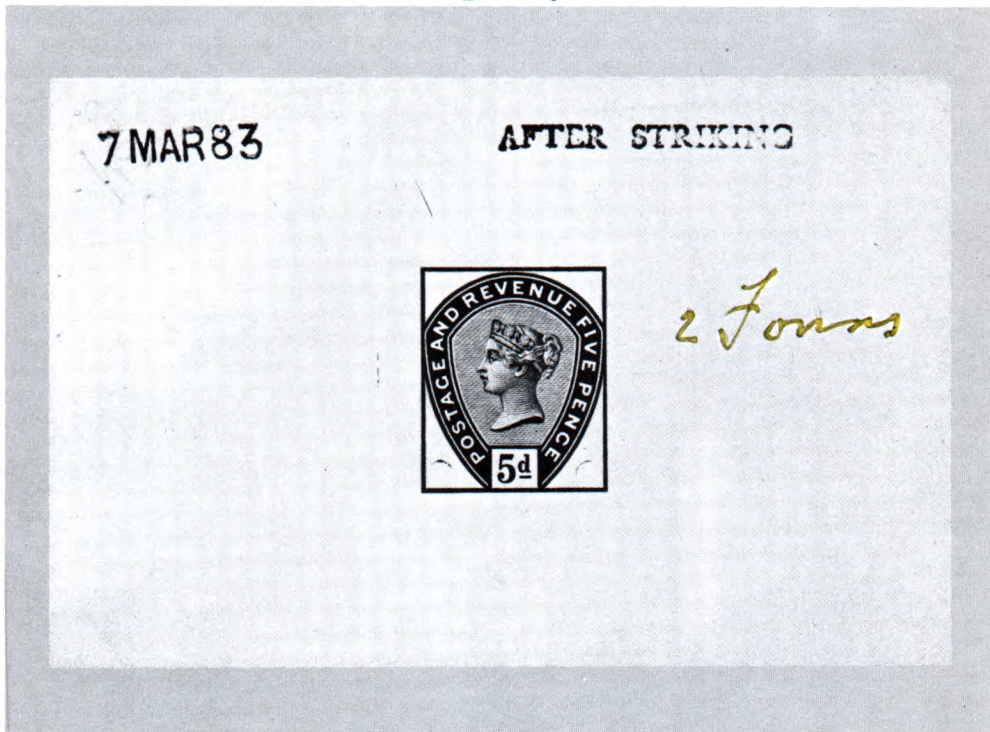
Application forms for these services are available from the Philatelic Bureau and all Head Post Offices. They should be returned not later than 19 April 1976.

## King Edward VII GB Display at the Gibbons Gallery

A display of King Edward VII (GB) postage stamps, part of the collection of Mr J T Clarke FRICS will be featured in the Romano House Gallery, 399 Strand, London from 1-29 April 1976.

The display will contain plating material of all seventeen definitive values, 'cancelled' and 'specimen' stamps together with what is probably the most comprehensive assembly of intact lower pane bottom row marginal rules.

## XXXIV The Rejected Fivepenny of 1884



The 'Lilac and Green' Unified series of 1883-84 is, of course, notorious (if not famous) among GB collectors as the issue which aroused so much criticism from both Post Office employees and the public that, after the weighty deliberations of a highly-powered committee, the series was replaced as soon as possible by the 1887 'Jubilee' series. This was because the various values were too much alike and led to confusion, particularly when post-marked.

The Fivepence, for instance, used the same design as the Threepence, only in a different colour. The first die engraved for this stamp (which was probably also the first die engraved for the series) had a quite distinctive '5d' indication of value. The '5' and the 'd' are serifed and there is a line under the 'd' whereas the issued stamp has the '5d' in sans-

serif type (just like all the other values in the issue) and a dot under the 'd'.

This month's Gem is a proof of this first die after striking the number of 'leads' required to make up the forms for two printing plates (see ms. note). These two plates were, in fact, made and used to print 6 reams of stamps in April-May 1883. Then it was found that the die was cracked so the stamps, the two (unregistered) plates and the die itself were officially destroyed.

Only some die proofs and a very few stamps which managed to escape destruction have survived as evidence of this episode.

A second (modified) die was prepared from which two further plates (3 and 4) were prepared, registered and used to print the issued stamps.

A G RIGO DE RIGHI

## British Special Stamps

### 20. Seventh Commonwealth Parliamentary Conference, 1961

Westminster was the appropriate venue for the seventh Conference of the Commonwealth Parliamentary Association, which was formed as the 'Empire Parliamentary Association' at the time of the coronation of King George V —its name was changed to the present form in 1948. The two stamps commemorating the event were issued on 25 September 1961—



both were designed by Faith Jaques who had previously designed the 'General Letter Office' 1s 3d stamp (1960), and indeed her new 1s 3d 'Parliament' stamp closely resembled her first endeavour in the vertical format.

Her design for the 6d stamp featured the Queen's portrait superimposed upon the celebrated hammer-beam (timbered) roof of Westminster Hall, picked out in gold against the attractive purple colour of the stamp. The Hall

was built by William II (Rufus) circa 1099, and roofed and remodelled by Richard II in 1397. The roof, composed of 13 great timber beams, is remarkable for having no central supports. The 1s 3d stamp shows the Queen in an unusual square setting with, below, an outline of the Houses of Parliament with the Mace (which also appears on the 6d). The commemorative inscription is in bold capitals bordering three sides of the design.

The stamps were photogravure-printed by Harrison & Sons on 'Multiple Crowns' water-marked paper in sheets of 120. The water-mark occurs sideways on the 1s 3d. A major variety is the 'gold omitted' on the 6d. Quantities sold were 6d 16,680,000; 1s 3d 5,760,000.

JAMES WATSON

### Milestone for Postbuses

Britain's 100th Postbus service—carrying passengers with the mail—went into service on January 19 and provided fourteen isolated Scottish villages with their first public transport link in years.

Run by the Post Office, the Postbus sets out from picturesque Glenluce, Wigtownshire, at 7.45 each morning picking up and setting down passengers as it makes its way delivering and collecting the mails into the main county town of Stranraer.

An afternoon return service leaves Stranraer at 2 pm. The 11-seater minibus gives the fourteen Wigtownshire villages a two-way public transport service five days a week.

And as well as carrying mails and passengers it provides the lonely villages and farmhouses with a goods delivery service for such things as groceries, milk and even doctors' prescriptions.

Postbuses were introduced by the Post Office in 1967 to provide a public transport link in rural areas where this could be effectively combined with essential postal services. This has been done by replacing some mail vehicles with minibuses so that passengers

as well as mail can be carried.

Because of the dual purpose of the postbus journeys, the bus routes are economic for the Post Office where they would not be for an ordinary bus operator.

The 100 Postbus services operating in rural areas throughout the UK—some in the most remote parts of Britain—provide a vital public transport link for the 120,000 passengers they carry each year.

## British Empire Exhibition 1924

Readers will remember that last year we printed an article, and letters to the Editor, on the 1924 British Empire Exhibition Commemorative Stamps. The stamps were sold only at the exhibition ground, but there were one or two exceptions to this rule. Mr E D Chambers of Edgware, to whom we are indebted, sent us a cover which we are pleased to reproduce. It will be noticed that the post mark tells us that



*Wm Dear, Esq  
The Court House  
West Ham Lane  
Stratford  
E15*

the letter was posted at 12.45 am on 23 April 1924, a seemingly impossible situation since the exhibition was not opened to the public until much later on in the morning. However, because a selected few philatelic dealers were allowed to buy supplies of these commemorative stamps before the issue date, in order to satisfy their customers who might not be able to visit Wembley on the first day, it is possible that this cover was posted very late on the evening of 22 April in order to receive the first

postmark on the following day—the opening of the exhibition.

## New 10p Stamp Book

For those readers who have not yet seen it, we are illustrating the new 10p stamp book which became available on 10 March at selected London District Offices.



## Seals for Secrecy and Security

Both before and after the use of adhesive envelopes became popular, sealing wax or wafers were used to secure letters in transit by post. Even today despite the powerful adhesives now obtainable, a blob of sealing wax



on which a distinctive personal device is stamped is often used where confidentiality or security is of the essence. For a seal, properly applied, offers immunity from prying eyes or thieving hands: provided the letter or packet is delivered as addressed with its seal unbroken, the recipient is assured that no one has meddled with what is rightfully his, since the seal was affixed.

The use of seals is almost as old as civilisation. Certainly the Romans and the ancient Egyptians used them and there are grounds for believing they originated, as did much else, in China. For securing letters, as distinct from



affixing a seal to an important document to authenticate it, both wafers and seals were employed. The earliest recorded example is of a letter dated 1624 bearing a red wafer. These

wafer contrivances were commonly employed to secure folded letter sheets passing through the post. They were made of a paste which, for sale, could be produced in a dry state but which could readily be softened for use when required. The paste was produced from a homely mixture of fine wheaten flour, isinglass and white of egg: that mixture was spread on flat plates and subjected to gentle pressure to reduce the layers to the required thickness. Several tin plates with layers of the mixture on them were piled on top of one another and oven cured. The heat of the oven and the applied pressure produced a smooth hard polish on the layers of paste which were in fact wafer-thin sheets from which numerous shaped



pieces of predetermined size could be punched. While the paste was being mixed, colouring matter at choice could be added. Affixing these wafer-seal-shapes was simplicity itself. One merely moistened the wafer on both sides and pressed it down between the folded sheets of your letter.

The use of sealing wax as a secure adhesive for securing the privacy of letters or the security of the contents of letter-packets was rather more complicated. To make the wax, according to a Dutch recipe of 1579, one took a quantity of shellac, Venice turpentine and vermilion. These ingredients were melted, stirred together and finally rolled into sticks ready for use. Cheaper ingredients than those named were often employed, as for example red lead for vermilion. But having got your wax you had to have a candle stand or other heat source to melt it and of course an intaglio cut 'seal' of metal or stone bearing your own

distinctive device to impress into the hot wax.

By the 1850's a hybrid device, half wafer half seal, was produced and marketed. This was the so-called medallion-wafer which incorporated in embossed paper a two-coloured cameo-like medallion which in essentials looked rather like the small jasper ware bicoloured ceramic brooches Josiah Wedgwood was making at the turn of the century. By moistening the back of these pretty little labels, for that is what they were, one could without messing about with seals, sealing wax and candlesticks, affix these elegant devices over an envelope flap. One can almost hear the recipient's reaction: 'A charming concept my dear and so very 'Refined'.' The fact that the letter had then to be opened accounts for the fact that only a very few of these medallion wafers have survived.

F MARCUS ARMAN

## RAF Covers

The last commemorative cover in the Royal Air Force Squadron series should be available on or about 25 March 1976. Commemorating the Diamond Jubilee of the formation of No 35 Squadron it shows the Vulcan, AW FK 8 (1917) and HP Halifax (1943). After cancellation by a special commemorative handstamp, (BFPS 1522) the cover will be flown by the Squadron and will be available from the Project Officer, Flt Lt G R Agnew, No 35 Squadron, RAF Scampton, Lincoln at 35p each plus postage 6½p.

Details of the other two remaining covers in the Squadron Series, RAF 39 (203 Squadron) and RAF (SP) 11 (320 Dutch Squadron) can be obtained from the PRO, Royal Air Force Museum, Aerodrome Road, Hendon, NW9 5LL.

## The Social Reformers

The work of the unlikely combination of miner, mill owner, Quaker housewife and aristocrat is featured on stamps issued in a British Pioneers series. In their own way each of them has become a legend.

The first, *Thomas Hepburn* is remembered

for forming the original miners' union in 1831 in protest against the tyranny of conditions imposed by the mine owners. He and his followers were rewarded after years of effort when the Coal Miners Regulation Bill was passed in 1872 which forbade any boy under 10 or any girl or woman to be employed underground.

*Robert Owen* had been equally shocked as early as 1800 by conditions prevailing in the cotton mills. He was determined to improve them and his good management in his new Lanark Mills created a model for a new industrial system. He was largely instrumental in effecting improvement in sanitation, wages, hours and the welfare of his staff coupled with the education of their children.

*Elizabeth Fry* The Quaker daughter of a banker became committed to prison work. Those were the days when prison conditions were so appalling that hundreds of prisoners were confined in tiny areas where they lived, cooked, ate and slept. Elizabeth Fry visited the women in Newgate Prison—a notorious establishment by any standards—and by the example of her simple religion and dignity she brought some order out of chaos. Her work became world famous and it was through her influence that new prisons allowing more humane treatment of prisoners were built.

*The 7th Earl of Shaftesbury*, was destined for political eminence but chose rather to devote himself to philanthropic reform. Appointed a Commissioner in lunacy, he effected complete reform of the barbarous Lunacy Acts. Shocked by working conditions in mills and factories, he campaigned to secure the measure of reform effected by the 10 Hours Bill of 1847. He succeeded in abolishing the abuse of chimney cleaning by wretched climbing boys and, under his long chairmanship of the Ragged School Union, elementary education was provided for no less than 300,000 children. Could there be a better monument for him than the God of Love aiming his shaft at the Avenue in London bearing his name—surely the only sculptural pun in the world?

# British Pioneering — Social Reformers

## Special Stamp Issue 28 April 1976



Four Britons, champions in their particular spheres of social reforms, are remembered with the introduction of a new set of commemorative postage stamps. The stamps together with a first day cover and presentation pack were designed by David Gentleman.

A postcard reproduction of the 8½p stamp depicting hands at the coal face, will also be available from all philatelic sales counters from 28 April, price 7p each, or by post from the Philatelic Bureau, Edinburgh, plus the usual handling charge.

*Values and Subjects:* 8½p Thomas Hepburn—the stamp is devoted to trades unions and bears the caption Thomas Hepburn. The design shows hands hewing at the coal face. 10p Robert Owen—a child's hands are shown

amidst factory machinery. 11p Lord Shaftesbury—the design shows hands sweeping a chimney. 13p Elizabeth Fry—hands clutching prison bars are depicted.

*Designer:* David Gentleman.

*Printing Process:* Photogravure

*Printer:* Harrison and Sons Ltd.

*Technical Details:*

*Size:* 30mm × 41mm

*Format:* Horizontal

*Perforation:* 14 × 15

*Paper:* Coated, unwatermarked

*Sheet Size:* 100.

*Phosphor:* All-over.

*Colours:* 8½p black, dark grey, light grey medium grey. 10p black, violet, violet-black, grey. 11p dark-brown, light-brown, grey, black. 13p green, black, grey.



Mrs J Robinson  
200 Manorbier Road  
ILKESTON  
Derbyshire  
DE7 4AB

# Social Reformers



## Bicentennial of American Independence

### First Day Cover Services

A special first day cover and one pictorial handstamp are to be provided for the *Bicentennial of American Independence* Stamp, value 11p, to be issued on 2 June 1976. The special pictorial handstamp provided at the Philatelic Bureau, Edinburgh will depict the Liberty Bell.

The Bureau will provide the following services for First Day Covers:

#### Service A

The Official Post Office cover will be addressed as requested to the correct postal address of the destination required and given the stamp, cancelled Philatelic Bureau Edinburgh. The

charge is 29p or 24½p for customers with Deposit Accounts.

#### Service B

Customers own pre-addressed covers bearing the correct postal address will be given the stamp, cancelled and despatched. The inclusive charge is 19p per cover.

#### Service C

For bulk orders of 50 or more covers to the same address, under the conditions of Service A, the price is 26½p per item.

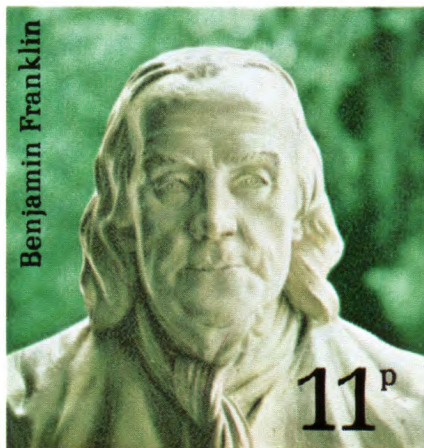
Application forms for these services are available from the Philatelic Bureau and all Head Post Offices. They should be returned not later than 24 May 1976.

## Bicentennial of American Independence Special Stamp Issue 2 June 1976

Philip Sharland has designed a new 11p postage stamp to commemorate the Bicentennial of American Independence. The stamp, which is in the portrait format, depicts a bust of Benjamin Franklin, the original of which stands in the Franklin Room in the Royal Society of Arts.

To compliment this special issue, Mr Sharland has also designed the first day cover and presentation pack, all of which will be available with the stamp on 2 June 1976. The printing details have already been published in the February edition of the Philatelic Bulletin.

The Bicentennial  
of American  
Independence  
1776-1976



POST OFFICE FIRST DAY COVER

# The Bicentennial of American Independence 1776-1976



The Bicentennial  
of American  
Independence  
1776-1976



Mrs J Robinson  
200 Manorbier Road  
ILKESTON  
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## BRITISH POST OFFICE MINT STAMPS The Bicentennial of American Independence 1776-1976



In April 1775, the first shots of the conflict were fired at Lexington in Massachusetts, and a war between colonies and Britain slowly developed. Tragically it was a war which neither side had really wanted, but which had become unavoidable. Perhaps as many as a third of Americans were loyal to the king, and over 70,000 eventually fled the country, mainly for Canada. As the war progressed, Prime Minister Lord North's majority in Parliament dwindled. France and Spain came to the aid of the new republic - helping to recoup their losses of the Seven Years War.

In 1783 Britain made peace and recognised the independence of the United States of America. George Washington became the first President of a country steeped in the better traditions of British political life. Despite the animosities aroused by the War of Independence, its aftermath saw Britain and her former colonies creating more vigorously than ever before, and the future relationship between the two nations was to be marked more by co-operation than by rivalry.

Written by Dr Denis Judd



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

## The First Air Mail Letter Card

Sir Samuel Hoare, told the Imperial Conference of 1926 that 'No one can fail to be impressed with the great future which awaits civil aviation in the British Empire and with the benefits, both political and commercial, which should follow on the development of a complete system of Imperial air routes'.

Imperial Airways quickly followed this lead by turning towards the Empire-linking routes and it was fully committed in this direction by 1928. The Eastwards routes towards India, Malaya and, ultimately, Australia and New Zealand was certainly the most significant in terms of both trade and defence.

In 1926, Imperial Airways had completed preparations for an extension of their air service from Baghdad to Basra and from there down the Persian Gulf to India.

Letters were accepted for airmail transmission to Basra at 3d per oz, and to India at 6d per oz, as from 6 January 1927. Mail had to proceed by steamer from Basra onwards until 1929, when permission was obtained to fly along the southern coast of Persia.

30 March 1929, was the day Imperial Airways inaugurated the first through air mail service between London and Karachi. The route was London-Basle by air. Mussolini would not allow aircraft to enter Italy from France and as airliners of the time could not manage the alternative flight over the Alps, there was a rail link from Basle to Genoa. From there by air to Athens, Tobruk, Alexandria, Gaza, Baghdad, Basra, Jask, Gwadar and Karachi, where the first mail from England arrived on 6 April.

The air fees varied from 2½d per half oz for letters destined for Egypt and Palestine to 6d per half oz for the Gulf Ports and India.

From the start it was essential, if a maximum number of communications were to be carried by aircraft which had marginal payload on long-range flights, that a small, lightweight letter form should be provided.

On 29 June, 1930, Guatemala issued the world's first 'philatelic' Air Letter Sheet. This Official Air Letter was issued by the Post

Office Department to announce a new interior air mail service. On the back panel is an outline drawing of a high wing monoplane and the whole of the interior (correspondence) side describes in Spanish the reason for the introduction of the Air Letter and its postal rates to various parts of the world, for which six simulated air mail stamps pictured on the front were contemplated. Only the 6c value was ever issued and the Air Letter had no franking value.

During 1932 Air Orient performed experimental flights to discover the feasibility of changing their Far East terminal from Saigon to Hanoi. At the same time the Aerial Transport Company of Siam was planning to operate an air service from Rangoon to Hong Kong, in conjunction with the Far Eastern Aviation Co Limited. The Siamese company was to be responsible for the Rangoon-Hanoi sector, and the Far Eastern for that from Hanoi to Hong Kong.

In August 1932, a lightweight form bearing the name 'Air O Gram' was devised by Mr R B Jackson of the Aerial Transport Company of Siam, for use on the Air Orient services between the Far East and Europe. Adhesive postage stamps had to be added to these forms which did not come into general use until early the following year.

In August 1933, Air Orient was merged with other French airlines into a state-controlled group, which later became known as Air France.

We are so familiar with services we use that we seldom wonder how or why they originated in their present form.

Under the Treaty of Lausanne in 1923, Turkey renounced its sovereignty over Iraq (Mesopotamia); a Mandate for the territory had been awarded to Britain by the Supreme Allied Council at San Remo in April 1920; consequently, British personnel were in key positions. This explains why the Inspector General of Posts and Telegraphs, and the Director of Civil Aviation was a Britisher.

Mr Douglas William Gumbley, CBE, ISO

(1880-1973), was employed by the Iraq Government as their Inspector General of Posts and Telegraphs. Normal letters, carried overland, being of varying weight and dimensions, seemed likely to be much too expensive in those days for mass use by newly developing air services in the Middle East. Mr Gumbley realized the need for a light-weight form of specific size and weight.

For this purpose he designed and had printed by Bradbury Wilkinson & Co Limited, an Air Mail Letter Card. The British Air Letter form commonly in use until 1968, was almost identical in format and size.

The Air Mail Letter Card, weighing just under four grammes was registered at Stationer's Hall in London on 15 February 1933 under Mr Gumbley's own copyright.

The impressed 15 Fils stamp (3d) on the world's first printed Air Mail Letter Card issued on 15 June 1933, shows King Faisal, who had been elected King of Iraq in August 1921.

PETER JENNINGS

## Book Reviews

### **Catalogue of RAF Museum and RAF Escaping Society Flown Covers—1975 Edition**

The Royal Air Force Museum Series of Flown Covers was born from ideas conceived by two serving Officers at the Ministry of Defence during the last half of 1968 as a project to raise money for the planned Museum at Hendon. The original forerunner, commemorating the 50th Anniversary of the first Regular Passenger and Cargo Service between London and Paris, was flown on 10 January 1969 and since that date no fewer than 154 Flown Covers have been produced.

The aircraft depicted and the events commemorated have spanned the whole history of the Royal Air Force and some notable Civil Aviation milestones—Covers have featured the DH4, Bristol Boxkite and Maurice Farman Shorthorn among the 'earlies' to the Harrier, Jaguar and MRCA of the 'moderns'; events commemorated have

ranged from the epic Atlantic 'first' by Alcock and Brown to the 10th Anniversary of the Red Arrow. Covers have been flown in Spitfires and Hurricanes and also in Concorde: they have become Rocket Mail and have been dropped by Parachute, and in one case the mailbag in which they were being returned to England fell off the German Post Office sling and dropped into Bremerhaven harbour. Philatelic 'firsts' were achieved when Covers were carried on the maiden flights of both MRCA and Hawk.

All these Covers have been photographed and the events described in the *Reference Book and Catalogue of Royal Air Force Museums and Royal Air Forces Escaping Society Flown Covers* published by the Museum. The Book has been produced to meet the large demand, from a growing number of Private and Service collectors, for an authentic reference book of the Covers. The layout has been standardised in an easy format, the top half of each page being a photographic reproduction of the 'Standard' Cover. Below is information on the Backstamps, Number Issued, Approved Varieties and Catalogue Values together with some interesting background notes.

The Covers appear in three basic formats, although some have additional variations. The Standard Cover, making up the greater part of the Issue numbers, has a cachet giving details of the Special Flight on which it was carried. A proportion are then signed by the Pilot or Captain of the aircraft, and a Variety is produced in limited numbers which may have had special handling and will be signed by an eminent personality connected with the event. Such signatories have included His Majesty King Hussein of Jordan, Rt Hon Roy Mason MP and Service Chiefs such as Marshal of the Royal Air Force Sir Arthur 'Bomber' Harris, Viscount Montgomery, Earl Mountbatten and Lord Portal.

A glance through the pages will show that the stamps used have included many of the definitives, commemoratives and regionals issued in the period, with a bias towards

those with an aviation theme or flavour (Alcock and Brown, Concorde, UPU), but foreign stamps are also used where the Covers are originated abroad. The majority of hand-stamps have been specially designed and official handling of the postal aspects of issue is through the British Forces Postal Service.

Copes of this informative reference work, which also includes details of the short series issued by the Royal Air Forces Escaping Society, can be obtained from the Editor, Wing Commander J Davis, Officers' Mess, RAF Boscombe Down, Salisbury, Wilts at £1.10 post free.

### **The Postal Agencies in Eastern Arabia and the Gulf**

Since 1948, Mr Donaldson has spent 19 years in Kuwait. It is therefore fitting, that someone so qualified, has added to the philatelic knowledge of this area.

One may well recall the series of articles in *Stamp Collecting Weekly* from 1970 to 1973 in which the appetite of collectors-cum-postal historians was whetted, and patience being a virtue, it is now rewarded by a more detailed account of post offices in a neat hard cover book containing 280 pages.

It is imperative to read what the author has to say in his preface and introduction before plunging into the text as these give necessary background information on many aspects should the reader mentally query a point.

The book is divided into two sections. The first of considerable interest to the India Study Circle and the use of Indian and Pakistani stamps in the area. Each chapter is usually preceded by a map plus a brief historical account, thus placing the postal aspects in perspective. The second section is of interest to the study of GB overprints and surcharges and concludes with an equally detailed account of modern issues up to 1966.

There are maps, if not previously illustrated in the first section, preceding the chapters. Throughout the book there are numerous photographs which add to the text; but, bear-

ing in mind that this work is one of postal history, there is no shortage of cover or post-mark illustration which reflects the author's painstaking search for material.

Mr Donaldson is a postal historian and he has combined this with history from 1600, and stamp collecting in a unique way. There are omissions—the most obvious is postal stationery—but, as Mr Donaldson acknowledges, one must draw the line somewhere.

In conclusion, the work is a delight to read and the absence of padding plus not being too technical, makes it an ideal reference book packed with facts, and a must for the bookshelves for collectors of this area.

Mr Donaldson won the Francis Webb Memorial Trophy for Literature at BPE 1975 and a Silver Guilt medal at Stampex 1976. *The Postal Agencies in Eastern Arabia and the Gulf* is published by Harry Hayes, 48 Trafalgar Street, Batley, West Yorkshire WF17 7HA. Price £5.80.

### **Federation of South Wales Philatelic Societies**

The Federation of South Wales Philatelic Societies is to hold its 7th Annual Convention at St Julian's High School Newport, Gwent, on Saturday 10 April 1976 from 12 noon until 5.30 pm. The Post Office will mount a display and sales counter. Other attractions will include an auction, dealers stalls and an address by the President of the Federation, Mrs E L Morgan FRPS L.

### **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'.

24 April 1976 (P/O)

**'Scottish Philatelic Congress Stirling 24 April 1976'.** Special posting box will be at the Pathfoot Building University of

- Stirling, Stirling FK9 4LA.  
 2 June 1976 (P/C)  
**'American Bicentennial 1776-1976 American Museum Bath 2 June 1976'.**  
 Special posting box at the American Museum in Britain Claverton Manor Claverton Bath Avon BA2 7BD.

## 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'.

- 15 March-26 June 1976 (P)  
**'Morecambe Gateway to the Lakes'.** To be used at Lancaster. Second Class.  
 18 March-9 June 1976 (P)  
**'South of England Show Ardingly (Sussex) 10, 11, 12 June.'** To be used at Redhill MLO.  
 First Class 18 March-7 April 1976  
 19 April-15 May 1976  
 23 May-9 June 1976  
 Second Class 18 March-9 June 1976  
 1 April-26 May 1976  
**'Enjoy a Day at Brighton Races 13 April, 11, 12, 26, 27 May'.** To be used at Brighton. 2 Dies. 1 First Class, 1 Second Class.  
 26 April-6 June 1976 (P)  
**'Bath Festival 28 May-6 June'.** To be used at Bath. First Class.  
 3 May-27 June 1976 (P)  
**'University of Essex for Conferences'.**  
 To be used at Colchester.  
 10-21 May 1976 (P)  
**'Look Ahead with Manchester Unity Odd Fellows Friendly Society Annual Conference Scarborough 17-21 May'.**  
 To be used at Scarborough. First and Second Class.  
 27 May-7 July 1976  
**'Enjoy a Day at Brighton Races 21, 22, 30 June, 1, 8 July'.** To be used at Brighton.  
 4 Dies. 2 First Class, 2 Second Class.  
 13 July-23 August 1976

- 'Enjoy a Day at Brighton Races 3, 4, 5, 18, 19, 24 August'.** To be used at Brighton.  
 4 Dies. 2 First Class, 2 Second Class.  
 24 August-4 October 1976  
**'Enjoy a Day at Brighton Races 5 October'.** To be used at Brighton. First Class.  
 27 November-24 December 1976 (P)  
**'University of Essex for Conferences'.**  
 To be used at Colchester.

## Repeat Campaigns

- 16 February 1976-15 February 1977 (P)  
 1. **'Leeds a Capital City for Work and Play'**  
 2. **'Leeds a Motorway City of the Seventies'**  
 3. **'Capital of the Centre of Britain Leeds'.**  
 To be reused at Leeds.  
 1. First Class  
 2. First Class.  
 3. Second Class.  
 5 April-30 May 1976 (P)  
**'Royal St Georges Golf Club, Sandwich Penfold PGA Championship 28-31 May 1976'.** To be reused at Dover, Sandwich, Canterbury, First and Second Class.  
 5 April-30 May 1976  
**'Penfold PGA Championship Royal St Georges Sandwich 28-31 May Thanets Big Bank Holiday Attraction'.** To be reused at Margate and Ramsgate.  
 Margate 1 machine First and Second Class.  
 Ramsgate 2 machines First and Second Class  
 19 April-1 May 1976 (P)  
**'Scone Palace'.** To be reused at Glasgow, Aberdeen, Dundee, Edinburgh (2). Second Class.  
 26 April 1976-22 May 1976  
**'The Samaritans Distress and Despair Phone or Visit in Confidence'.** To be reused at Tunbridge Wells. Second Class.

P denotes Pictorial

R „ Rectangular

C „ Circular

O „ Oval

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