
Philatelic Bulletin

Volume 11 Number 9 May 1974



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Introduction

We have been fortunate enough to persuade David Gentleman to leave his design studio long enough to let us have his own thoughts on his Fire Service stamps, and we are delighted to publish his lavishly illustrated feature. If it shows nothing else, it demonstrates better than any words of ours how much care and thought go into the preparation of our special issues.

Our major article next month will be a paper given by E. G. White, the Post Office's Director of Marketing to the Philatelic Congress of Great Britain entitled "Satisfying the Philatelist". This is a major statement of our philatelic policy which will be of con-

siderable interest to all who have an interest in GB stamps.

Recent and Forthcoming Changes

Dextrine gum

The 9p definitive stamps with Dextrine gum and on paper similar to the £1, 50p and 20p stamps are now available, as are G2 rolls with Dextrine.

Pre-Stamped Postcards

Ready-stamped postcards will be on sale at Post Offices at the first-class rate from May 1. Second-class pre-stamped postcards, sales of which have been going down steadily, were withdrawn at close of business on April 30. Other postcards can still be sent second-class by customers who stick stamps on them.

Sales of ready-stamped postcards have been dwindling since 1956 when the Post Office was selling 14 million a year. By 1973-73 this had dropped to a mere 960,000. Introduction of the faster first-class card into the range of stamped stationery could reverse this decline, meeting the need of customers who wish to send urgent messages.

The new cards carry a first-class inland rate stamp impression (stamp value 3½p with two phosphor bars) and will cost 4p each or 39p for a packet of 10.

New Registered Envelopes

Changes being made in the paper used for registered envelopes could save thousands of pounds.

The change is from the present scrim-lined paper to duplex manilla. The new envelopes – white with dark blue interior – have been on trial in Scotland for over a year with complete success.

The new envelopes, which will be brought into use as stocks of the old ones are used up, are considerably cheaper, but as efficient as the old ones. This economy – a saving of about £50,000 a year – will help in our aim of keeping down costs.

Gems from the R M Phillips Collection

XI The Embossed Envelopes of 1841

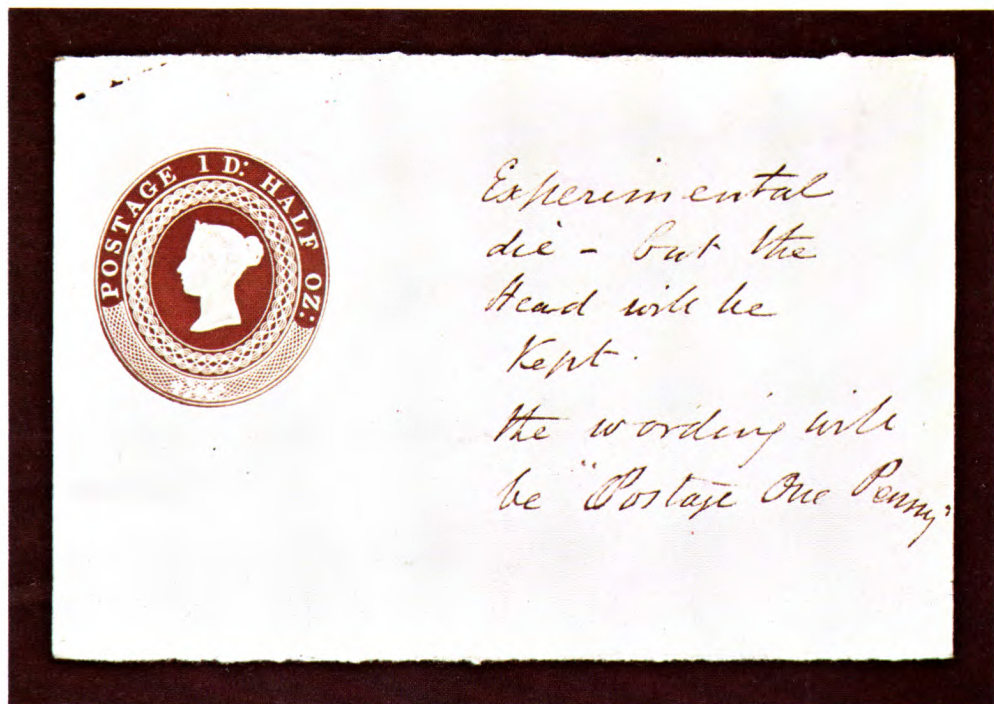


Fig. 1

The outstanding contribution to the design of the early adhesive stamps and postal stationery was undoubtedly that made by William Wyon, the most gifted member of a talented family of artists and engravers. In 1834 he modelled a profile hand of the young Princess Victoria which three years later he used for the famous medal commemorating the Queen's Coronation visit to the City of London.

In the late autumn of 1839 Rowland Hill and his assistant, Henry Cole, were taking action to implement the agreed Treasury decision to provide for prepayment of postage by four methods: firstly, in cash; secondly, by adhesive postage labels; thirdly, by the use of specially designed prepaid envelopes and letter-sheets (the Mulready covers), and finally by the 'stamping' (at the Stamp Office) of private or commercial letter-sheets or envelopes. On

16 December 1834 Hill recorded in his diary that he had commissioned the die for the new adhesive stamps, the Queen's head "to be drawn from the City Medal". By this date action was also under way to implement the third and fourth methods. Sir William Mulready had produced the first sketch for his "highly poetic design" and Rowland Hill had, on 11 December, "directed Mr Wyon to commence a die of the Queen's head".

This Wyon die (there were, in fact, at least two dies, one with, and one without, a pendant curl on the chignon) was used to produce a number of different essays in which the portrait was framed within oval borders engraved by Alfred Deacon, a distinguished engraver. Deacon was employed by Charles Whiting, a printer of Beaufort House in the Strand, who had submitted a large number of



Fig. 2

entries in the Treasury Competition of 1839. Most of the Wyon/Whiting essays date from the very beginning of 1840.

Two well-known collectors of early Great Britain, Mr John Griffiths and Peter Beresford (*a nom de plume*), have advanced exactly opposite views of the purpose of these essays in recent articles in the *G B Journal* (January, March and July 1973 respectively). Mr Griffiths considers that Wyon's die was intended for the production of embossed adhesive postage stamps; "Peter Beresford" holds that they were intended for use by the Stamp Office for impressing privately-made envelopes and letter-sheets. I think the weight of evidence overwhelmingly supports the second theory. Apart from the fact that by the end of 1839 Perkins Bacon & Petch had already been commissioned by Hill to obtain a design (from Henry Corbould) from which a die for recess printing (of an adhesive postage stamp) was to be engraved, Henry Cole stated quite

categorically in his autobiography ("Fifty Years of Public Life") that "Mr W Wyon RA was commissioned to produce a head of Her Majesty as a medallion, to be embossed on any paper . . .".

Among the many examples of the Wyon/Whiting essays in the R M Phillips Collections in the National Postal Museum one (illustrated as fig 1) is outstanding. Embossed on an envelope, it can be dated, from another example in The Queen's Collection, as having been produced about 25 January 1840. The envelope is annotated in ms. "Experimental die - but the head will be kept . . . The wording will be 'Postage One Penny'." It is interesting to note that on 30 January 1840 Rowland Hill wrote to Perkins Bacon that "The legend of the stamp (the adhesive) is now fixed to be 'Postage One Penny' . . .".

The new wording appears on a similar Wyon essay dated February 1840 and by 29 May, Whiting had produced a proof of a



Fig. 3

new Wyon die which is virtually identical with that used for the 1841 One Penny envelope. Before May 1840 it looked as if Wyon's embossed head would never be used. There was no question of it being used for the new postal stationery – the Mulready design was still considered exactly right (and had been put into production) and embossed stamps anyway were being regarded as unsatisfactory. There had been long delays in producing an approved die, there were difficulties in adapting the existing stamping machinery and the embossing process itself was suspect at the Treasury because it was thought just possible that it could be forged by the use of electro-typing. This led to the whole scheme for stamping paper at the Stamp Office being abandoned as risky and in any

case not the object of any strong public demand. (Rowland Hill's diary, 13.10.1840). Hill ended this diary entry, "I am sorry to give up Wyon's stamp for it is a beautiful thing."

At the beginning of May 1840, the Mulready-designed covers ran into severe criticism and were extensively caricatured. Rowland Hill noted as early as 12 May, "I fear we shall be obliged to substitute some other stamp for that designed by Mulready". By early June, Hill, in view of this, was making experiments to see whether Wyon's embossed stamp, "cannot be printed rapidly and cheaply on the envelopes and covers". Four months later, probably in view of the Treasury's fears of forgery, he was investigating "contrivances for rendering Wyon's stamp impossible of

imitation by the Electrographic process and for reducing the cost of impressing it". The Lords of the Treasury modified their original views and on 14 November a new type of envelope was decided on to replace the Mulreadys and this was to be embossed with 1d and 2d stamps using Wyon's dies.

The new envelopes, officially issued on 10 February 1841, are known used from 25 January. Selected for illustration here are two further gems in the R M Phillips Collection.

The first (Fig 2) is the One Penny envelope used from Belfast on 15 February 1841 cancelled with the Maltese Cross *in red*. This is a

very rare item as the use of red ink for cancellation was abandoned in February 1841. The final items illustrated (Fig 3) and two covers, the One Penny and Two Penny envelopes, both used at Exeter. These are mounted together on the album page with the side flaps open to show that they are made from Dickinson silk-thread paper (a further precaution against forgery) with the threads running diagonally. It will be seen that the embossed stamp on the One Penny envelope is cancelled not, as per regulations, by a Maltese Cross but by the Exeter date stamp, which makes this a virtually unique item.

A G RIGO DE RIGHI

Royal Air Force Flown Covers – May 1974

1. The following will be issued in the RAF Museum Squadron Series:—

RAF 24 – Diamond Jubilee of No 7 Sqn. – RE5 and Canberra; BFPS commemorative handstamp 1436 (1 May – Project Officer: Flt. Lt. R West, No 7 Sqn., RAF St Mawgan, Newquay, Cornwall. Available about 31 May.

RAF 25 – 100 Sqn. (FE2B and Canberra) – BFPS handstamp commemorating 25th Anniversary of Canberra 1437 (13 May) – Project Officer: Flt. Lt. S L Waring, No 100 Sqn., RAF West Raynham, Fakenham, Norfolk. Available about 20 June.

RAF 26 – Disbandment of No 543 Sqn. (Spitfire, Valiant and Victor) –

Disbandment handstamp (BFPS 1439) 24 May, Project Officer: Flt. Lt. G Whitfield, No 543 Sqn., RAF Wyton, Hunts. Available about 30 June.

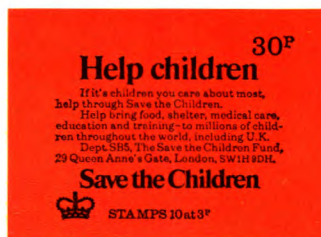
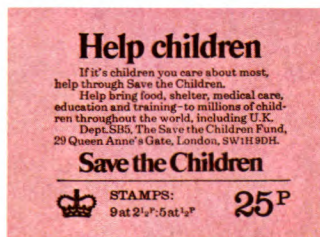
Covers from respective project officers at 28p including postage.

2. The Services' participation in the Biggin Hill Air Fair will be marked by a cover showing the Army Air Corps famous display team, the Blue Eagles. Cancelled with a commemorative handstamp (BFPS 1454) on 17 May it will be flown by the Blue Eagles and should be available from the Project Officer, RAF Biggin Hill, Westerham, Kent, on about 21 May at 30p plus 3p postage.

Proceeds from these Covers will be devoted to the Royal Air Force Museum Appeal Fund.

Stamp Book Covers

These are the covers of stamp books available from the Philatelic Bureau and philatelic sales counters.



UPU Stamps First Day Cover Services

Four stamps, values $3\frac{1}{2}p$, $5\frac{1}{2}p$, $8p$ and $10p$ are to be issued on 12 June 1974, to mark the centenary of the founding of the Universal Postal Union.

The following first day cover services will be offered by the Philatelic Bureau Edinburgh:

SERVICE A

This consists of the official Post Office cover addressed as requested and bearing the full set of stamps. The cover will be cancelled with a pictorial handstamp reading "Philatelic Bureau Edinburgh". The charge will be $38\frac{1}{2}p$ or, for customers with deposit accounts, $36p$.

SERVICE B

Under this facility, customers own pre-addressed covers will be accepted for servicing with the full set of stamps and cancelling with the pictorial postmark. The charge is $32\frac{1}{2}p$.

SERVICE C

For bulk orders of 50 or more covers, all addressed to the same destination, the conditions of Service A apply except that the charge is $36p$.

For customers who wish to post their own covers to receive a "First Day of Issue" cancellation, the usual facilities will be available at Post Offices where philatelic posting boxes are provided.

The Universal Postal Union History of the Movement

The UPU – the coordinating body for the world's postal administrations – is responsible for standardising and streamlining international postal services. Under its auspices fall a world-wide network of offices scattered even in the most remote localities – over half-a-million post offices in the world employing $4\frac{1}{2}$ million workers and handling over 250 million items. As the UPU is a specialised agency of the UN, all member states may join the organisation. Non-members of the UN

may join if backed by two-thirds of member countries of the Union which number to date, 150.

The organisation itself is of course a hundred years old, although international agreements over the post date from the sixteenth century. Until this time, the despatch of letters depended on the private messenger services of royal households, universities and major religious orders, and therefore was a luxury for the very few.

However, during the sixteenth century, Franz von Taxis created a postal service between the States of Austria, Germany, the Netherlands, Italy, France and Spain.

These early arrangements were, however, bilateral ones adapted to the specific needs of the countries involved, and gave rise to a multiplicity of postal rates – over 1,200 separate tariffs existed before the founding of the UPU.

With the age of faster transport – the nineteenth century – postal administrations realised the need to standardise international services. The introduction of two innovations by Great Britain in 1840 – single-rate penny postage and the first postage stamps – pointed the way towards standardisation of international services.

In 1863, Montgomery Blair, USA Postmaster General, initiated the first international postal conference in Paris at which 15 countries were represented and certain general principles outlined.

However, the beginnings of the UPU were not until 11 years later, when Heinrich von Stephan, a high-ranking official of the Prussian Postal Administration, suggested to the Swiss Government an international conference be held under their auspices at Berne. This convened on 15 September 1874 and 22 member states attended. On 9 October a "Treaty concerning the Establishment of a General Postal Union" generally called the "Berne Treaty" was signed. This was the forerunner of a multilateral convention governing international services which came

into force on 1 July 1875. Three years later in 1878, this "General Postal Union" became the UPU. Only one major change has occurred in the Union since that time, when in 1948 it became a member of the UN system of organisations.

Aims and Administration of the Union

The UPU has two fundamental principles: firstly that the member countries be considered as forming "a single postal territory for the reciprocal exchange of letter post items" and secondly, the principle of freedom of transit – the obligation of administrations to allow postal items to pass through their countries unimpeded en route from one member state to another.

Other important principles include standardisation of charges and weights of posted items and regulations on registered items, airmail, valuable items in transit and perishable or fragile packets.

Another important tenet finalised at the 1969 Tokyo Congress is that a member which in its exchanges with another receives more items than it sends has the right to collect from the despatching administration a flat rate payment as compensation for the extra costs incurred. Decisions on these aspects of international mail services are laid down in the Acts of the UPU which are binding on all members.

The Union's main activity therefore remains legislative; it is constantly reviewing the Acts of Union in the light of ever-changing conditions. It provides a forum for the exchange of new ideas and techniques such as electronic sorting methods and management techniques.

The administration of the Union devolves onto four main bodies – Congress, the Executive Council, the International Bureau and the Consultative Council for Postal Studies (CCPS).

Congress is convened every five years in different countries of the UPU in order to study and revise the Acts of the Union using as a basis for this proposals put by members of

the other bodies of the UPU. The UK last played host to the Congress in 1929, but in this Centenary year it will convene of course in Switzerland, at Lausanne.

The Executive Council meets every year between sittings of Congress to ensure the continuity of the UPU's work.

The International Bureau at Berne is responsible for the coordination, publication and dissemination of information about international postal services.

The CCPS meets yearly and is responsible for organising studies of major problems affecting postal administrations. It also examines teaching and training problems in the new and developing countries.

As well as pursuing its general administrative aims, the UPU has, since 1963, participated in the UN Enlarged Programme of Technical Assistance. In this context it has become an important intermediary between postal administration requiring technical assistance and those in a position to supply it. To this end it helps provide the developing countries with expertise, equipment and bursaries for vocational training.

Since its inception the UPU has both pursued the aims laid down by its founders and successfully met the wide-ranging needs of its member countries. By its constant efforts to promote international collaboration it remains in the vanguard of the international communications business.

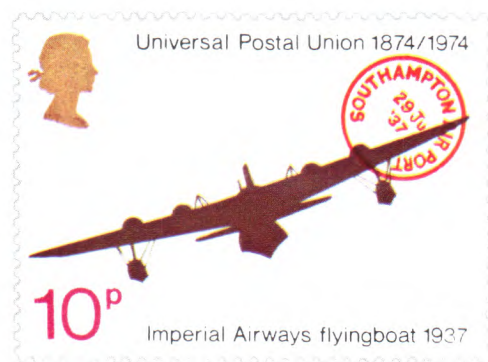
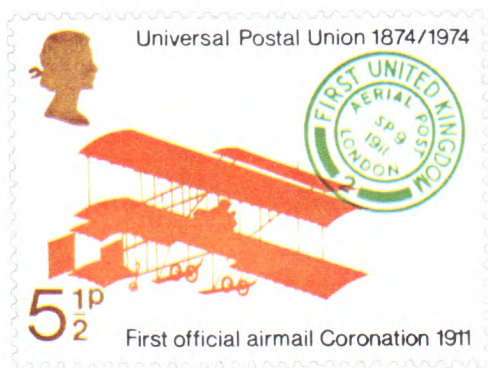
Country Stamps - Presentation Packs

Presentation packs of the new "Country" stamps will be on sale at all Head Offices in Scotland, N. Ireland, and Wales and from the Bureau and philatelic sales counters from 29 May 1974.

The packs will contain one each of the 3p, 3½p, 5½p and 8p stamps of the respective countries and will cost 25p each.

The stamps were first issued on 23 January 1974 (Philatelic Bulletin January 1974).

Universal Postal Union Stamps



On 12 June 1974 four stamps will be issued to celebrate the centenary of the founding of the Universal Postal Union. The stamps, values 3½p, 5½p, 8p and 10p, show methods of transport which have played a significant part in the transport of mail. These are catalogued below, and each stamp also shows a postmark relevant to the mode of transport depicted. The stamps were designed by Rosalind Dease who has designed several stamps for the British Post Office in recent years. Miss Dease also designed the Presentation pack and First Day Cover.

Printing Details

Printer: Harrison & Sons Ltd

Values & Subjects: 3½p P & O Packet Steamer

'Peninsular' 1888; 5½p First official Airmail Coronation 1911; 8p Airmail blue vans and postboxes 1930; 10p Imperial Airways Flyingboat 1937.

Size: 41 × 30 mm

Perforation: 15 × 14

No to Sheet: 100

Paper: Coated unwatermarked phosphor

Format: Horizontal

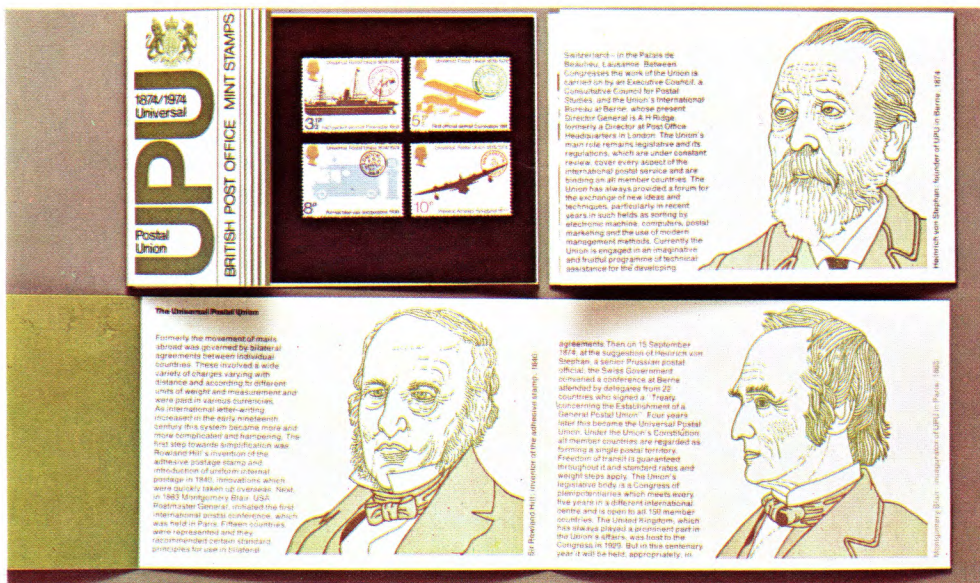
Process: Photogravure

Date of issue: 12 June 1974

Designer: Rosalind Dease

Colours: 3½p black, gold, grey, blue, pink; 5½p black, gold, olive, orange, green; 8p black, gold, violet, blue, brown; 10p black, gold, grey, orange, pink.

UPU Presentation Pack



UPU First Day Cover



The Fire Service Stamps

The preliminary designs referred to in the accompanying article by David Gentleman.



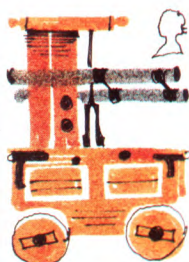
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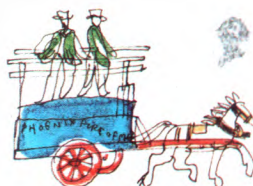
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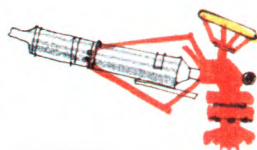
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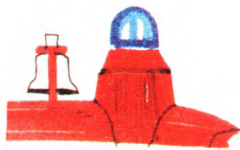
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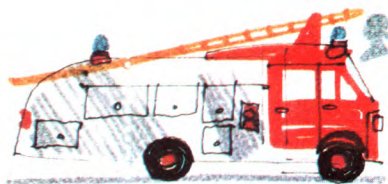
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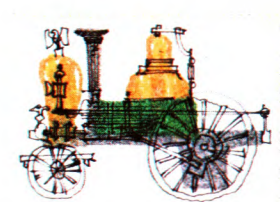
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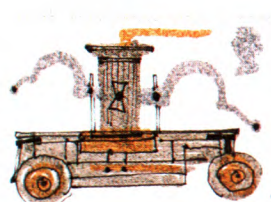
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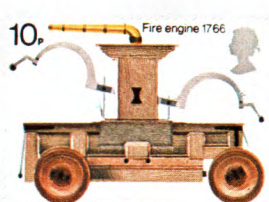
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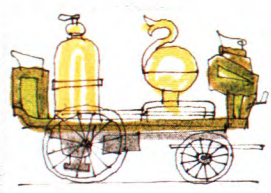
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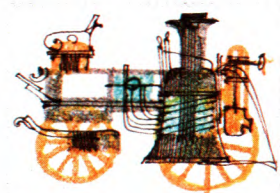
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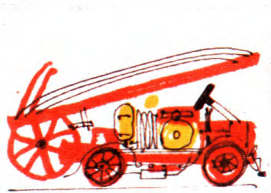
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23



24

The Fire Service Stamps

by David Gentleman

Some stamps are much harder to design than others. Sets like the BBC anniversary in 1972 give the designer a very difficult set of problems to solve: how to suggest the scope of such a vast subject, and such a complex organisation, within the square inch of a stamp, and still be interesting and arresting, even to people who have no particular reason to be interested in the subject; how, in short, to reduce a very complex subject, expressed quite easily in words, into a pictorial language which will explain itself at a glance on a stamp on an envelope. A subject like the Fire Prevention Act of 1974, though it may hardly be called a familiar household word, is so instantly appealing in all the varied ideas it brings to mind, that the designer need not rack his brains at all; innumerable interesting and pictorial ideas come flooding in, and all he has to do is to sort them out, and decide which set of ideas will make the most satisfying and meaningful group of stamps.

The accompanying sketch designs show how this process of exploring, and then weeding out, took place. Of course, it was fire engines that leapt to mind straight away; but even so, I thought it best to explore the subject a little more fully, to make sure that a better idea was not being overlooked. There were indeed plenty of alternatives: dramatic eighteenth century prints of famous blazes⁵; heroic rescues from this inferno; even the basic idea of a single flame, symbolising the whole subject, seemed worth exploring. There was also the very rich graphic material associated with fire insurance such as the symbol of the company, which one can still see occasionally on an old house, to signify that it carried the protection of a company like the Sun, backed up by the number of the policy². There was also the tempting possibility of using the uniforms or liveries, of the firemen, distinguished by their various colours and badges. These could be shown in various ways: either worn by firemen on the job on the old horse-drawn and hand-operated

pumps⁶, or on the mid Victorian steam powered pumps like the Sutherland⁷, which still needed a team of horses to draw the heavy pump to the fire; or the uniforms could become the main subject of the stamp¹, even accentuated further still if necessary by concentrating on a telling detail like the familiar brass helmet of the fireman of one's imagination³.

On the other hand, lest the whole set grow too nostalgic, one could show more recent fire fighting devices such as the homely wartime stirrup pump, well able to quench a lighted match, or the powerful modern developments like the jet⁸ intended to spray foam onto petrol blazes. I saw this particular item during a visit to the Dennis factory at Guildford, where the familiar engines like ¹¹, ¹² are made. This one illustrates a problem peculiar to stamp designing: it is not always possible to squeeze an object onto the stamp shape. This engine¹¹ was clearly too long for the stamp; and to show it in perspective¹² created new problems; it would have broken the unity of the set, and in any case perspective doesn't look very convincing within the confines of a square inch. For a while I considered using a detail of the engine, like the flashing lights⁹ or the fire bell and siren¹⁰ which herald its arrival; or even choosing a present-day machine with a hydraulic platform, which would be flexible enough to fill the stamp quite effectively; but in the end the Post Office stamp advisory committee selected the four historic engines ¹⁵ ¹⁸ ²¹ ²⁴ which tell the story of the development from the hand-pulled, hand operated pump of the late eighteenth century up to the first motor driven and motor-pumped engine, built by Merryweather in 1904.

My source for these machines was once again the Science Museum, which was so helpful with the British Ships designs and again with the BBC and Marconi set, and whose tolerance of photographic tripods is both invaluable and almost unique; indeed, without its help and enthusiasm, this set of

designs might have been entirely different. (35 mm photography is an excellent way to gather material for a design task, whether a stamp or a mural: one can accumulate it quickly, and sort it out and discard the useless elements at leisure with a cool and uncommitted eye, whereas if one has spent a long time sketching a possible subject one is much more reluctant to drop it when it begins to seem inappropriate). I had to reject several very pretty engines like ^{13 19}, and briefly toyed with the idea of showing one of them in cut-away section ²⁰. In the end, all the fire engines shown came from the Science Museum, though I had originally hoped to include this one⁴ from Warwick Castle: but its upright proportions would have looked out of place in the set. The Science Museum has a rather similar one in its reserve collection at Hayes, and this became the 10P^{14 15} design. Its pump handles project at either side of the central wooden upright, which houses the air cylinder. In the final design I turned

the “goose neck” nozzle round to face left.

The 8p design is based on the Museum’s print of an engraving of the first steam fire engine, built by Braithwaite and Ericsson in 1830, ^{16 17 18}. One can see the horizontal steam pumps centrally, between the boiler and the spherical pressure chamber¹⁶ which converted the erratic pressure of the pistons into an even, consistent flow to the hose.

The 5½p design ^{20 21} shows the splendid prize-winning engine, the Sutherland, built by Merryweather in 1863, still to be seen in the Science Museum in a condition not very different from its original form, though it has lost a very pretty cinder-eye at the top of the funnel, which made this look rather like one of the Kremlin’s spires. In 1904 Merryweather built the engine on the 3½p design^{23 24}, for the Finchley Fire Brigade; an engine which, though now slightly altered, I have tried to restore to its original form (with its ladder, and a shorter, less-projecting bonnet) on the finished stamp.

Most New County Names for Postal Addresses

With just two exceptions, the new county names in England and Wales will become part of postal addresses from 1 July 1974, by which time the new county administrations will have been in operation for three months. The Post Office asks customers to change as soon as possible to the new addresses, but for 12 months – until 1 July 1975 – addresses with the old county names may still be used.

The 2 exceptions are Greater Manchester, and Hereford and Worcester. In one other area – Humberside – Post Office sorters will need the additional clarification of the prefix “North” or “South” in the address.

The new county names resulting from the Local Government Act will be adopted in all other areas because they can be brought into use without any significant effect on the quality of service to customers.

The new names can be incorporated into the mails operation without too much dis-

turbance. Postcodes, which are not affected by these changes should continue to be added to the end of addresses.

The changes in postal addresses will be introduced from 1 July 1974. For a year after that date – until 1 July 1975 – a dual sorting system will be operating in the Post Office for both the old and the new county names. After that time letters not bearing the new county names, like other incorrectly addressed mail, may be delayed.

The Post Office has built up a reliable network of routes based upon post-towns (which should be shown in block capitals in addresses) and counties. The changes proposed affect only the county part of the address. The Post Office does not intend to use the new district names in postal addresses because they would serve no purpose in routing mail, could confuse sorters and lead to delays.

An Historical Footnote on those Fire Service Stamps

David Gentleman's pictorial stamps featuring early fire engines commemorate, pleasantly enough, the 200th Anniversary of the Fire Prevention (Metropolis) Act of 1774. The occasion also serves to remind us of other men whose fame in the service of the posts is undeniable, who had a dynamic influence on the Fire Service.

First among them was Benjamin Franklin who as a young man learned the art of printing in London, where he lodged in St. Bartholomew's Close, hard by London's Chief Post Office; and perhaps because he was so impressed with the devastation wrought by fires in London, played a part in establishing the oldest Insurance Company in America – then of course a British Colony. He published notices about the company in his Newspaper and printed its policies in his print shop. The company rejoices in the splendid title "The Philadelphia Contributionship for the Insurance of Houses from Loss by Fire". It used the ancient "Hand in Hand" Fire Mark as did some London companies.

As everyone who learned during the 1939-45 war how to handle a stirrup pump will recall, tackling a fire at its heart is the essence of fire fighting. It was precisely this that Jacob Perkins did as early as 1812 – long before his inventive brain tackled the complications of security printing which ultimately won his firm the contract for printing the first postage stamps. The construction of pumps fascinated him and, with that engineering brilliance which characterised all his endeavours both in America, his homeland, and later after he had emigrated to London in 1819, he made pumps for ships and also for fire fighting appliances. His first fire engine was made in 1812 and this model was greatly improved the following year when he succeeded in controlling the water flow at high pressures. The trouble with the hose

lines, made of canvas, splitting under pressure, he overcame by introducing rivets.

Jacob Perkins patent fire engine was so successful that he had to establish a manufactory to make them in quantity. Business as such not being to his liking, for Jacob much preferred solving problems in his workshop, he put in charge of the Fire Engine business his newly acquired son in law, Joshua Butters Bacon who had married Sarah Ann, his second daughter.

J B Bacon ran the Fire Engine business in Philadelphia until 1821 when he sold it and came to London to join his father in law's London based printing business, which he was to manage long before postage stamps were thought of.

F. MARCUS ARMAN

Mini Bus Postcard

The postal mini bus service between Penrith and Martindale was introduced in 1967.

A viewcard, showing the Royal Mail bus climbing its way above Ullswater on its journey, is now on sale on the bus and at the main Penrith Post Office.

The full colour card, which gives a brief description of the service will bear a special cachet mark, when purchased on the bus. A fully serviced card can be obtained from the Head Postmaster, Carlisle, 20 – 34 Warwick Road, Carlisle CA1 1AA, at a price of 15p. The card bearing the cachet mark and a 3½p stamp will be cancelled by the normal Penrith postmark.

If the address is overseas please include the postage in excess of 3½p. Requests should be confined to the number of cards, the type of service required and the address including full postal code.

Postcards without a cachet or postage stamp are available for 5p. A stamped addressed envelope bearing the postcode should be enclosed with any order for unserviced cards and should measure not less than 4½ × 7".

Special Handstamps

Unless otherwise stated items for reposting bearing at least 3½p in postage should be sent to the Head Postmaster of the town where the special posting box is situated or the relevant District Postmaster in London, marking the outer cover "Special Handstamp".

6 May 1974 (P/R)

Janssen Pharmaceutical Ltd Opening of New Head Office Marlow Bucks 6 May 1974. Special posting box at Janssen Pharmaceutical Ltd, 14 Chapel Street, Marlow.

18 May 1974 (P/C)

Brighton Festival 18 May 74. Special posting box at the Pavilion Theatre, Brighton.

18 May 1974 (R)

UK Thematics 74 International Stamp Exhibition 18 May 74 Luton Beds. Special posting box at the Exhibition.

25 May 1974 (P/R)

Opening of Avon Jamboree 74 by Lord Baden-Powell 25 May 1974 Tyntesfield Wraxhall Bristol. Special posting box at the Jamboree.

27 May 1974 (P/R)

Medieval Pageant Ashby Castle May 27 1974 Ashby de la Zouch Round Table. Special posting box at the Pageant Ground, Ashby Castle.

3 June 1974 (P/R)

Yorkshire Bank School Banks Centenary Year 1974 Leeds 3 June 1974. Special posting box at the Yorkshire Bank Infirmary Street, Leeds.

18 June 1974 (P/C)

Sounding of Retreat by Massed Bands the Light Division 18 June 1974 British Forces 1456 Postal Service. Special posting box at Home Postal and Courier Communications Depot, RE Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to the Philatelic Officer at the same address.

15 July 1974 (P/C)

Presentation of New Colours to the Parachute Regiment 15 June British

Forces 1450 Postal Service. Special posting box. Items for reposting as for handstamp of 18 June 1974.

19 July 1974 (P/R)

125th Anniversary of St John's Church Farncombe 19th July 1974 Godalming Surrey. Special posting box at the Church.

4 May 1974 (P/C)

The FA Cup Final 4 May 1974 Wembley. Special posting box at Wembley Stadium.

6 May 1974 (P/R)

National Stamp Day 6 May 1974 Royal Festival Hall, London SE1. Special posting box at The Royal Festival Hall.

6 May 1974 (P/R)

National Stamp Day Stamp Fair 6 May 1974 London WC2. Special posting box at Strand Palace Hotel, London WC2.

27 July–3 August 1974 (P/R)

Intertie 74 Tees-side International Eisteddfod. Meet the World on Tees-side. Special posting box at Prissick School, Marton Road, Middlesbrough.

Postmark Slogans

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

1 April–5 May 1974 (P)

The Samaritans Distress Despair Phone or Visit in Confidence. To be used at Medway, Kent.

15 April–30 September 1974 (P)

Come on Safari Lambton Lion Park Chester le Street. To be used at Newcastle Upon Tyne, Darlington, Durham.

17 April–16 July 1974 (P)

South Glamorgan for Business and Pleasure. Cardiff Penarth Barry. To be used at Cardiff.

20 April–17 May 1974

Devon County Show Exeter 16.17.18 May. To be used at Barnstaple, Exeter,

- Newton Abbot, Plymouth.
- 24 April–5 June 1974
The Fire Brigade Needs Men of Courage. To be used at Belfast, Ballymena, Coleraine, Londonderry, Lurgan, Portadown.
- (P) **The Samaritans Distress Despair Phone Bognor 25555 in Confidence.** To be used as follows:
 18 March–14 Sept. 1974 at Bognor Regis, 16 Sept.–12 Oct. at Chichester, 14 Oct.–9 Nov. at Bognor Regis, 11 Nov.–28 Dec. at Chichester, 30 Dec 1974–25 Jan 1975 at Bognor Regis, 27 Jan–22 Feb. at Chichester, 24 Feb.–22 Mar. at Bognor Regis.
- 18 March–14 September 1974 (P)
Chichester Festival Theatre 15 May to 21 September 1974. To be used at Chichester.
- 15 April 1974–14 April 1975 (P)
Loch Lomond Bear Park Cameron House, Balloch Open Every Day. To be used at Edinburgh, Glasgow.
- 15 April–11 May 1974
Great Yarmouth Festival Music Drama Exhibitions Etc 1-11 May. To be used at Great Yarmouth.
- 1 May–30 September 1974
Summer Season Ronnie Corbett Congress Theatre Eastbourne. To be used at Eastbourne.
- 29 April–29 June 1974 (P)
Winchester July 13 Son et Lumiere Oct 5 Cathedral. To be used at Winchester.
- 29 April–18 May 1974
Rothmans Guildford Tennis 13-18 May To be used at Guildford.
- 1 May–23 August 1974 (P)
Southport Flower Show August 22.23.24. To be used at Preston.
- 5–18 May 1974
Mental Health Your Concern. To be used at Bangor, Larne, Lisburn, Newtownards, Newtownabbey, Newry, Omagh, Armagh, Enniskillen, Antrim, Bally Money, Limavady, Belfast.
- 6 May–8 June 1974
Headingley Amateur Operatic Society Merry Widow 3-8 June 1974 Grand Theatre Leeds. To be used at Leeds.
- 10 June–14 July 1974
See You at the East of England Show. July 16, 17, 18 Peterborough. To be used at Peterborough, Huntingdon, Wisbech, Stamford, Spalding, Grantham, Sleaford, Corby, Market Harborough, Melton Mowbray, Boston, Bedford, Kings Lynn, Ely.
- Bro Myrddin Eisteddfod Genedlaethol Frenhinol Cymru Caerfyrddin Awst 5 – 10 1974 Royal National Eisteddfod of Wales Carmarthen August 5 – 10 1974.** (P).
 To be used as follows:—
- 29 April – 12 May 1974, 24 June – 7 July, 27 May – 9 June, 22 July – 28 July at Carmarthen; 29 April – 4 August at Cardiff; 29 April – 12 May, 10 June – 23 June, 22 July – 28 July at Bangor; 20 May – 2 June, 1 July – 14 July at Chester; 29 April – 4 August at London Western DO.
- 4 May – 31 May 1974 (P)
Newmarket Races Sat June 1st
 1 June – 28 June 1974 (P)
Newmarket Races. Sat June 29th.
 29 June – 10 July 1974 (P)
Newmarket Races Tues, Wed, Thurs July 9th, 10th, 11th.
 11 July – 19 July 1974 (P)
Newmarket Races Sat July 20th.
 20 July – 2 August 1974 (P)
Newmarket Races Sat Aug 3rd.
 3 August – 9 August 1974 (P)
Newmarket Races Fri, Sat Aug 9th 10th.
 10 August – 23 August 1974 (P)
Newmarket Races Fri, Sat Aug 23rd 24th.
 24 August – 4 October 1974 (P)
Newmarket Races Wed, Thurs, Sat Oct 2nd 3rd 5th.
 5 October – 18 October 1974 (P)
Newmarket Races Thurs, Fri, Sat

Oct 17th 18th 19th.

19 October – 1 November 1974 (P)

Newmarket Races Thurs, Fri, Sat Oct 31st Nov 1st 2nd.

2 November 1974 – 31 March 1975 (P)

Newmarket Races.

All to be used at Newmarket.

Repeat Campaigns

Until 31 January 1975

Seaford Sussex for Sunshine Serenity and Sport. To be reused at Seaford, Sussex.

Until 22 February 1975

Eastbourne Showplace and Suntrap of the South. To be reused at Eastbourne.

15 March 1974 – 14 March 1975

Aberystwyth for Sun Sea Scenery Haul Mor Golygfa Guide 5p From Town Hall. To be reused at Aberystwyth.

Until 28 February 1975

Invest in Sunderland. To be reused at Sunderland.

Until 28 February 1975

Industry Prospers in Peterlee. To be reused at Peterlee.

1 April – 29 September 1974

Jodrell Bank Open Daily 2pm to 6pm Easter-October. To be reused at Manchester SPDO.

29 April – 24 May 1974 (P)

Spring Bank Holiday Gala Monday RAF Henlow Beds. To be reused at Bedford, Luton and Stevenage.

6 – 11 May 1974

Make Friends With a Deaf Child. To be reused at Warrington.

8 April 1974 – 22 March 1975

Wonderland of Wales Llandudno for Colour Guide Send 10p PO Dept. PS Town Hall. To be reused at Llandudno.

6 – 12 May 1974

Make Friends with a Deaf Child. To be reused at Truro and Redruth.

'P' denotes Pictorial

'C' denotes Circular

'R' denotes Rectangular.

Stamps for Christmas

Britain's special stamps for Christmas 1974 will be issued on November 27. There will be four values – the second-class and first-class basic inland letter-rate and two basic airmail rates, one for "Zone B" and one for "Zone C" countries.

The vast majority of Christmas stamps are used in Britain and they will be available in the United Kingdom for posting airmail to most countries in the world. But to issue them in time for last posting dates for Christmas surface mail from Britain – which start as early as the beginning of October – would be to put them on sale nearly three months before Christmas.

The reasons for the later date far outweigh any arguments for an earlier one. When we did issue them earlier, customers reproved us for prompting thoughts of Christmas at a time when people are still just returning from their summer holidays. Others declare that the religious festival is being made too commercial.

Scottish Pictorial Air Letter

A new air letter will be on sale from 15 May 1974 from the Bureau, philatelic sales counters and at main Post Offices in Scotland, price 7p each.

Letter to the Editor

Dear Sir,

I read with great interest your article on The "Castles" of 1955, and would be interested to know whether any of your readers has a fool-proof method of distinguishing between the two printings of these stamps, ie Waterlow & Sons & De-la-Rue. I find considerable difficulty in making a distinction.

Yours faithfully,

MR S J R HARPER

Swavesey, Cambs.

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The annual subscription to the *Philatelic Bulletin* for 12 issues a year is 50p including postage by surface mail to anywhere in the world, or air mail to anywhere in Europe. For air mail to countries outside Europe the subscription is £1.40.

Subscriptions should be sent to the British Post Office Philatelic Bureau, 2-4 Waterloo Place, EDINBURGH EH1 1AB.