

British Philatelic Bulletin

Volume 23

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March 1986

HER MAJESTY THE QUEEN HER MAJESTY THE QUEEN



Sixtieth Birthday 17p Sixtieth Birthday 17p

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Sixtieth Birthday 34p Sixtieth Birthday 34p

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Forum

BARRY ROBINSON, Design Advisor

At school I found the most daunting task was being set an essay to write on 'whatever subject you like'. The writing was easy. The problem was being able to define exactly what approach to select from a vast range of possibilities.

Many people face a very similar problem when deciding to adopt a particular approach to collecting stamps. Where do you start, and why? What particular areas capture the imagination? And what information is available on which to base a decision?

What is not always immediately apparent from looking at a set of stamps is the incredible amount of background research that goes into a particular issue. The reading, visiting museums, talking to experts and authorities is a very time consuming exercise, prior to any designers being commissioned. In pursuing different approaches their initial task is to undertake further, more detailed research, into their particular direction prior to starting any preliminary designs. The end result is a set of individual stamps, approximately 12 sq. cm. in area that distil and present the essence of the subject.

Whilst we could not expect to reveal in that small area all the information gleaned on a particular subject it does make a very authoritative starting point from which collectors can gain a further understanding of the subject.

Add to this background some of the best artistic talent in the country and the skills of some of the finest printers and techniques to interpret their artwork and ideas for further study and specialisation begin to suggest themselves.

Further information on the subject of the stamps is always featured in the presentation packs and the Year Books tell the story from the designers' point of view and how they personally approached the task.

With the new Editor of the *Bulletin* we shall be seeking, on a regular basis, to give you further information of the general procedures involved in the development of all British stamps and highlight the designers and any particularly interesting aspects related to specific issues.

In essence we shall provide the information, you provide the imagination. And whether or not you make the difficult decision to specialise in any particular aspect we hope the hobby of collecting will be a richer experience.

The Sixtieth Birthday of Her Majesty the Queen

21 April 1986

On 21 April 1926, Princess Elizabeth Alexandra Mary was born, the first child of the Duke and Duchess of York and grandchild of King George V and Queen Mary. The sixtieth birthday of Her Majesty the Queen will be celebrated this year and the Post Office is issuing a set of four stamps on the actual day, to mark the event.

The designs, by Jeffery Matthews, will feature portraits from six decades of The Queen's life — arranged over a se-tenant pair of stamps. Two denominations have been chosen, 17p and 34p, each showing the same se-tenant designs in different colours.

Princess Elizabeth as a child of two (1928) is the first portrait — the photographer was Marcus Adams. On the second she is aged 16 (1942) shortly after becoming Colonel of the Grenadier Guards. The Princess carried out her first public engagement when she inspected the regiment on her sixteenth birthday. This portrait is by Cecil Beaton. Perhaps

On a walkabout in Edinburgh, 1985

the best known of all the portraits is the third — that by Dorothy Wilding Ltd (1952). This formal portrait was used on the first definitives of The Queen's reign.

On the second stamp can be seen a 1958 photograph of The Queen on the balcony of Buckingham Palace, following The Queen's Birthday Parade. The ceremony, known as Trooping the Colour, is held in June each year and is the whole Household Brigade's birthday tribute to the Sovereign who is Colonel-in-Chief of all seven regiments. The photograph comes from Popperfoto.

Camera at the ready, the Queen is seen at the Badminton Horse Trials of 1973 in the fifth portrait. The Queen is an owner and breeder of thoroughbreds and regularly attends race meetings and equestrian events. Photograph from The Photo Source.

The final portrait is a formal one of 1982 by Snowdon.





During a walkabout in Rochester, Kent 1984

Technical Details

Designed by Jeffery Matthews the stamps were printed in photogravure by Harrison & Sons Ltd. In format they are horizontal 41mm x 30mm, perf. 15 x 14 on unwatermarked, phosphor-coated paper in sheets of 100 (50 se-tenant pairs) on PVA Dextrin gum.

PHQ Postcards

PHQ cards (Nos. 91A-D) featuring each of the four stamps will be available from 8 April, price 14p each.

Presentation Pack

The presentation pack will cost £1.23 and was designed by Jeffery Matthews with text by Charity Boxall.

Souvenir Book

A special biographical souvenir book will also be published by the Post Office on 21 April. Fully illustrated, the text has been written by Mike Barden of Woods Barden Associates Ltd. and the book was designed by Trickett and Webb Ltd. The souvenir book will contain a mint set of stamps and will be available at £2 from most post offices. This will continue to be available throughout the summer.

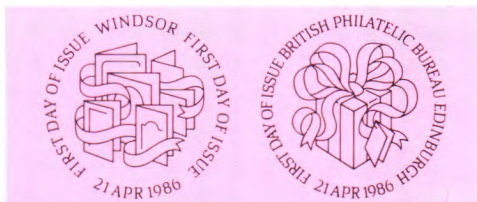
First Day Cover

The first day cover was designed by Jeffery Matthews and costs 15p. Two pictorial postmarks will be used for the first day cover service, one from the 'British Philatelic Bureau, Edinburgh' featuring a birthday present and one from Windsor featuring birthday cards. The first day, 21 April, is a Monday rather than the usual Tuesday, and is to coincide with the actual day of Her Majesty's birthday.

First day of issue facilities will be available at offices with philatelic posting boxes. Application forms, available from the British Philatelic Bureau, Edinburgh and at Head Post Offices should be returned not later than 11 April 1986.

The Bureau will provide a first day cover service with the official Post Office cover addressed to the destination required with all four stamps cancelled (with either postmark). The charges will be £1.47 (inland) and £1.28 (overseas).

Customers requiring only the special pictorial postmarks may obtain them under the reposting facility by sending, on the first day of issue, a stamped addressed envelope under an outer cover endorsed 'Special First Day of Issue Handstamp' to the British Philatelic Bureau, 20 Brandon Street, EDINBURGH EH3 5TT or Special Postmark Duty, Windsor B.O., 39 Peascod Street, WINDSOR, Berks. SL4 1AA.



Souvenir Cover

A souvenir cover, price 15p, for use after the first day of issue, will go on sale at philatelic counters from 22 April.

The Queen arrives for the Royal Scots Dragoon Guards Officers' Dinner, 1982.



HER MAJESTY THE QUEEN HER MAJESTY THE QUEEN



HER MAJESTY THE QUEEN HER MAJESTY THE QUEEN



The Sixtieth Birthday of
Her Majesty The Queen
21 April 1986

Mrs J Robinson
200 Manorbie Road
ILKESTON



The Sixtieth Birthday of Her Majesty The Queen 21 April 1986



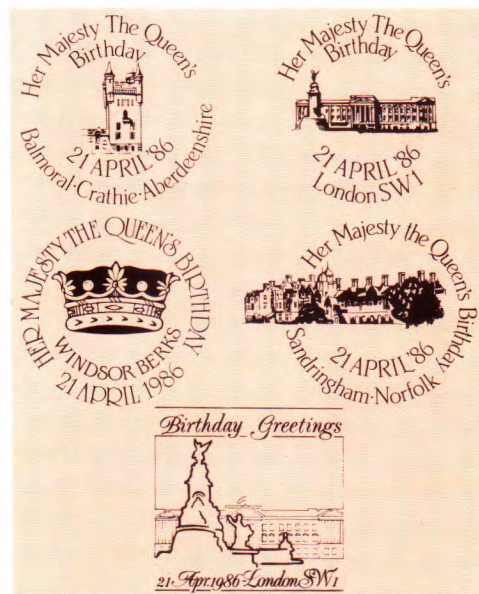
The Sixtieth Birthday of
HER MAJESTY THE QUEEN
21 April 1986



Queen's Birthday Covers

The following are some of the commercial first day covers being prepared for the issue for the 60th birthday of The Queen. All postmarks can also be obtained under the re-posting facility.

Benham. A set of four 'silk' look first day covers is being produced each featuring one of the pictures on the stamps. Each cover will bear one stamp and one of the special postmarks of Sandringham, London SW1, Balmoral and Windsor. Price £6.30 per set. (Different cover with full set of stamps from Balmoral and London SW1 — £3.50 each.) A special luxury cover for Balmoral will be available at £6.30 each. Cheque with order to Benham (A. Buckingham) Ltd., Westcliff House, FOLKESTONE, Kent CT20 1SZ.



Bradbury. With a special handstamp of London SW1 depicting Buckingham Palace a cover with the full set costs £4 (single 17p stamp £2.25). A set of five covers cancelled with five different postmarks such as Windsor etc £22. Orders from overseas 50p extra. Cheques made payable to A. G. Bradbury at 2 Fairholme Road, LEICESTER LE2 6GL.

Greenberg & Porter. A cover featuring 17 Bruton Street, London W1 the birthplace of The Queen. With a London W1 special postmark and the full set of stamps £4 (single stamp £2). Postage and packing 50p extra (overseas £1.50). Orders with cheques to Greenberg & Porter, 13 Fordyke Road, Becontree Heath, Dagenham, ESSEX RM8 1PJ.

Fleet Air Arm Museum. With a design featuring the Royal Yacht *Britannia* a cover is being produced costing £2.20 double signed (£1.45 single signed, £1 unsigned all with single stamp and f.d. handstamp featuring the Royal Arms). Orders with a 7" x 5" sae to Fleet Air Arm Museum, Royal Naval Air Station, YEOVILTON, Somerset BA22 8HT.

NPM Wilding Card



To mark the Queen's 60th birthday the National Postal Museum is having an exhibition entitled 'Many Happy Returns' featuring photographs and artwork of various portraits of The Queen. It will run from 21 April to 18 June. A special postcard, SS37, will be issued on 21 April featuring the famous Wilding portrait of The Queen as used on the first definitives. This will be available at 20p from the National Postal Museum, KEB, King Edward Street, LONDON EC1A 1LP subject to the usual handling charge of 18p for postal orders.

Jeffery Matthews, Designer for Royalty

In considering this subject for a set of special stamps to be issued by the British Post Office, I thought to take two distinct approaches to the design — one being a composition of decorative lettering and the other being the use of photographic portraits.

The preparation of the calligraphic designs presented no particular problems. The pictorial approach, on the other hand, was somewhat more difficult, since I wished to show a representative range of portraits of Her Majesty The Queen which would include both formal and informal occasions and cover the span of her sixty years. At this point I decided to impose the discipline of seeking six pictures to represent the six decades of Her Majesty's life.

As I could not consider six separate stamps, and in any event I wished to show the 'picture album' on as few stamps as possible, I suggested using a se-tenant pair of stamps — each stamp bearing three portraits. One problem with this, however, was the fact that each stamp had to be capable of use singly and must bear the Sovereign's head in a form which would be recognised as such both publicly and officially. I did not wish to add an extra element to the designs by incorporating the silhouette head of The Queen usually used on special stamps, so I decided that the right-hand portraits on each stamp should be of The Queen wearing the diadem in which she is featured on current definitive stamps. To this end it occurred to me that it would be exceedingly apt to incorporate the Dorothy Wilding portrait of Her Majesty as used on the first definitive stamps of her reign. This portrait fitted comfortably within the time span of the third decade, and a recent portrait by Snowdon suited the sixth decade. Thus armed with my 'Sovereign heads' I proceeded to select the remaining four portraits from within the appropriate decades, to give a range from the infant Princess Elizabeth through to more contemporary portraits of Her Majesty The Queen.

A particularly interesting aspect of this set of stamps is the way in which I prepared the original colour designs. Since my aim was to produce a multi-colour stamp using monochrome portraits, it was essential to make colour design visuals which would demonstrate this convincingly. This would have been extremely difficult to achieve by the

conventional means of an artist's 'rough', so I turned to computer technology — the first time in British postal history that the computer has been employed by the designer in the production of the original design visuals for presentation to the Post Office.

Without becoming too technical, I will give a very brief summary of this procedure. Having developed the design from the first stamp-sized pencil sketches through to the stage of exact layouts showing precisely the positioning of all the graphic elements involved, I supplied a reprographics firm with black and white photographic portraits of The Queen, finished hand-drawn title lettering and value numerals, and a representation of the perforations of a stamp, together with a complete specification giving dimensions and colour schemes. The photographs and line work were scanned and fed into the computer memory with the other relevant information. It was then possible to view, on a visual display screen, all the components of my design, positioned and coloured to my instructions. This was an exhilarating moment being the first time I had seen the realisation, in full colour, of my ideas.

At this stage it was possible, literally at the touch of a button, to manipulate the size, position and colour of any of the portraits or graphic elements, thus introducing subtle refinements to the balance and colour of the design.

Having achieved the final visual of my concept on the display screen, it was but a short step to the production of full-colour photographic prints of the finished stamp designs. These were produced at actual stamp size and at four times larger than actual stamp size, for presentation to the Post Office and consideration by the Stamp Advisory Committee.

After the acceptance of my designs, and before the stamps could be produced by Harrisons the printers, it was necessary for me to prepare black and white artwork of the completed design for the se-tenant pair of stamps. This drawing, four times larger than actual size, included all the hand-drawn lettering and the suitably framed and retouched portraits of The Queen.

I hope that these special stamps will be considered a fitting memento of this special occasion.

British Rail Stamp Book

L. F. NEWBERY

DB5 Prestige Stamp Book (7) — The Story of British Rail — £5 — On sale 18 March 1986.

Further details can now be added to the report in the *British Philatelic Bulletin* of January 1986 (page 87).

Printing Details

The panes of stamps and stubs, twelve up in three columns of four, were sheet fed printed on a Rembrandt press and perforated on a Grover perforator.

All marginal markings were trimmed off in the book production stages, the more philatelically interesting being given below to complete the record.

At the extreme top edge towards the left in column I is the boxed cylinder number and where applicable that for the phosphor bands. Also at the extreme top edge and to the right of each of the three columns is a number indicating the page sequence. However, in addition at the lower right corner and in column III only this number is inverted. The traffic lights are again at the top edge and to the left of the sequence number in column III only, the first coloured square being in the colour of the stamp and in the se-tenant pane in the colour of the 12p stamp with the four remaining squares being stub colours.

Pane 1. Sequence number 3. Registration sheet dated 17 December 1985.

DP 86 — 9 x 17p ACP, stub 'Loading mail on the GWR Down Paddington 1968' Cylinder B28

Pane 2. Sequence number 5. Registration sheet dated 3 December 1985.

DP 87 — 9 x 12p centre band, stub, 'The Irish Mail, the longest running titled Express Service in the world' Cylinder B15 phosphor B65

Pane 3. Sequence number 7. Registration sheet dated 10 December 1985.

DP 88 — 3 x 12p left band, 3 x 12p right band, 2 x 17p two bands, 1 x 31p two bands, stub 'The last mail pouch exchange near Penrith Cumberland 1971. Cylinders B18 B29 B1 phosphor B66.

Pane 4. Sequence number 9. Registration sheet dated 19 December 1985.

DP 89 — 6 x 17p ACP, stub 'The Travelling Post Office 1948'. Cylinder B32.

The book and pane numbers given above are by courtesy of the Great Britain Stamp Book Study Circle and are used in their Bookmark catalogue covering all aspects of G.B. decimal stamp books.

Covers and interleaves

The railway story is profusely illustrated on the covers (except the outside back cover) and the four interleaves. Topics covered are such as All Aboard, End of Line, Return Ticket and Clear Way Ahead. The layout was also twelve up. The covers and interleaves were sheet-fed offset litho printed on a Roland four colour press.

Assembling and binding

After collating the mass of covers, stamp panes and interleaves were trimmed and cut into three columns of four. The columns were then sewn and a strip added to cover the sewn spine on a backing machine. After a final trim top and bottom the column was cut into individual books.



An example of a prestige stamp book (*The Times*) sewn before final trimming and cutting into books — showing traffic lights and page number.

First Day Cover Service

As noted in the January *Bulletin* the Post Office is providing a first day cover service for the mixed value pane where the 31p with two phosphor bands is being issued for the first time in this form. Two special first day postmarks will be available — Crewe and the British Philatelic Bureau Edinburgh. The official PO cover addressed to the destination required and cancelled with either postmark will be despatched for a charge of £1.87 (£1.63 overseas). Orders to the British Philatelic Bureau, 20 Brandon Street, EDINBURGH EH3 5TT, by 7 March.

New Scottish Postcards

In June the Scottish Postal Board will issue six colour postcards representing crofting life. This is to mark the centenary of the Crofters (Scotland) Act which gave the small farmer security of tenure for the first time. Designs will be based on six paintings commissioned from Edinburgh-based artist Archie MacAlister. Details about availability and first day facilities will be published later.

New Scottish Aerogramme for Northern Lighthouses

On 8 April a new Scottish pictorial aerogramme will be issued to mark the bicentenary of the Northern Lighthouse Board. The sale price will be 30p, 26p of which is for postage. Design is by Forth Studios Ltd with illustrations by James Proudfoot, and printing is by McCorquodale Envelopes Ltd. The aerogramme will go on sale at all post offices in Scotland and at the British Philatelic Bureau and philatelic counters throughout the country. No special first day of issue facilities will be available.

The Commissioners of Northern Lighthouses, in whom are vested the superintendence and management of all lighthouses, buoys and beacons throughout Scotland and the adjacent seas and islands and the Isle of Man, owe their origin to an act of 1786 which authorised the erection of four lighthouses “for the security of navigation and the fishermen in the northern parts of Great Britain”. Lights authorised were to be situated at Kinnaird Head (Fraserburgh), North Ronaldsay (Orkney), Eilean Glas (Scalpay, Outer Hebrides) and the Mull of Kintyre.

Of these, the first to be erected was that at Kinnaird Head on 1 December 1787. However, a lighthouse had been operating on the Isle of May since 1635 in which year King Charles I granted a

patent to erect a beacon and collect dues for its maintenance. But this was a crude affair.

Since their inception in 1786, the Commissioners have erected many more lighthouses so that in 1980 there were some 58 major attended lighthouses, 31 major automatic lights and 96 minor lights safeguarding the Scottish and Manx coasts. The high ideals required by the service are summed up in the Commissioners’ motto — *in salutem omnium* (for the safety of all).



Letter to the Editor



Sir,

Australia — UK Airmail

In his letter in the January *Bulletin* Mr Thompson is confusing two inaugural first flights which occurred within a few days of each other.

They are (a) the return flight of the third stage of the ‘Empire All-up’ service which left Australia on 2 August and arrived in England on 12 August, and (b) the return flight of the first ‘Thrice weekly Service’ which left Australia on 9 August and reached England on 19 August. The first flight was the one referred to in my article; the second flight was not.

DAVID R TAYLOR
Bray, Co. Wicklow

The Early Days of the Postal Service

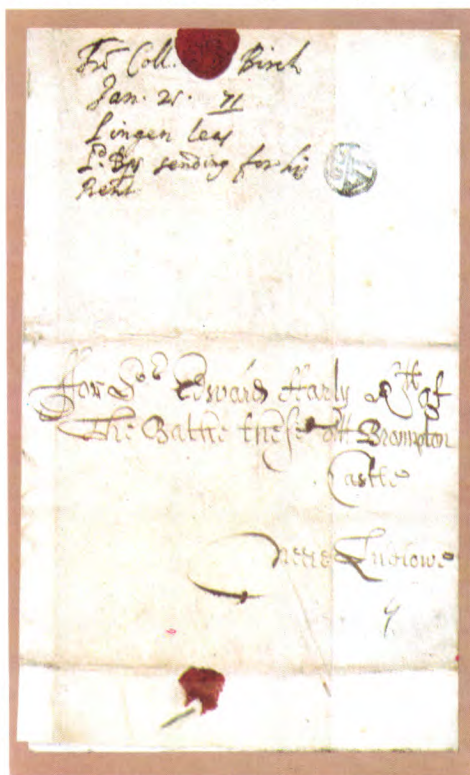
Part 3: A Charter for the Post Office 1660

TONY GAMMONS

By a patent, dated 14 August 1660, Henry Bishop of Henfield, Sussex was installed as “Master of Running Messengers, formally held by Lord Stanhope and others”. In September 1660 he was granted the farm of the Post Office for seven years at an annual rent of £21,000 payable quarterly. The letters patent granted to Bishop, although dated 14 August actually took effect from 25 June 1660 and were for their validity to depend on an Act of Parliament which was not passed until December 1660. In the meantime, a great many unauthorised posts sprang up between London and the country which Bishop was not able to suppress.

Under the terms of his lease Bishop had to bear all the expenses of transmitting the Government letters

Letter of 1671 stamped with a type I Bishop Mark



and of single letters from Members of Parliament. He was also to supply a complete list of postmasters and to dismiss those ‘excepted against’ by the Secretaries of State to whom all charges of postage on setting up of post stages were to be submitted. An allowance was to be made to him in case of any defect in his grant and at the end of September 1660 he claimed £500 against his Michaelmas rent due to loss of revenue from the unauthorised posts.

The Post Office Act of December 1660, which replaced the ‘pretended act’ of 1657, stated that “One Master of General Letter Office shall be, from time to time, appointed by the King’s Majesty, his heirs and successors to be made or constituted by Letters Patent under the Great Seal of England, by the name and style of His Majesty’s Postmaster General”. This Act became known as the ‘Charter of the Post Office’. As Bishop’s appointment pre-dated it he was given the title of Postmaster General by a proclamation of 16 January 1661. This proclamation forbade any person ‘intruding’ into the office of Henry Bishop by secretly conveying letters, all offenders being summoned to appear before the Council. Bishop and his deputies were also freed from serving on juries or other ‘public employment’.

On the surface, all seemed quiet but the Council were receiving letters of complaint from former postmasters who had been replaced by ‘disaffected persons’ and who claimed that the Post Office was being managed by those who had supported Cromwell. In July 1661, Thomas Ibsen petitioned the Council for a writ of inquiry to be issued into “dangerous abuses in the Post Office, under Colonel Bishop, pretended Postmaster General, in mal-administration and employment of disaffected persons”. There seems little doubt that Bishop was totally under the influence of his friend Major John Wildman, a man deeply involved in political intrigue. Indeed, it is probable that Wildman put up the money to enable Bishop to purchase the farm of the Postmaster General’s Office. An account of 2 August 1661 showed that “The Post Office is managed by those who were acting for Cromwell”, among those mentioned are Wildman, Oxenbridge, and Dorislaus, the last two having been involved with the postal services of the Commonwealth. Bishop defended himself vigorously and enumerated

Letter signed by Henry Bishop (Morten Collection, courtesy of Bruce Castle Museum)

the steps he had taken to rectify the abuses that existed when he took office.

It is at this time that he mentions the introduction of the postmark: “a stamp is invented that is putt upon every letter showing the day of the month that every letter comes to the office, so that no Letter Carrier may dare detain a letter from post to post, which before was usual”. The ‘Bishop mark’, was used in London for England, Dublin for Ireland and Edinburgh for Scotland.

After the investigation Wildman was arrested and later imprisoned in the Tower. No direct blame was attached to Bishop and Secretary of State, Sir Edward Nicholas, was content to accept his explanations.

Two years later, on 6 April 1663, Bishop surrendered his lease to Daniel O’Neale, the King’s Harbringer and Groom of the Bed Chamber, who succeeded him by patent of 29 April 1663. This patent seems to have been in the old form and did not cite the 1660 Act, so O’Neale was officially styled Postmaster General by proclamation on 25 May 1663. His term was for 4¼ years at £21,000 per year.

O’Neale discovered that while his grant was supposed to cover all the King’s dominions, the Postmaster of Edinburgh at Edinburgh was independent of him, Robert Mein having a gift made by the King at Stirling and confirmed since the Restoration*. For the loss of this revenue O’Neale claimed a deduction from his rent of £2,000 a year.

Although O’Neale was titular head of the Post Office there seems little doubt that the day to day

management of the business was in the hands of Col. Philip Frowde. In 1663 an Act was passed settling the profits of the Post Office on James, Duke of York and his male heirs. However, out of the profits a sum of money, not exceeding £5,382-10-0 per annum, was to be paid to the King. O’Neale died in October 1664 his farm being taken over by his wife Katherine, Countess of Chesterfield. Should this formidable lady be known as England’s only female Postmaster General? Did she take over the title with the farm? If not it would seem that the title lapsed for in a warrant, dated 21 July 1665, empowering Henry, Lord Arlington and John, Lord Berkeley to deal with the defects in the overseas mail there is the statement that they are to be “Postmasters-General on the expiration of the two years remaining of the lease of the late Daniel O’Neale”. Secretary of State, Henry Lord Arlington had overall “Government responsibility” for the Post Office and dealt with complaints against the service. John Lord Berkeley was Manager of the Household of the Duke of York and was, no doubt, protecting the Duke’s interest in the Post Office revenue. Philip Frowde continued to manage the service with the help of the long serving James Hicks as senior clerk.

Letter of 3 May 1664 addressed to Samuel Pepys

* Prior to 1603 postal development in Scotland was entirely independent of England. Between 1603 and 1711 services in Scotland were under dual control, communication between England and Scotland, via the Berwick – Edinburgh road, being largely controlled from London with the services in the rest of Scotland being controlled by Edinburgh. In 1711 the British Post Office came into being with control of the postal services of the whole of the United Kingdom residing in London.



By patent dated 21 December 1666 Lord Arlington was appointed His Majesty's Postmaster General for a term of ten years as from 25 June 1667 when O'Neale's term expired, this patent superseding the warrant of July 1665. The patent recited the Act of 1660, explicitly appointing

Arlington to the Office of Postmaster General. Being occupied with state affairs he ran the Post Office through deputies, namely his brother, Sir John Bennet and Andrew Ellis acting for Lord Berkeley who, no doubt, was still looking after the Duke of York's interests and, it would seem

co-farmer with Arlington. It is probable that Bennet and Ellis were sub-farmers with the title of Deputy Postmaster General. When Ellis died in 1672 he was replaced by his cousin Col. Roger Whitley whose letter books, deposited in the Post Office Archives, give remarkable insight into the day to day running of the Post Office.

Another insight into the operation of the Post Office is contained in the Survey prepared in 1677 by Thomas Gardiner, Controller of the Inland Office. The survey showed each of the main post roads and their branches in 'tree' form. The maps would seem to have been the work of a Captain Carr, helped by James Hicks, as there are various entries in the State Papers Domestic, 1665-1668, concerned with the production of the "book of maps", ending with a letter from Hicks to Williamson, Arlington's Secretary, stating "I hope consideration if the map of post roads is printed, having made the first draft of it". He goes on to say that if he was Postmaster General he would not have it printed because of the great charge it would draw upon the office! However, it would seem that this was indeed the map used in Gardiner's Survey.

In 1674 Lord Arlington ceased to be Secretary of State but retained the office of Postmaster General. In 1677 his term ended and the Duke of York took the administration of the Post Office into his own hands, although by a Patent of 28 June 1677 Arlington was made Postmaster General for life. The Office was no doubt a sinecure because the chief managers of the Post Office communicated direct with the Duke of York on all matters of importance. In 1685 Charles II died and the Duke of York came to the throne as James II, and the revenue of the Post Office was restored to the Crown.

References

For this period, I am indebted to the excellent research into State Papers (Domestic) by Peter Forrestier-Smith.

Withdrawn Items

Items due for withdrawal from philatelic counters and the Philatelic Bureau in March:
11 March — Insect stamps

Recorded Delivery Label Reprints

The note in the January *Bulletin* about Recorded Delivery label reprints (P2297) has confused some readers because of problems in colour reproduction. Hopefully, this correction will clarify matters.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

- Fig. 1 — standard dayglo orange
- Fig. 2 — first reprint on buff orange paper (Aug. 85)
- Fig. 3 — reprint on yellow paper (Aug. and Nov. 85 — different settings)
- Fig. 4 — standard dayglo orange label from coils
- Fig. 5 — reprint yellow coil

The Welsh P2297 label has also been reprinted on yellow paper, though not on buff orange. Future printings of all labels are due to revert to dayglo orange paper supplied by the Post Office.

British Flowers, 1979

JAMES WATSON

Favourite British wild flowers welcomed the first day of spring when four special stamps were issued by the Post Office on 21 March 1979. The stamps were designed by Peter Newcombe, who was indeed a 'newcomer' to stamp design but whose subjects had been most often the fields, flowers and skies of his native Northamptonshire. He studied at the Northampton School of Art prior to lecturing for a time at the Bournemouth College of Art, exhibiting at the Royal Academy and holding several one-man shows at various galleries — an artist well-qualified therefore to depict primroses, daffodils, bluebells and snowdrops in their natural habitats on banks and in hedgerows. Since the Conservation of Wild Creatures and Wild Plants Act came into being in 1975, it is now an offence to uproot any wild plant.

The Primrose, *Primula vulgaris*, is a perennial with sweet-scented flowers and a rosette of bright

green leaves, the creamy yellow blooms depicted in gay abandon amidst the debris of a tree stump on the 9p stamp. The Daffodil (10½p), *Narcissus pseudonarcissus*, can be described briefly as a yellow-flowered narcissus — it grows wild in England in great profusion, though not truly wild in Scotland and Ireland, a harbinger of spring and of Easter. Wordsworth wrote "a host of golden daffodils, beside the lake, beneath the trees, fluttering and dancing in the breeze".

The English Bluebell (11p), the wood or wild hyacinth, *Endymion nonscriptus*, grows *en masse* in woodland glades — beautiful sky-blue, nodding, bell-shaped flowers forming a raceme on a foot-tall, leafless stem. The Snowdrop (13p) *Galanthus nivalis*, is perhaps the earliest spring flower, hence its winter setting on the stamp and its appropriate name. Its 'submissive' drooping white flowers grow profusely wild in orchards, copses and meadows.

The stamps were printed in sheets of 100 (two panes of 50, 5 x 10) on unwatermarked paper with 'all-over' phosphor. Quantities issued were: 9p 50,010,000; 10½p 15,080,000; 11p 14,490,000; and 13p 13,980,000.

Stamp World London 90

'Stamp World London 90' is the name of the next international stamp exhibition to be held in the United Kingdom in 1990.

A management team has already started making plans for the event with Dr Alan Huggins as its Chairman, Trevor Davis and Patrick Pearson as Vice-Chairmen, Leon Rapkin as Chief Executive and with Michael Berry, David Boyd, Francis Kiddle and Richard West as the other members.

There will be a number of organisational committees including a Trade Committee (Chairman: Trevor Davis), a Functions Committee (Chairman: Michael Berry), a Philatelic Committee (Chairman: Patrick Pearson); a Philatelic Publicity and Public Relations Committee (Chairman: Richard West) and a Marketing Committee (Chairman: David Boyd).

The same display frames as used at 'London 1980' will be used in 1990.



The Maltese Cross Cancellation

JOHN MEMMOTT

The 'Maltese Cross' design of 1840 is possibly the best known cancellation in the world, partly, no doubt, because it was the first one of all, but also because it is so attractive. Some doubts have been expressed as to whether this standard-type canceller issued to Postmasters on 25 April 1840 has been correctly named by philatelists (the Post Office used no descriptive name). English heraldic usage is to call any cross in which the arms become broader as they leave the 'centre a 'cross patee'. The French on the other hand call a cross of this type, with square ends to the arms a 'croix de Malte'. It has been suggested that the design was a combination of the cross patee and a four petalled Tudor rose.

A real mystery, nevertheless, surrounds the origin of the design. James Chalmers, foreseeing the need to cancel his proposals for a form of adhesive postage stamps, defaced his rectangular labels of February 1838 and his 1839 circular Treasury Competition entry with a two line handstamp reading 'USED DUNDEE/date'. Cancellations of various types were also a feature of entries submitted in 1839 by

Henderson, Hennington, Charles Whiting and others.

Curiously enough, the very earliest reference to the Maltese Cross cancellation produces it in its finished design, and in the correct colour. This is the minute written by William Bokenham of the Inland Office of the GPO to the Secretary of the Post Office, Lt Col Maberley on 31 March 1840. The text of the minute reads:—

"I beg to submit to your notice specimens of the stamps proposed for destroying the One Penny and Two Penny Letter Stamps which, if approved of, the Contractors have undertaken to supply at a cost of 1/- each and at the rate of 1,000 per week."

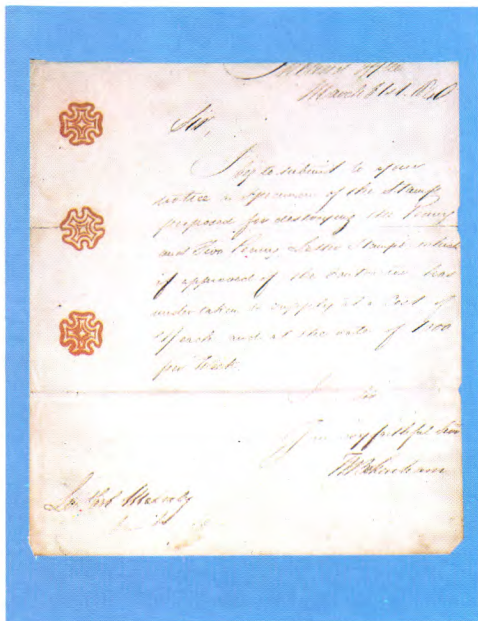
But not a hint of why this design was selected or by whom. In view of the cool, personal and official relations between Maberley and Rowland Hill it is hardly surprising that Hill makes no mention of the genesis of the cancellation in his diary, which contains such a wealth of detail on so many other aspects of the creation of the first postage stamps.

William Bokenham's minute (illustrated here) can be seen in the R M Phillips Collection (VIII/25) at the National Postal Museum together with a number of examples of trial cancellations.

The obliterating handstamp was cut in brass or in wood, and although it was mass-produced and distributed from London to postmasters on 25 April 1840, subsequent supplies were sometimes made locally and differ to a greater or lesser extent from those manufactured in London. As a result there exist many examples of variations of the base design to interest the modern collector. The Maltese Cross remained in general use until the middle of 1844 when numeral cancellations, an idea put forward by Francis Abbott, a senior clerk in the Post Office, were introduced.

New Cylinder Numbers

New cylinders and plates have been used in the printing of National issues.
 5p National plates Q9 Q10 Q11 Q12
 £1.50 booklet sheet — cylinder B7 B18



'Detained in France during German Occupation'

DOUGLAS N. MUIR

In March 1945, the G.P.O. in London received a remarkable letter from their French counterparts in liberated France. A number of bags of mail in transit in Paris in June 1940, when it fell to the Germans, had been secreted away from the eyes of the occupying authorities and been kept safely for five years. They were now ready for delivery and over 150 bags would be following. The mail was duly delivered but to explain the delay the envelopes received a cachet "Detained in France during German Occupation" — small recognition of the feat achieved.

This was one of only a few such cachets which were caused directly by the war. The others were to account for delay or damage due to enemy action. At first, correspondence delayed by enemy action was endorsed in manuscript and impressed with an ordinary steel datestamp reserved for marking

Bags of mail from France April 1945, with bag label inset.



delayed correspondence. This could be identified by the code letters R*, R1 or R2. (The first batch of delayed correspondence received in one day was stamped with the R* stamp, the second with the R1 and so on.)

It was decided in December 1940 that all correspondence seriously delayed owing to enemy action (a sorting office being bombed for example) should be so marked and on 1 March 1941 a rubber stamp (fig. 1) was issued. On 21 May 1941 an instruction was published that this stamp should only be used when the delay exceeded 48 hours and was definitely due to bombing or something similar — not merely the result of dislocation caused to the railways. New rubber stamps were issued (figs. 2 and 3) which were first used on 17 July when the previous stamp was withdrawn. Under no circumstances were these stamps to be used on mail going overseas or to Eire. On the same day (17 July) a stamp was introduced for use on parcels damaged as a result of enemy action (fig. 4). These rubber handstamps continued in use until the need for them ceased.

By 1945, postal affairs in Britain were beginning to return to normal and the need for such handstamps was greatly diminished. Then, however, came the surprise of the letter from France. A large number of bags of mail, closed and open (*dépêches closes et de correspondances à découvert*) to and from foreign countries had been blockaded in the occupied zone of France. The letter from the French postal director described what then happened:

"My Administration considered it to be its duty to shield from German control such mails and correspondence originating in, or destined for, countries at war with the Axis powers, notably Great Britain, until circumstances would permit of their being forwarded under normal conditions. To that end all these letters and mails were collected together, and measures taken to guard them from the investigations of the authorities of the Reich."

Apparently, the Germans were frequently in the buildings in which the bags were hidden but they never discovered the mail.

In April 1945, the bags were duly marked by labels as to their provenance and they began to arrive in London. A list detailing 162 bags accompanied

DELAYED THROUGH
ENEMY ACTION

Fig. 1

DELAYED BY
ENEMY ACTION

Fig. 2



Fig. 3

DAMAGED AS A RESULT
OF ENEMY ACTION.

Fig. 4

DETAINED IN FRANCE
DURING GERMAN
OCCUPATION.

Fig. 5

them although in fact 167 closed bags were eventually received. The number of bags was made up as follows:

- | | |
|--|-----|
| (a) mails for abroad made up in the U.K. | 41 |
| (b) mails made up abroad for the U.K. | 120 |
| (c) transit mails | 6 |

Most of the mail was to or from Switzerland. Of the bags listed, 71 were from Switzerland and all of those from the U.K. (41) were addressed to Switzerland. The remainder came from such countries as Portugal and Spain, the Middle East and even Argentina. A few bags came from Hungary and Romania, mail which had been routed via France (rather than Germany) since the beginning of the war. All are dated in the early part of June 1940 with the exception of those from Mosul in Iraq and two from Tabriz and Rasht in Iran, which are dated in May. When the bags were received, they were photographed before being dealt with in the London F.S. sorting office and one photograph is illustrated here. An enlarged section shows the French bag label indicating the detention during the German occupation.

Although some bags were not received in London until 2 May 1945, the mail contained in the bags destined for addresses in the U.K. was released for delivery after the appearance of the relative press notices in the newspapers of 14 and 15 April.

Mails opened in France comprised the third and

fourth consignments and there were 32 bags not mentioned above. Some of them included registered and insured correspondence, postal orders and official mail.

Items addressed to members of the British Expeditionary Force were returned to sender; those destined abroad were sent on in the original bags and the postal orders went to the Postal Order Branch for checking against its record of duplicate postal orders issued.

All the letters destined for U.K. addresses were handstamped in violet with the cachet (fig. 5) 'Detained in France during German Occupation' and delivered to the addressees wherever possible. Some 27,500 items were so marked. Most of the envelopes would have borne Swiss stamps and therefore have probably survived, though I have yet to see an example, and references in philatelic literature are very sparse. Several of the stamps were made and one is kept in the National Postal Museum.

A note of 16 March 1946 records no reaction to the delivery of the letters after five years.

"We did not receive any letters of appreciation or complaint: all we had were a few enquiries following the press notice concerning undelivered correspondence posted in 1940. One can only attribute the apparent apathy to the general excitement of the time!"

References

Post Office Archives files:
Post 102//1 (DF11 15744/46) 1945/6 Mails hidden by French postal authorities in 1940.
MKD/CS/146

Handstamp — 'Detained in France ...'



Book Reviews

The Evolution of British Stamped Postcards & Letter Cards by H. Dagnall.

Stamped postcards came into use in the United Kingdom on 1 October 1870. They were very popular on the first day with some 575,000 passing through the Chief Office at St. Martin's-le-Grand. This book tells the history of the introduction of these cards and their subsequent development up to the present day.

Catalogues are wonderful sources of information but hardly exciting reading. They often give little indication *why* something was issued. Quoting heavily from the original files, Mr Dagnall fills this gap and illustrates the story with material (much of it hitherto unseen) from the National Postal Museum. Overprinted issues for certain colonies are also detailed (though the author seems confused about the Oil Rivers Protectorate). Printed on glossy paper with 250pp and hard-backed, the book is an important addition to philatelic literature.

Available at £14.75 (plus £1.50 postage inland and overseas surface mail) from the author at 30 Turner Road, Queensbury, EDGWARE, Middx HA8 6AY.

Collecting Slogan Postmarks by Cyril Parsons, Colin Peachey and George Pearson.

The standard work on British slogan postmarks is at last available again in a new edition, having been out of print for some time. Not only does this give a complete listing of slogans up till 1969 it also has 60pp of explanatory background information which is essential reading for any postmark collector. This introductory section does not stop at 1969 and includes information on interesting developments right up until 1985 with a section on modern postal mechanisation. The title is now "Collecting Slogan Postmarks" reflecting the broadening of the book's contents, but including its previous forms there have now been nine editions.

220pp, limp bound. Available at £9.95 (plus £1 postage) from C. G. Peachey, 19 Moorland Road, HEMEL HEMPSTEAD, Herts HP1 1NH.

The Postal History Annual 1986 by James A. Mackay.

This is the eighth edition of the *Postal History Annual* in which the well known writer on postmarks and

postal history, James Mackay, publishes supplements to some of his other works. This edition has supplements to *Scottish Postmarks*; *English and Welsh Postmarks*; *Irish Postmarks*; *Parcel Post of the British Isles*; and *Registered Mail of the British Isles*. At £5.10 (£6.40 overseas — both post paid) it is, of course, essential to any owner of the original volumes. 104pp A4.

Perhaps this is a suitable opportunity to review some of Mr Mackay's recent publications. In 1985 three volumes were published on Sub Office rubber datestamps. These were to mark the centenary of the introduction of "Climax daters" in 1885. In each case the daters are listed and illustrated with dates on introduction, but no indication of rarity. Each costs £6.60 (£7.90 overseas) post paid.

Sub Office Rubber Datestamps of Scotland — 94pp A4

Sub Office Rubber Datestamps of Ireland

(with the names in English) — 119pp A4

Datstampai Rubair Na bhFO-Oifigi an Phoist in Eirinn (with the names in Gaelic)

Two of Mr Mackay's substantial volumes on postmarks and cachets have not been reviewed in these pages before now. Both are essential reference works of those interested in the subjects.

Official Mail of the British Isles — 349pp A4, 2499 illustrations. £12.40 post paid (£14.60 overseas) 1983.

From free franks to the Savings Bank and from Royal Mail to Official Postal Stationery, everything is covered in this very comprehensive work. As always with such works, much of value lies in the illustrations and given its size it must represent excellent value for money. Ireland, the Isle of Man and the Channel Islands are also included.

Surcharged Mail of the British Isles — 138pp text plus 63pp illustrations. £10.50 post paid (£12.60 overseas) 1984.

The system of surcharging mail and the resulting markings have always been of interest to philatelists and postal historians. Prior to 1840 it was the normal practice to send letters unpaid. Postage was recovered from the recipient with the amount due indicated by black numerical markings on the front of the cover. Prepaid postage was indicated by a red marking. Later, the recipient only paid money when an insufficient amount had been prepaid. In all these cases a vast array of local handstamps was produced and these are listed here in profusion but without any indication of rarity.

All the above books by James Mackay are available from him (at the prices stated) at 11 Newall Terrace, DUMFRIES DG1 1LN.

The Museum Piece

J. A. C. Harrison

J. A. C. Harrison was born on 5 August 1872, the eldest son of Samuel Harrison, line-engraver of Manchester. At the age of thirteen he became a pupil of his father and within one year had made his first engraving.

In May 1891 he was engaged as an ornamental engraver with Waterlow Bros. & Layton, later Waterlow & Sons, and remained with the firm until 1899.

Harrison then turned freelance and specialised in pictorial engraved bookplates undertaking commissions for fashionable West End stationers and booksellers including John & E. Bumpus and Truslove & Hanson Ltd. In 1910 he was commissioned by the Royal Mint to engrave the dies for the postage stamps of George V. The frame was

designed by Bertram Mackennal and incorporated a W. & D. Downey photograph of the King. In 1912 Harrison worked on dies for a completely new set of postage stamps with the portrait of the monarch based on Mackennal's sculptured heads for medals and coinage. He also produced the dies for the magnificent Seahorse high value stamps.

After the First World War Harrison joined Waterlows as their chief portrait engraver and he was responsible for most of the portraits on their stamps, banknotes and government bonds up to 1943.

Even after his retirement Harrison continued to produce more *ex libris* bookplates. His last engraving, for his son Herbert Walter Plews Harrison, was undertaken when he was 82. Towards the end of his life he lived at Wimbledon where he died on 25 January 1955.

There is a new display on permanent view at the National Postal Museum, London on the work of J. A. C. Harrison. The tools in this display are those used by Harrison and were presented to the Museum by H. W. P. Harrison in November 1985. This is one of two panels forming the display.

JOHN AUGUSTUS CHARLES HARRISON 1872-1955.

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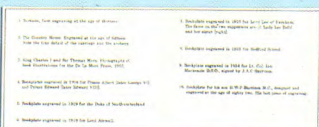
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Commemorative Covers

World Air Speed Record. The 30th anniversary of the establishment of the world air speed record by Lt. Cdr. P. Twiss is being marked by a cover on 10 March. The special handstamp for BFPS 2108 shows a sketch of a Delta 2 aircraft. Prices (with Halley's Comet stamp) £2.20 double signed (£1.45 single or £1 unsigned). Cheques made out to the Fleet Air Arm Museum, Royal Naval Air Station, YEOVILTON, Somerset BA22 8HT with an SAE 7" x 5".

Catamaran Ferry Service. In March a new ferry service by catamaran is due to commence between Portsmouth and Ryde, Isle of Wight. Covers bearing cachets giving crossing details will be carried on the first journey in each direction. Price £1.50 each way plus postage (£2 plus post if signed by the captain). Orders to Chris Barton, Flat 1, Wilmington, Appley Rise, RYDE, Isle of Wight PO33 1LE.

West Somerset Railway. Marking the 10th anniversary of the opening of the first section of the West Somerset Railway a special train will run on 28 March. Special covers will be carried, with a local railway stamp and the 17p Famous Trains stamp cancelled by a special handstamp. Cost is £1.75 each from John Nash, 5 South Road, WATCHET, Somerset TA23 0DA.

Spitfire first flight. Marking the 50th anniversary of the first flight of the Spitfire a special Eastleigh postmark will be used on 5 March. A special cover from the Spitfire Society is available at £1.95 plus postage (£2.50 signed). Details of flown covers are available on request from and orders to: Rembrandt Philatelics, Regency House, Beacon Road, West End, SOUTHAMPTON SO3 3BS.



Stampex 1986

Stampex, Britain's national stamp exhibition, takes place from 4 to 9 March at both halls of the Royal Horticultural Society, London SW1. The handstamp to be used on mail posted at the exhibition is shown here. A publicity slogan is being used at London SWDO from 24 February to 10 March.

The National Postal Museum is issuing a card featuring Halley's Comet on 4 March to coincide with the opening of Stampex. Costing 20p, it is



available from the Museum (KEB, King Edward Street, LONDON EC1A 1LP) or from the PO stand at Stampex. It was illustrated in the February *Bulletin* (page 114).

Halley's Comet Card

A card illustrating Halley's Comet as shown on the Bayeux tapestry was produced to coincide with the issue of the Halley's Comet stamps on 18 February. Bearing a 17p Comet stamp cancelled by a London SE10 f.d. postmark they cost 90p each from Historic Relics, 95 Calbourne Road, Balham, LONDON SW12 8LS.

British Philatelic Bulletin

Editor Douglas N. Muir

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