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The Journal of the Postal History Society

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An important early Canada destination cover, from Montreal to Rome in 1863, franked with a strip of three 1859 10 cent browns, sold for £3,000.

India brought good results with an 1866 Service Postage overprint on 1/2a receipt bill stamp mint block of four (SG019) bringing £2,450.

Portuguese Colonies featured the Kionga 1917 issue on censored cover to Switzerland which reached a price of £2,800, reflecting its great rarity.

In a strong China section, an 1873 1d pink envelope uprated with 1s green and a 2d blue from Drogheda, Ireland to the remarkable destination of China Island Mission at Chinkingiang brought £1,750.

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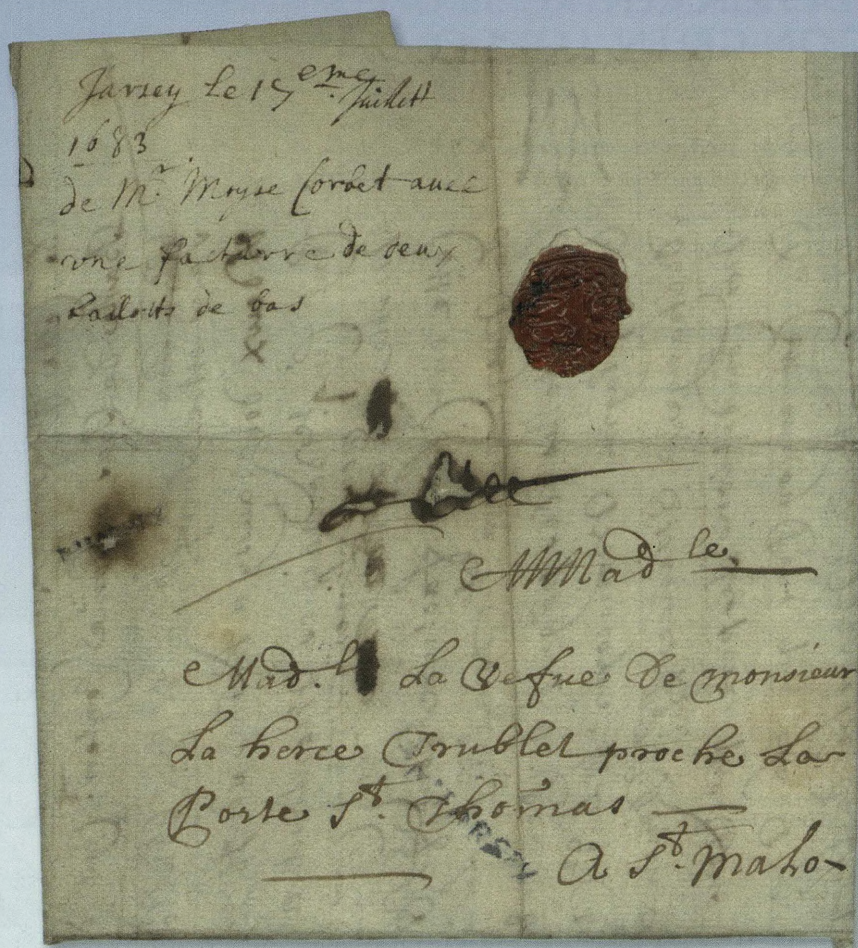
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Postal History

The Journal of The Postal History Society

Number 342, June 2012

Hon Editor: CLAIRE SCOTT

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Copy dates - September 2012 Issue August, December 2012 Issue November

EDITORIAL

A typical Bank Holiday Monday in May with grey skies and pouring rain explains why I am working on the Journal rather than the garden. My aim as Editor is to produce Journals with as much variety of topic as I can, which of course relies on you and your response to my initial request for articles was wonderful. I am beginning to run out of short one page articles, in this copy we have three which has seriously depleted my reserves for the next Journal. My second plea is with regards to the articles themselves. Please send your images to me separately and at 300 dpi. I know I have asked before and I have had a number of emails with suggestions of what to do, but 72 dpi does cause quality issues as well as increasing the time it takes to extract the images and change them. My final plea is for you to send your article as an attachment - I have had some where the article is the email and when I save it only the text is saved. Someone may be able to tell me what I am doing wrong,!

A WORD FROM THE PRESIDENT.

As postal historians we all know what a fascinating story we can weave from our uniquely personal records of past events. Many such tales feature in our Journal but sadly far too few of the public at large have any conception of what we have at our finger-tips. This edition contains two interesting articles which seek to bridge this divide. Wafer seals have a direct relationship with postal history and yet you do not have to be a postal historian to find them fascinating as Art Groten, President of The Ephemera Society of America, demonstrates. Matthew Payne is an example of a professional archivist, until recently at the London Metropolitan Archive, who is researching the correspondence of Thomas Pengelley and hopefully any member with letters to or from Pengelley can fill in some gaps by writing to or e-mailing the Editor. I can also commend the seminar papers from the American Philatelic Society on the theme of 'Geography and Postal History' which are reviewed briefly in Library Notes.

A recent innovation was a Workshop in Derby organized by the Business Archives Council and the Historical Model Railway Society who have enviable purpose-built premises for their Library and meetings. The theme was the relationship between amateurs and professionals in the world of archives and your Editor and I were able to explain something of the scope offered by postal history which was a complete mystery to most of those present. Sadly in this country the term amateur is often used in a somewhat derogatory tone whereas I much prefer the French meaning of connoisseur which conveys much more of a sense of our collective knowledge which can exceed that of the professional, although sometimes in a more specialized field. The event was over-subscribed so there was not the opportunity to make it available to our members but hopefully there will be such an occasion again in 2013 in which our Society can play a leading role.

Philatex will be missed by many of us for its friendly atmosphere in an accessible venue but even such a loss also presents an opportunity. Hopefully a number of dealers will make the move to Stampex which will create a bigger and more diverse show with the need to travel only twice a year into the centre of London. The Society's stand in the central information area means that the visitor cannot enter without passing us by, while the sale of our publications reaches a new audience and we reinforce our position as the senior Society devoted to postal history in this country. At future such events we hope to host a gathering for visiting members offering refreshments in convivial company as well as the opportunity to show off those wonderful hidden gems acquired from unwitting dealers - if only that happened as often as we would all like!

Sadly we lost quite a few members recently through a combination of ill-health and economic circumstances. We now need to build upon our sound foundation by recruiting fresh blood and can offer the unique opportunity for research to be published in Postal History in glorious technicolour for a very modest annual cost. So please encourage all your friends and acquaintances with any interest in postal or social history to join us - only the other day I had a call from a Cunard enthusiast who had failed to find a particular book in our Library anywhere else on the worldwide web - of course he can borrow it, but only if he joins first!

LETTERS TO THE EDITOR

Dear Editor

I did enjoy the exhibits at the recent Postal History Society meeting at Winchester. Further to our discussion, I herewith send you a photocopy of the item I have a query about.

The piece bearing a strip of three G.B. K.G.VI 3d stamps is cancelled by a double c.d.s of the Durban Paquebot mark from which "Durban" was removed during World War II and is dated "5 MAY 44". This datestamp was used at the time for other than paquebot purposes as well. An undated mark, in the same grey-black ink, has also been applied to the item. It shows an "L" in a circle.

I would like to establish what the significance or purpose of the "L" marking was. Can anyone help?

Kind regards

Dr. J. Frank



Dear Claire

I think I can provide the answers to the query from Peter Basterfield in Postal History No. 340.

The date is not stated. To ascertain this, the postmark straight line BATH appears to be either W&J 77 (30x5 mm) recorded 1798-1807, or W&J 86 (29x5 mm) recorded 1805 - 1808. The illustration therefore appears to be approximately half size. The mileage from Bath to London was 109 (per various mileage marks). The rate from Bath to London was 7d for a single letter (1797 rate for 100 - 150 miles, or 1801-1805 rate for 80 - 120 miles).

The letter was endorsed "Double only", but the letter was a large one, so the single enclosure was presumably heavy enough to bring the total weight to between 1 and 1¼ ounces. Does the letter indicate what the enclosure was?

The reference books available to me seem to refer to rates for letters over three pages being charged per one ounce. However the practice was to charge per quarter ounce. I have a letter of 1814 within Scotland showing "2¼ oz pd 8/3½" ie nine times the single rate of 11d + turnpike charge ½d.

The illustrated letter, assumed to weigh up to one and a quarter ounces, would therefore have been charged 5 rates, i.e. 2s11d.

The 3/4d would probably have been the total amount to be collected for two letters delivered at the same time, i.e. 2s 11d on this one plus 5d for another one.

References:

M Willcocks and B Jay - The British County Catalogue of Postal History (vol 5) [W&J]
C Tabart - United Kingdom Letter Rates 1657-1900, Inland and Overseas.

Regards
Alistair Kennedy

WAFER SEALS IN THE SERVICE OF POLITICAL ACTIVISM

ARTHUR H. GROTEN M.D.

Shortly after wafer seals were introduced to the public as a cheap and easy means of securing their letters in the days before the general use of gummed envelopes, those seals came to be seen and used as messengers. I wrote, in a general way, about wafer seals in the March 2009 issue of this Journal, noting the Champness & Trapnell book *Adhesive Wafer Seals* as the prime [only] source of information. Let us now look at a subset of wafer seals whose purpose was to educate the populace and exhort them to support some political or social cause. These two ends were often closely allied.

England of the 1840s, like much of Europe, was a time of political and social upheaval. The Napoleonic Wars were over and relative peace prevailed. This permitted politicians and social activists the time to consider how to address what were becoming increasingly divisive and potentially threatening inequities. The balance of power was just beginning to shift from the landowners to the factory owners. An increase in the general standard of education was necessary to create workers capable of supporting the burgeoning infrastructure required by the Industrial Revolution. As people became educated, they saw a glimmer of hope for improving social conditions.

Some causes were quite specific: anti-vaccination, Aboriginal protection and vegetarianism, to note a few. Others were larger in scope: anti-slavery, temperance and suffrage. But perhaps the one political movement of the mid 1840s that affected the most people was the Anti-Corn Laws and the related Free Trade movement. [The term "corn" was used in its old sense of "grain" (a kernel) and referred to the principal crop of a country, e.g. wheat in England, corn in the US and rice in the Far East.]

The Corn Laws at issue were promulgated in 1815 when the resumption of the import of foreign grain would depress the prices of domestic British grain. Parliament, dominated by large landowners, elected to protect its members with a tariff that significantly raised the price of bread throughout the country. There were riots in opposition. There were early attempts at organized opposition but it was not until 1836 that the Anti-Corn Law Association was formed in London where it met with little success. It moved to Manchester under the direction of Richard Cobden, John Bright and George Wilson and changed its name to the Anti-Corn Law League. The organizers were middle class businessmen who saw the laws as a major obstacle to increased manufacturing productivity. They also sought the removal of protectionist laws. In this sense, they allied themselves with the Free Trade movement.

Prime Minister Robert Peel, himself a scion of both landed and manufacturing wealth, eventually came to understand the need for the repeal that was passed on June 25, 1846 using the Irish Potato Famine as the centerpiece of his successful campaign. The motivations for his actions have long been debated and make for interesting reading, but not here. (Figures 1 & 2)



Figure 1. Robert Peel, Prime Minister during the successful campaign to repeal the Corn Laws.



Figure 2. Robert Peel writes to a Mr Hill in May 1840.

With all that as background let's look at some of the wafer seals created to aid the campaign for repeal. It is, perhaps, of interest that the League itself used wax seals rather than promotional wafers. The seal in Figures 3a-c was used from London on August 23, 1843 on a cover sent to founding member George Wilson at the League Offices in Manchester.



Figure 3b

Figures 3a-c. Anti-Corn Law League founder received this cover from London with the League's wax seal applied in August 1843.

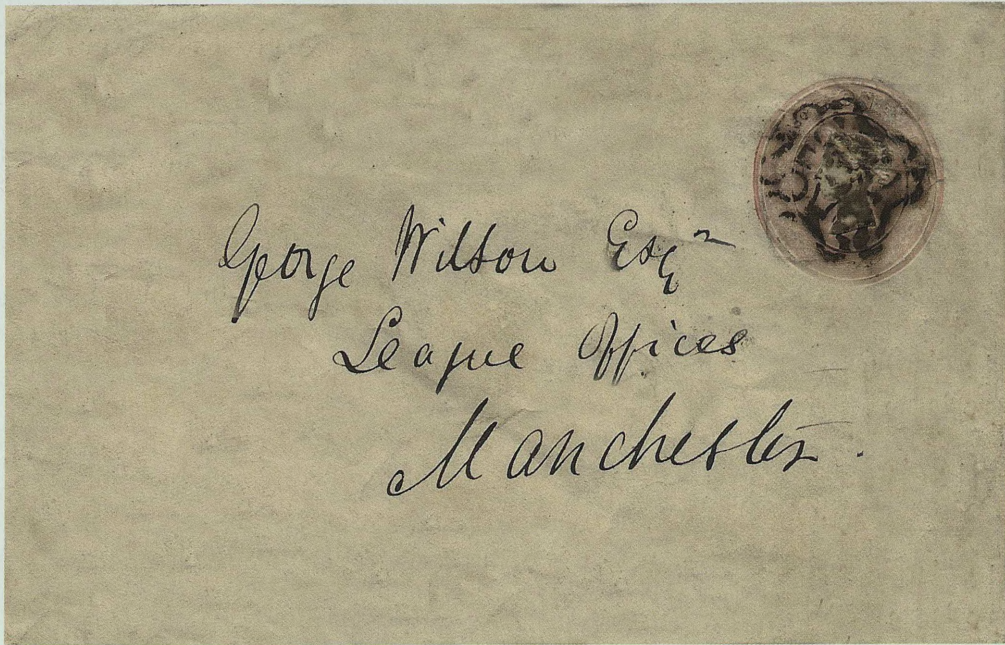
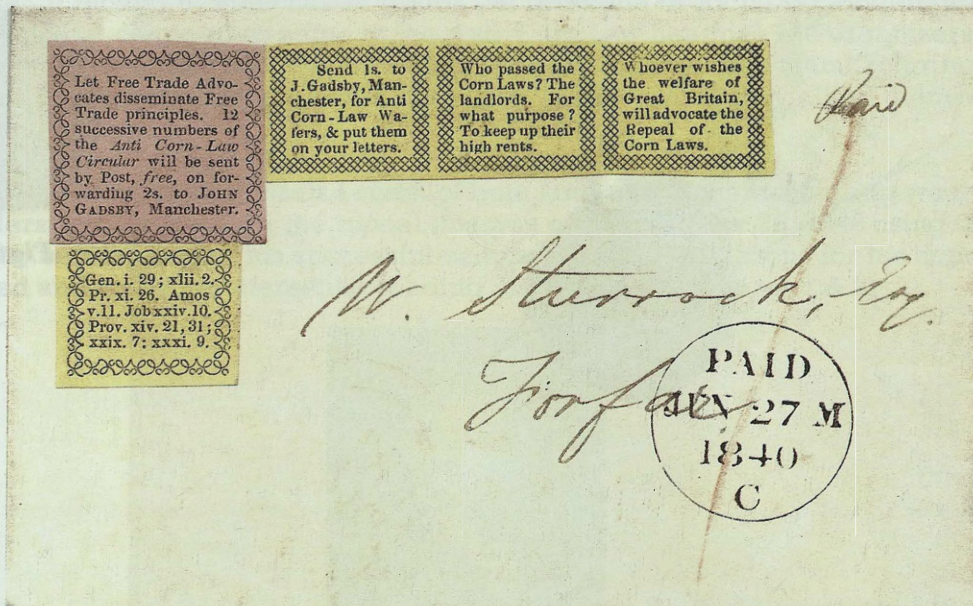


Figure 3 c

Not surprisingly, many of the Anti-Corn Law wafer seals were produced in Manchester, headquarters of the League. Prominent among the known Anti-Corn Law wafers are those published by J[ohn] Gadsby, Market St. Manchester. Indeed, he is important for having been the first publisher to create propaganda labels after the introduction of the Penny Post. Reading the text on some of his labels shows the close affinity between cheap postage, Anti-Corn Law and Free Trade. The earliest recorded use of one of his labels is February 1, 1840. He was also the printer of pamphlets in support of those causes. It is not clear how many different labels he produced but they were clearly printed se-tenant in sheet form. Most often seen are those in yellow, then pink, green, blue or mauve, all decidedly rare. The cover in Figures 4a-c has no fewer than six of his labels applied, one as a letter seal on the reverse, and was sent from Scotland by Gadsby's brother, George, on June 27, 1840.



Figures 4 a-c. A remarkable cover with six Gadsby labels (one on the reverse) sent by his brother George from Edinburgh in June 1840

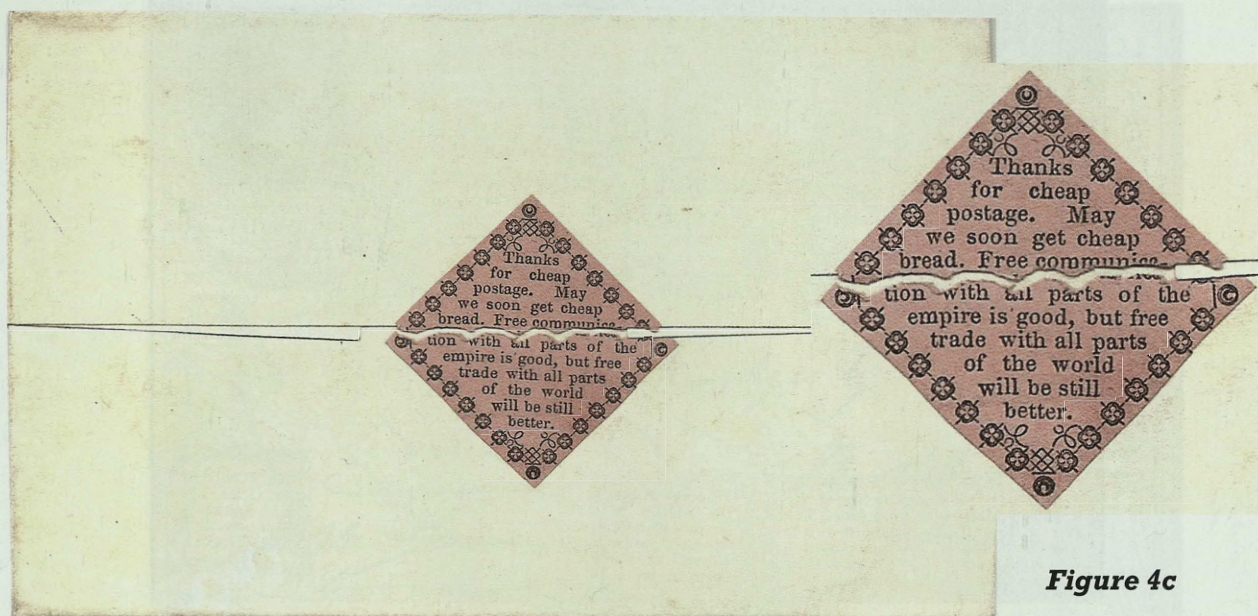


Figure 4c

Figure 4 b

Figures 5a-b show a single label in pink used in 1844, present in the strip of three in Figure 4. For completeness, Figures 6 & 7 show another Gadsby label and another wax seal illustrated in Champness & Trapnell. Illustrated on the back of the book is a remarkable Penny Black cover with seven Gadsby labels on the front (Figure 8). Note that we have seen some of the labels in other colours.



Figure 5 b

Figures 5 a-b. A pink label of the type seen on the cover in Figure 4

Cheap Postage will repeal the Corn Laws. Let Free Trade persons disseminate Free Trade principles. The *Anti-Corn Law Circular* can be sent by post for half a year, (12 Nos.) by inclosing 2s. in a quar. sheet of letter paper, (free) to J. Gadsby, publisher, Market St. Manchester.

Figure 6. Another Gadsby label.



Figure 7. An Anti-Corn Law League wafer seal



Figure 8. Compare this cover to that in Figure 4 to see the consistency of the plate arrangement and the use of different colours for the same label.

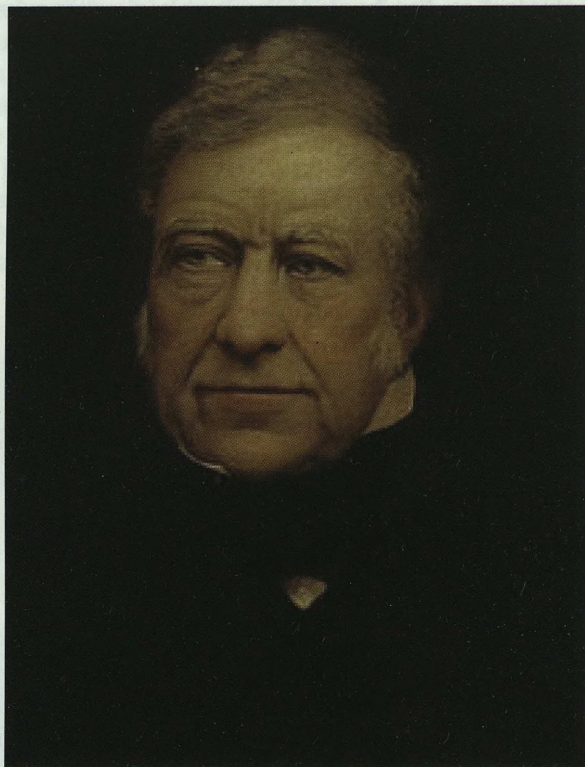


Figure 9. Scottish radical politician Joseph Hume who sent the cover in Figure 10.

A second group of Anti-Corn Law/Free Trade seals are round. Three are recorded, all with white letters on either a dark blue or green background. They are known used only in 1843. The 2d. Mulready folded letter with one of these seals in Figures 10 a-b was sent by Joseph Hume (1777-1855), a Radical M.P. from Scotland (Figure 9), who was instrumental in promoting anti-establishment causes. A second of these elusive seals (Figures 11a-b) was used October 26.



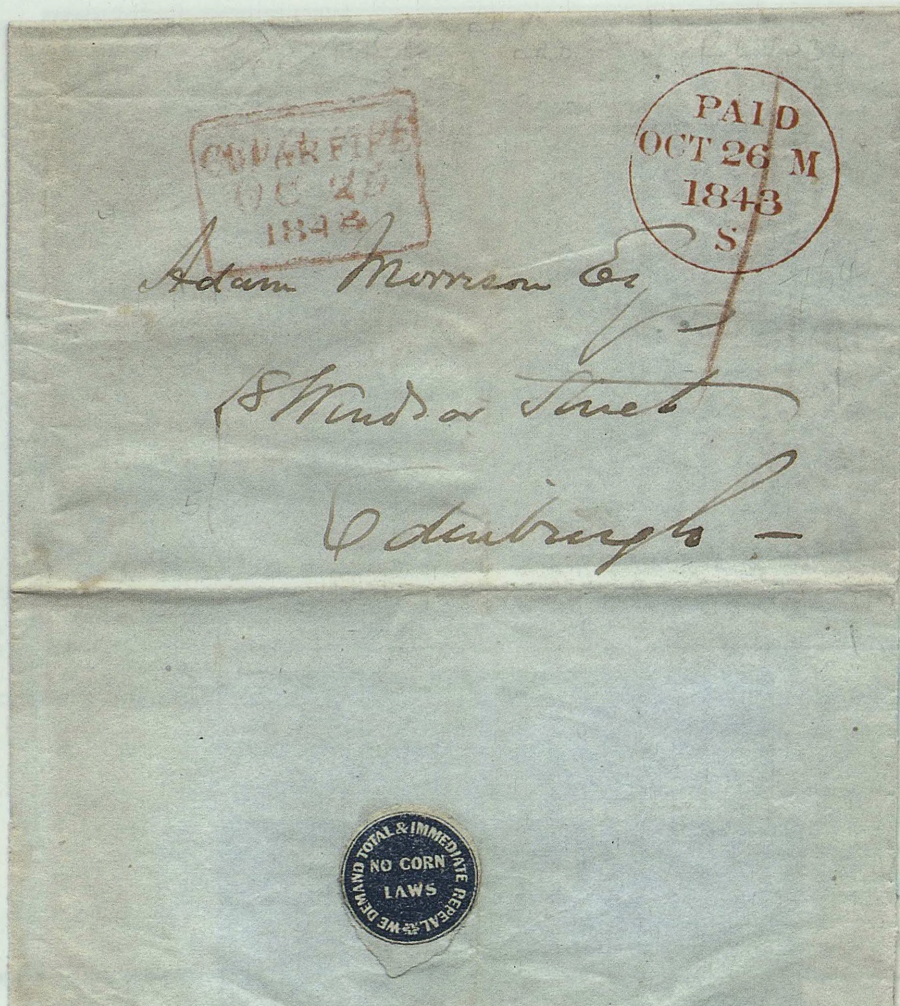
Figures 10a-b. A very unusual use of a wafer (any wafer) on a 2d. Mulready envelope, one of three recorded types of round Anti-Corn Law labels.



Figure 10b.



Figure 11b.



Figures 11 a-b. A second type of round Anti-Corn Law League label used in 1843.

The success of the campaign significantly lowered British bread prices and aided the maintenance of political stability while much of the rest of Europe was subjected to serious and prolonged civil unrest.

Bibliography;

Adhesive Wafer Seals, a transient Victorian phenomenon, Michael Champness and David Trapnell, Beckenham, 1996.



There were close parallels between the Anti-Corn Law and the Free Trade campaigners as demonstrated by the very similar styles of wafer seal presumably emanating from the same printer. This example was used on a letter of 1842 from Exeter to Edinburgh in the collection of John Scott.



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JORDANIAN OCCUPATION OF PALESTINE

JOHN RAWLINS

Cover from Bethlehem to UK 1 July 1949. 35 mils in Transjordan stamps overprinted for use in occupied Palestine, 1948-50. 20 mils obligatory tax stamp also overprinted for use in Palestine.

From 1946 to approximately 1952 tax stamps to the value of half the postage had to be used. The proceeds were used to aid Palestinian Arabs. Thirty five miles was the correct Air Mail rate from Jordan to UK at this time. Carried by surface transport to Amman (backstamped 3 July 1949), where AV2 handstamp applied [Ref 1] indicating loose airmail sent forward with mail to other destinations, to be sorted at the next stop. This loose airmail, (as opposed to bagged mail for one destination) was listed according to destination on the accompanying docket AV2.



Palestine was a British Mandated Territory until 14 May 1948 when a UN Resolution divided it into Jewish and Arab regions. Immediately, the State of Israel was proclaimed, and the neighbouring Arab states invaded, and secured, the proposed Palestinian region. The West Bank was occupied by Jordan, who issued stamps overprinted PALESTINE for use there.

On 24 April 1950 the occupied area was annexed by Jordan, and the overprinted stamps could be used throughout Jordan.

The West Bank was taken by Israel in the Six Days War, June 1967, and administered by them until 1994.

Ref.1 'AV2 and O.A.T. Markings' by Keith Fitton, Air Mail News 39/164 June 1996 and Phillips "Osprey" Auction 3 Nov 1983.

Also Stanley Gibbons Stamp catalogues, Encyclopaedia Britannica, and Wikipedia.

EAST AND WEST JUNCTION RAILWAY 1848

PHIL KENTON

Entire letter carried as a parcel from Knaresborough to York as a railway parcel on the East & West Yorkshire Junction Railway, dated Knaresborough 13 November 1848, just two weeks after the opening of the railway on 30 October 1848. The entire shows a large white carriage label showing the payment of 5d.

Route: From a junction with the Great North of England Railway, just north of York at Poppleton via Hessay, Marston Moor, Hammerton, Cattal, Allerton and Goldsborough to a junction with the Leeds and Thirsk Railway at Hay Park Lane, then on to Knaresborough, (15¼ miles). The first section of the Railway was opened on 30 October 1884 from Poppleton to Hay Park Lane, (14 ½ miles). The railway was taken over by the York & North Midland Railway on 1 July 1851, an arrangement that was ratified by an Act of Parliament dated 28 May 1852 and further amalgamated in 1854 with other companies to form the North Eastern Railway.

At one time or another there were approximately 1300 independent railway companies in Great Britain, among them some of those names are now forgotten, yet these railways changed the face of Great Britain.

One of these small railways was described by H. S. Thompson to a select committee in 1872. Thompson was for many years the able Chairman of the North Eastern Railway, and was well acquainted with the East & West Yorkshire Junction Railway. His evidence reads:

" The district was covered with a number of short lines, most of which were in embarrassed circumstances. The one nearest to me, and which I regularly used, was perhaps a little worse than the average. It was a line between York and Knaresborough, and only had one set of carriages, and the locomotive was made to do the most work it could, running backwards and forwards to carry

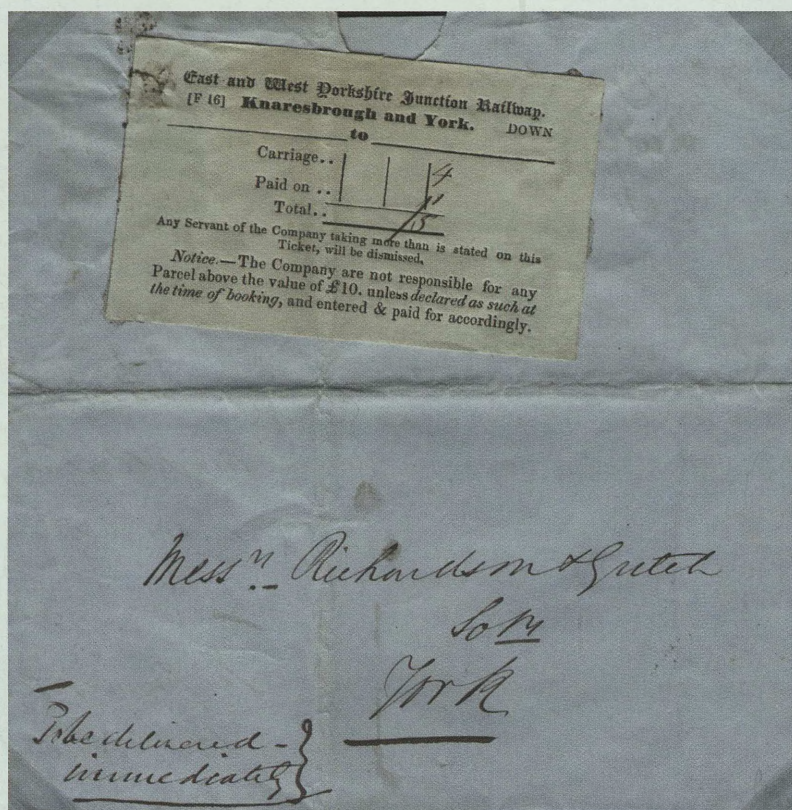
passengers, goods and coal, and it often broke down. We used to consider that the speed averaged four miles per hour. They were often stopped by the engine fire being nearly out, and it was obliged to stop to get up steam again. In fact, it was in very bad circumstances and gave very little accommodation to the public. The other railways were not all as bad as that but even the best managed were in great difficulties for want of funds."

Most of the smaller railways had a very short life, and were soon swallowed up by the great railway companies.

References:

Railway Rarebits - R.C.H.Ives.

A Chronology of the construction of Britain's railways 1778-1855. Leslie James. Ian Allen Ltd 1983
ISBN 0 7110 1277 6



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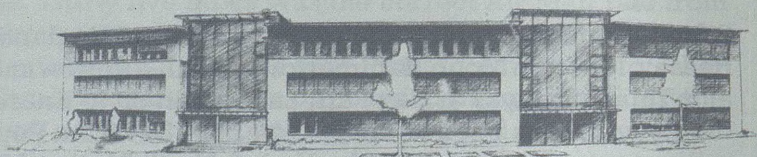
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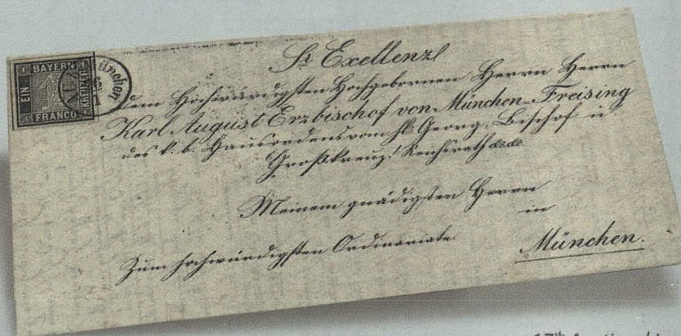
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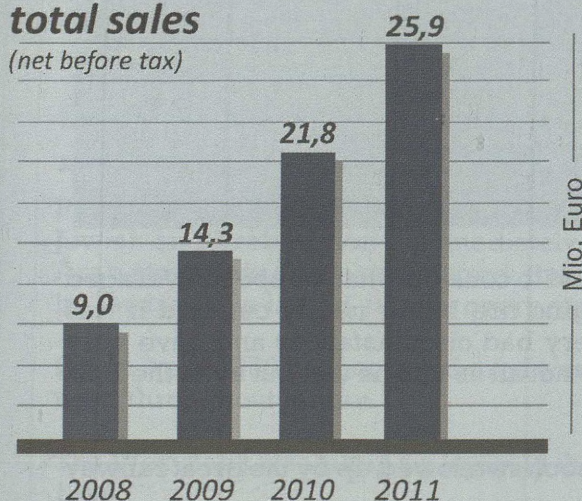
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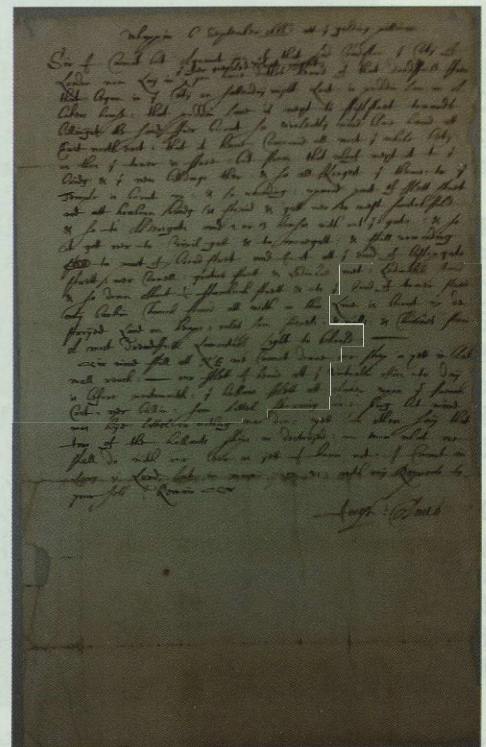
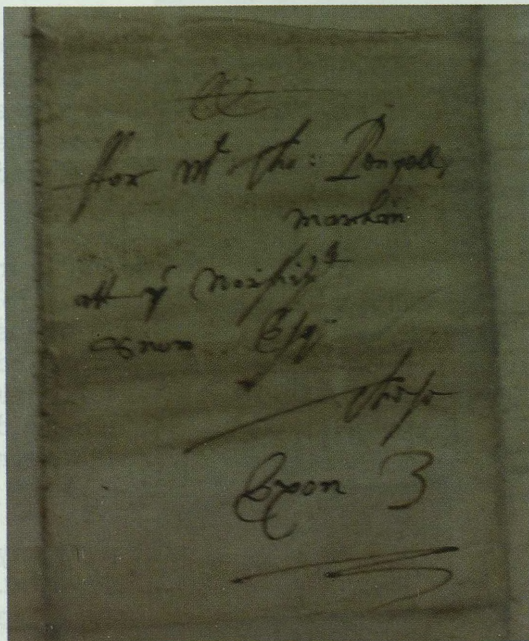
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THE CORRESPONDENCE OF THOMAS PENGELLY

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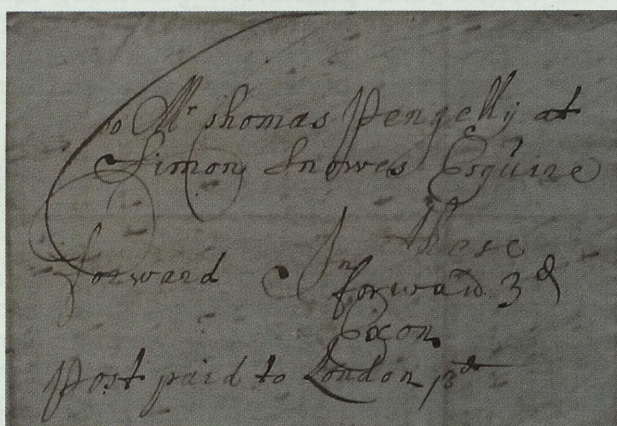
Significant collections of business archives are relatively scarce for the 17th century. It is not until the 18th century that most of the modern corporations of Britain were established, with their concomitant records relating to insurance, banking, overseas trade and manufacture. Prior to this, most private firms were family affairs, and the documentation which would have been generated was often destroyed as part of the failure of business networks, or the death of family members. The correspondence generated by the London merchant Thomas Pengelly (1629-1696) appears to be a gratifying exception. Although the letters have been curiously dispersed, I have so far been able to trace nearly 300 letters sent by or to him (mostly received by him) over a 20 year period, roughly 1655-1675. This article is in part an attempt to establish the whereabouts of others. I am currently working on an edition of the correspondence, to be published by the London Record Society, and while it is of course never possible to guarantee comprehensiveness, the large number of letters already located in private hands certainly suggests the possibility of more survivals. The correspondence is of interest not only to social and economic historians, but also for postal historians and collectors, as the letters contain some of the earliest extant Bishop marks.

Despite the suggestion of his name, Thomas Pengelly was in fact born in London. His family was indeed from the South West of England, and many of the surviving letters to him are from correspondents in the Exeter area. But he was baptised in the parish church of St Mary le Bowon Cheapside on 9 April 1629, the second child and eldest son of another Thomas Pengelly, also a City merchant. Pengelly senior died when his son was only a year old, and his mother, Mary Pengelly, née Snowe, soon remarried, providing Thomas junior with both a stepfather, and, probably, the master of his teenage apprenticeship. Thomas Davis was a Stepney merchant, and it was presumably therefore in Stepney that Thomas Pengelly spent his early years. In due course he also gained a half brother and half sisters, many of whom (with their spouses) feature as business partners in his later ventures, most notably Samuel Davis and George Harper, who married his half sister Elizabeth Davis.



The earliest surviving record of Pengelly's business activities is a letterbook, covering the period 1655-9, which is held at the Bodleian Library in Oxford. From this it is clear that Pengelly had, in 1655, not long finished his apprenticeship, and that he was quick to join the Levant

Company, a monopoly trading company whose interests lay in the eastern Mediterranean. But the wealth of letters that follow over the next twenty years portray Pengelly trading in a whole range of commodities, from herring and tobacco, to shoes and coal, and across the globe from Virginia to the Eastern Mediterranean, Barbados to the North Sea. He was part of that growing band of general trading merchants, ready to make a profit on any venture where one seemed likely. His centre of operations for the majority of this period was Fenchurch Street in London, in lodgings at the 'Pestle and Mortar'. His main correspondents were family members in the south west of England (especially his uncle Simon Snowe in Exeter), and in Yarmouth in Norfolk (principally his half brother Samuel Davis and brother-in-law George Harper). But he was also receiving numerous communications from agents in the Levant (notably in Smyrna, the hub of Asia Minor's trading world with the Europe), from his ship's captain Joseph Ames (1619-1695, a former naval officer also from Yarmouth, who retired from the sea in about 1674 probably at the same time as Pengelly), and from other contacts around the globe. In the course of his business Pengelly travelled through southern England regularly, was often himself in Exeter and Norfolk, lodging with acquaintances. His mother moved to the Yarmouth area in the early 1660s, and it seems likely that the family were early members of the formative Congregationalist community there.



The letters are a mine of information on these family and business networks, on the nature and practice of trade in the seventeenth century, with incidental notices of national and international events (usually on how they affected trade and the movement of ships).

In 1673, at the age of forty four, Pengelly finally got married, to Rachel Baines, the daughter of Lt Col Jeremy Baines, who had fought as a Parliamentarian in the Civil War, and his wife Katherine, née Otway. This seems to have been the spur for him to settle down to family life, and retire from the pressures of the business world. His fortune had presumably been made, and was supplemented by the advantageous marriage to a wealthy heiress.

The letters dry up soon after this date. Pengelly is known to have purchased a large house in Finchley at about this point, and his only son, also named Thomas, was born soon after in 1675. (Thomas Pengelly junior, later Sir Thomas Pengelly, went on to become Chief Baron of the Exchequer in the early 18th century). A handsome two-handled silver cup in the Victoria and Albert Museum, dated 1683, bears Pengelly's newly-acquired coat of arms (or newly-assumed; it may well not have been officially granted), impaling those of his wife, Baines. Still only in his mid forties, Pengelly had clearly flourished enough to become a grand country gentleman, withdrawn from the business world to enjoy his amassed wealth.

Thomas Pengelly died in 1696. He was survived by his wife Rachel for almost another twenty years, and a fascinating daybook of hers survives in the British Library for part of this period. In it she makes reference to a lodger that she and Thomas had taken in in the 1680s, namely the former Protector Richard Cromwell. He continued to lodge with her on her move to Cheshunt in Hertfordshire after her husband's death, giving rise to the scurrilous rumour that he was in fact the father of her son.

The three hundred letters which I have so far located in both public and private hands, in England

and in the US, will make a substantial book, and it is tempting to shrink from adding to the workload by seeking out further correspondence. But I would be fascinated to hear from any reader who has in their possession, or knows the whereabouts of, more of Pengelly's letters. This is especially true, of course, if you would be happy for their inclusion in the finished edition.

(17091)


Ind. 534 (1)

Southwark the 26 September 1666

Dear Brother

S^r I am glad to have received and thank you for your care in sending me word how you hear of our Cousins in London if it please god that it should they were all well yet we must expect great charge upon them if they be saved, & by this day last I wrote you what I heard concerning our concerns in London which I hope will come to hand to morrow, So this day I heard by a second hand that Mr. Alcock and others of the Owners are for sending of Capt. Jones to the Straites this yeare and Mr. Alcock hath asked my Brother Harger whether he thought you would be willing to have Capt. Jones his ship goe this yeare to the Straites as since I heard of it I thought it best to write you of it and desire you to write off first your thoughts of it, so please my selfe wholly to your selfe to doe in it as you see good only I thinke that the danger is greater now then it was last yeare and we are more for certain out with France, and were the french and Dutch fleet are if uncertain, and our league with Spain is not very firme, if those ships we burnt at the fleij were under the Duke of Burgondj his flag and how Spain will part wth that league is yet unknowne, the King of Sweden hath stoped all our English ships in his harbours and under command of any of his Castles makinge demand for satisfaction of a great losse his Subjects hath sustained in those ships burnt by us in the fleij, and so truly I thinke it is a great hazard to venture this yeare and as for insurance this ot dependous and a marcinge of it at London may put men to a stand and knowe howe they will trust, yet not withstanding all this

Your selfe



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"TOO LATE" & "LATE FEE" HANDSTAMPS ON POST OFFICE STATIONERY NEWSPAPER WRAPPERS

DR JOHN K. COURTIS

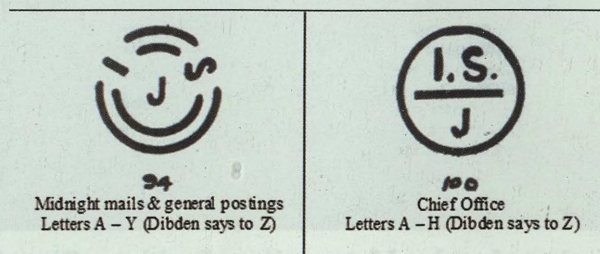
A simplistic philatelic definition of "TOO LATE" is a handstamp applied to an item of mail to indicate that it has been posted too late for inclusion in the day's dispatch. A similar definition is that it is an advice mark notifying that letters, etc. have been received too late for delivery by a certain time, or alternatively, it is the reason for a delay in mail delivery. In addition to handstamps, Victoria, Columbia and Panama have issued Too Late adhesives. In 1855 Victoria issued a 6d adhesive inscribed TOO LATE, the fee being paid for letters posted up to 15 minutes after closure of the mails to ensure the letter was included in the next sailing. This stamp experienced limited use of about 42,000 and was short-lived being discontinued around July 1857 (Kellow, 1990). Columbia issued special stamps inscribed "Retardo" (TOO LATE) between 1886 and 1921. Panama also issued stamps overprinted Retardo between 1903 and 1916.

There is a fundamental difference in kind between TOO LATE and LATE FEE marks. Historically, the late fee system enabled a letter to be handed in to the Chief Office of the General Post after the closing of the mails and by payment of a fee to secure its dispatch with the other mail. A distinctive handstamp was applied to indicate payment of the late fee. However, this is not quite the same thing as the TOO LATE mark, which was applied to mail that had missed the cut-off and no late fee had been paid. This mail was held over until the next day, the TOO LATE mark explaining that it was not the Post Office that was responsible for the delay in delivery (Alcock & Holland, 1977). Presumably this avoidance of responsibility for the late timing of delivery had its origins in commercial and legal matters of contracts and insurance.

The purpose of this paper is to identify the incidence (and lack thereof) of TOO LATE and LATE FEE instructional markings that have appeared on post office stationery newspaper wrappers. The author commenced building a database of Internet images of used post office newspaper wrappers listed for sale on eBay in Sept. 2003. Images have been collected on an almost daily basis since then and have been organized by postal entities and Higgins & Gage ('E') catalogue numbers. The database of approximately 23,500 different images encompasses 125 postal entities. Of these, ten wrappers have been listed for sale bearing TOO LATE handstamps: Barbados, Grenada, Jamaica, Zanzibar and Queensland; and one with LATE FEE marking: Barbados. A careful examination of the postmarks of other postal entities, with a double-checking of all British Commonwealth colonies/countries found no further examples. That none of these marks can be found on the wrappers of more diverse postal entities suggests that this marking is scarce.

While eBay may not totally depict what the philatelic world is all about, it is nevertheless a non-trivial and increasingly acceptable market place. An attraction of eBay is that sellers can list post office wrappers to draw the attention of a truly international market and thereby solicit interested customers from all corners of the Internet-connected world. From a research point of view, what is listed and sold on eBay is objective data available in the public domain. The analysis in this paper is specifically an eBay-based study. It is acknowledged, however, that there are other important avenues for the sale of philatelic material. Auxiliary markings are likely to have appeared on other wrappers not in the database.

Figure 1: TOO LATE Cancellations used by Inland Office on GB Post Office Newspaper Wrappers.



London Internal Section

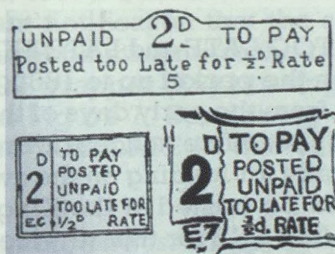
A comprehensive exposition of the LATE FEE and TOO LATE mail markings has been published by Parmenter, 2002. While concentrating on the marks of London 1840 to 1930 he identifies two rubber cancellations used by the Inland Office (p.67) but does not mention specifically that these were used on newspaper wrappers. They were used on general mail. Both cancellations are also illustrated in Stitt Dibden (1971, illustrations 94 and 100) as being used on wrappers for newspapers and other printed matter (illustrations 94 & 100). However, he does not identify their use as TOO LATE cancellations. Combining information from the two sources the cancellations in question are shown as Figure 1.

There are approximately 3,500 different used G.B. post office newspaper wrappers in the author's database of images. While it is not always possible to examine postmarks and other information accurately from some of these poor quality images, a careful search could find no evidence of these cancellations having been used on wrappers. What should be a reasonable interpretation of this finding? A simple explanation is that newspapers that were deposited at the Inland Section window for mailing were always on time. This interpretation is feasible for newspapers as their printing and assembly system was sensitive to time deadlines in order to meet delivery schedules in both London and elsewhere. No subscriber is going to tolerate the systematic arrival of a newspaper that is late with dated news. A second explanation is that the sheer bulk of newspapers posted late in the day in quantity (in tens of thousands per day) precluded special attention with these TOO LATE markings. The time and labour involved would not have been worth the effort, especially if first class mail was late and required the identifiable handstamp marking to denote that the post office was not responsible for the delay.

Why TOO LATE markings are not found on Other Printed Matter mailed in newspaper wrappers also requires an explanation. A simple explanation is that printed matter can be posted at any time before the regular mail time closes at the convenience of the sender and there would have been no unusual reason why late mailing would have occurred. Moreover, Printed Matter is not normally subject to the same rigorous delivery deadlines as are newspapers.

On 29 May 1922, when post office newspaper wrappers were still being issued, the Printed Matter rate was changed. Printed matter posted in London up until 4.30pm was charged at the concession rate of ½d for the first ounce. If posted after 4.30pm it was too late and was surcharged at double the subsequent rate of 1d, i.e., 2x1d=2d. In such cases a 2d surcharge mark was applied, and the three examples are shown in Figure 2 (Parmenter, p. 85). This extra charge would have been punitive for the sender of Printed Matter and it is not surprising that these marks are not found in the sample.

Figure 2: Surcharge Marks, Too Late for the ½d Rate



Barbados TOO LATE/LATE FEE

Of the 11 examples of TOO LATE and LATE FEE observed in the database six are from Barbados. All five TOO LATE examples are addressed within Barbados. In other words, none of these TOO LATE cases involve the missing of the deadline for shipping. The one example of a LATE FEE is to a London address, and the straight line sans-serif handstamp cancellation which ties the 1d adhesive that was added to pay the fee. All six examples are shown in Figure 3 because they are scarce and a census of what is extant might be useful to postal historians.

Figure 3: Five examples of TOO LATE and one example of LATE FEE from Barbados.



Grenada TOO LATE

Only one example of the TOO LATE handstamp appears in the database on a Grenada wrapper and this is shown as Figure 4. The wrapper bears a London address and the likelihood of the TOO LATE handstamp is due to missing the cut-off time for the sailing of the packet. The postmark information appears to be GRENADA (18)92 SP 24, being type P.O.4 (Cronin & Walker, 1973). (The 4 is unclear). From this information the postal historian should be able to trace the name of the packet that sailed without this wrapper.

Cronin and Walker (1976) in their comprehensive markings of Grenada illustrate the TOO LATE handstamp as MIS2. They state that this was applied on covers received before postal business had finished for the day, but after the appropriate out-going mail had closed.

Figure 4: Grenada Wrapper showing Too Late Marking.

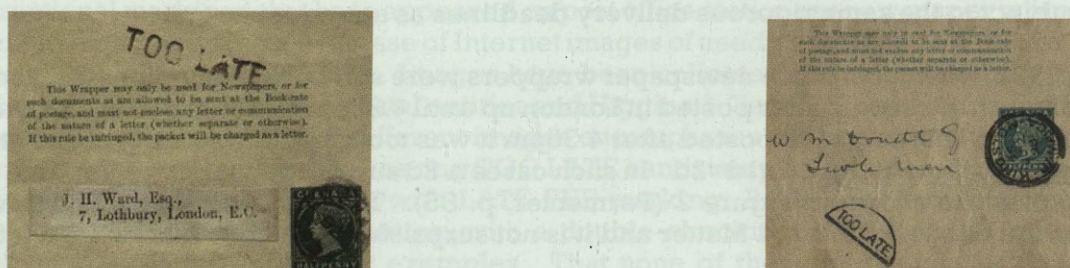


Figure 5: Example of TOO LATE Marking on Jamaican Wrapper.

Jamaica TOO LATE

The logic behind the application of TOO LATE and LATE FEE handstamps was laid down in Foster (1968). Although Foster's focus is on the period up to 1860, his explanation remains pertinent for the post 1860 period. He states that from the early days of the packet service, closing times for the mail had been laid down in various post office notices or broadsheets and at those times, the mail was sealed in the bags provided, ready for loading on the awaiting packet. Further, the post office made provision whereby mail could be posted at the Kingston office, at the quayside or on the packet itself and charged a small LATE FEE for this service. Late letters which were handed into the post office on which the late fee had not been paid were retained for inclusion in the following mail and were handstamped TOO LATE (Foster, 1968).

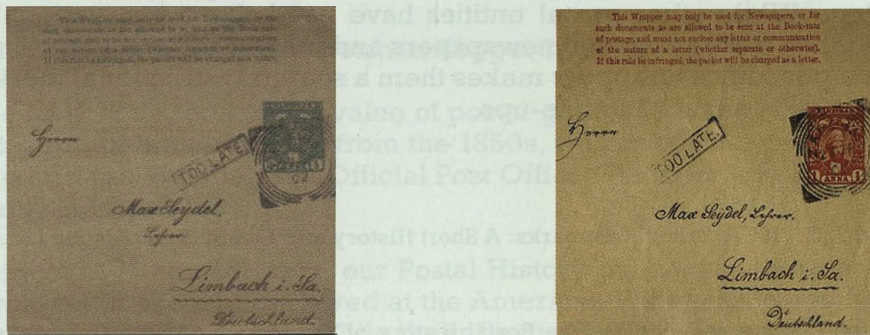
The single example of a TOO LATE wrapper from Jamaica is shown in Figure 5. This wrapper bears an address to the chief town and capital Sav La Mar of Westmoreland Parish. (Sav is the abbreviation of Savanna). The circular postmark reads KINGSTON 45 JU 2 98 JAMAICA. Mail for the post towns was made up at specific times by the Kingston G.P.O. and TOO LATE markings appear on inland letters. Unlike TOO LATE straight line handstamps used elsewhere, this marking is distinctive being a top semi-circle with sans-serif TOO LATE within.

Zanzibar TOO LATE

There are two examples of Zanzibar wrappers with TOO LATE markings: on E3 and E4 and these are shown in Figure 6. The image of the first of these was sent to me by a Zanzibar collector some years ago and is therefore from a non-eBay source. When the two wrappers are compared side-by-side it is obvious that they are philatelically contrived, both being addressed in the same hand and to the same address. The layout of the address is not identical but is very similar. The square circle date on E3 is 27 ? 02, and on E4 is more clearly readable 27 2A 02. It appears likely that the two wrappers were mailed on the same day and that the mailing time was contrived in order to deliberately miss the packet so as to obtain the TOO LATE markings. Indeed the question must be raised whether they are per favour markings. It may be that the named recipient in Germany was a stamp collector.

These boxed instructional marks are shown in Proud (1993) referenced as Type 12 (16.8.93)-(1.1.36). Proud notes that the "Indian standard handstamps can only be identified as Zanzibar in conjunction with other marks". A second unboxed serifed TOO LATE handstamp was used from 20 January 1950. A mystery does remain for the postal historian, however, in that Proud's sans-serif illustration has no period after E of LATE, whereas the two examples illustrated clearly reveal the presence of a period. Why does this discrepancy exist and what are the implications? The other concern is that the lines of the box appear to be heavier and thicker on the wrappers than does the illustration in Proud.

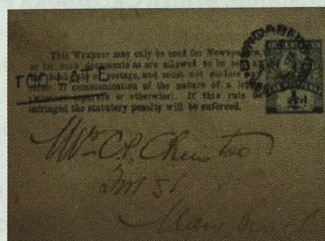
Figure 6: Examples of TOO LATE Markings on Zanzibar Wrappers.



Queensland TOO LATE

A LATE FEE was paid on letters posted between a half-hour and a quarter-hour before the scheduled departure of a mail, while TOO LATE meant that the letter had been posted after that time, and had to wait for the next mail (Campbell, 1990). Queensland is a very large land mass and the TOO LATE handstamp could be an important notification that the sender bears responsibility for the delay especially in circumstances where the missing of the mail might mean a wait of a week or more. The sole example, being an 1899 wrapper (E9) bearing an open BUNDABERG cancel and addressed to Maryborough is shown as Figure 7. Bundaberg and Maryborough are both coastal towns approximately 70 miles apart so TOO LATE in this context probably meant missing that day's mail cart.

Figure 7: TOO LATE marking on Post Office Wrapper of Queensland.



Based on the evidence that only one example can be found on 262 Queensland wrappers in the database, this instructional marking qualifies as scarce.

Other Postal Entities

In addition to the five postal entities discussed above, the literature indicates TOO LATE markings can be found on the mail of several other postal entities. Without attempting to be exhaustive, some examples will suffice. British Guiana marks are known from about 1882 and appear to have continued in use up until the time of Independence in 1966. Three types of handstamps were used: with a hyphen, without a hyphen and boxed (Nathan, 1996). The database of 371 examples contains none with the TOO LATE marking and the question must be raised as to whether they were ever used on post office wrappers.

Trinidad also used TOO LATE instructional handstamps at the Port of Spain GPO. Two types are illustrated in Proud (1997). None of the 359 wrappers of Trinidad in the database showed TOO LATE markings. Dominica applied a boxed TOO LATE handstamp at the Roseau GPO to mail that had just missed the twice weekly sailings of RMS "Yare", which sailed around the island clockwise (Oliver, 1996).

The key question is whether TOO LATE and LATE FEE instructional markings were applied to newspaper wrappers of other postal entities?

Conclusion

The study examined a large sample of extant post office wrappers held in the author's computer library to identify cases of the use of the handstamps TOO LATE and LATE FEE. Only 11 examples were found which is equal to a rate of about 1:2100. The postal entity with the largest number of extant examples is Barbados with five TOO LATE and one LATE FEE. Grenada, Jamaica and Queensland have one TOO LATE example each and Zanzibar has two allegedly philatelically contrived examples. While other postal entities have used these instructional markings, the question is whether they were applied to newspapers and other printed matter. In any event their rare appearance on post office wrappers makes them a scarce instructional marking and can be documented authentically as such in write-ups.

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LIBRARY NOTES.

Since the last edition there has been quite a flood of new publications allied to which we have filled a couple of gaps and all of the following titles have joined those listed on our on-line catalogue:

Return to Sender – Devices Used to Identify Service Suspended Mails During WWII, Michael Deery, 2011.

The Glasgow Penny Post, William Cochrane, 2012.

Manuscript town markings on early Scottish mail, Rex Clark, 2012.

Wilson's of Bannockburn, Roy Erskine, 2011. (See illustration below courtesy of Historystore Ltd.)

The Italian South Atlantic Airline (L.A.T.I.), Martyn Cusworth, 2012.

The Postal History of the French in Italy with particular reference to the French Military Mission, David Trapnell, 2012

New Zealand and Dependencies: A Philatelic Bibliography, David Beech, Allan Berry & Robin Startup, 2003 (No. 6 of 16 copies printed!)

Irish Crash Airmails, Ronny Vogt, 1997.

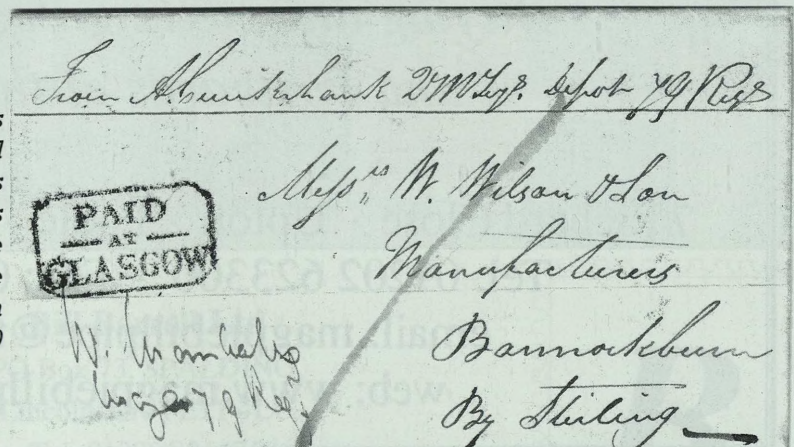
Railway Disaster Mail, Robin Gwynn & Norman Hoggarth, 2010.

Members will be fully conscious of the value of postal guides as aids to research and, while the Library has a long run of British guides from the 1850s, we are weaker on overseas countries so it is a pleasure to add the Philadelphia Official Post Office Guide for July 1891 and the New York Guides for January and April 1891.

While on the subject of North America, our Postal History colleagues there have sent us a very well produced volume of papers conceived at the American Philatelic Society's summer seminar entitled 'Geography & Postal History'. While the subjects have a continental flavour they embrace topics as varied as Chinese Immigrants in the California Mines 1850-1880 and The Post Office Collection Order Network 1823-1880.

Returning nearer home, at least in terms of publication, the April edition of The London Philatelist was remarkable in containing more postal history than philately. Douglas Muir concluded his article on the Return to Sender etiquettes of Central Europe and there was a well illustrated resumé of Bjorn Sohrne's display of Persian Postal History given to the Royal in October 2011. The May edition also contained an article on the postal markings of St. Pierre and Miquelon 1854-1864 by James Taylor while our very own Graham Mark featured with a brief account of Blacklists during World War I.

A rare example of an internal soldier's letter sent at the preferential rate of 1d although not strictly eligible as it was sent to Wilson's on regimental business from Glasgow Barracks in 1825 by the Quartermaster General's Depot of the 79th Regiment (Queen's Own Cameron Highlanders) regarding an order of 900 yards of tartan.



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