

POSTAL HISTORY SOCIETY

Inaugurated 1936

BULLETIN No.15 - SEPTEMBER 1940

C O N T E N T S

NOTES AND NEWS. Congress - The Commemorative Book - New Members -
Exhibition Catalogue and Congress Book - Earliest Frank Stamps - For
the Red Cross.

FIRST GENERAL POST OFFICE FOR SCOTLAND: Act Anent the Post-Office.

A JOURNEY TO IRELAND IN 1806.

THE "JOYS" OF TRAVEL IN 1824.

RECEIVING-HOUSE MARKS OF LONDON, 1790-1800. Colonel Guy Crouch. (Plate)

THE POSTAL HISTORY SOCIETY'S COLLECTION. Letters received from the British
Records Association, with Notes on Postal Service from Guatemala (with
Plate).

THE OVERLAND MAIL TO INDIA. CHRONOLOGICAL DATA.

"PENNY POSTAGE CENTENARY".

ANNUAL GENERAL MEETING AND DINNER.

SOME NEW BOOKS ON POSTAL HISTORY: "The Romance of the Posts of Rhodesia";
"A History of Wreck Covers"; "The Illustrated Philatelic Record, No.5";
"The Postmarks of Great Britain and Ireland"; "The Philatelic Congress
of Great Britain Year Book 1940"; "Catalogue of the Centenary of the
Adhesive Postage Stamp Exhibition".

GREAT BRITAIN: LONDON OBLITERATOR STAMPS. Numbered Series.

POSTAGE AT LESS THAN ONE PENNY: Item from Collection of "News-cuttings",
Foster W. Bond.

A VERY EARLY LETTER BOX. Mr. J.K. Sidebottom.

MANCHESTER AND LIVERPOOL POSTAL HISTORY: Notes supplied by Mr. J.K. Sidebottom.

.....OOO.....

All communications with reference to the Bulletin should be addressed to:

The Hon. Editor, S. Graveson,
Ravenhurst, 15 Queen's Road, Hertford.

Members are invited to send Notes and other contributions.

NOTES AND NEWS

Congress. It is now over three months since the 27th Philatelic Congress of Great Britain was held, and much has happened since to divert our minds to other and less pleasant things. But we shall always remember the sunny week-end spent at Bournemouth as among the halcyon days of the war, when the beauty of land and sea, combined with friendship of human beings, constituted an oasis of peace for the hundred and more philatelists who were able to attend.

A full report of the Congress having already appeared in "The Philatelist" for June, a copy of which was posted to all members, it is not necessary to go over the ground again here. There are however two things which will always be associated with the 1940 Congress and with the Postal History Society who were the hosts for the occasion. One is the issuance by the Postmaster General, under gentle pressure from our President! of a series of stamps commemorating the centenary of the introduction of the adhesive postage stamp on May 6th 1840, and the other the publication by the Society of the Penny Postage Centenary volume. In addition there was the most interesting and informing Exhibition arranged for the funds of the Red Cross.

The Commemorative Book. As the Editor of this volume, I am not entitled to blow the post horn in its praise, but perhaps I may be permitted to quote from The Times Literary Supplement the following words of praise. "This most elegant of the recent publications which have so braved the storms of the times as to appear in commemoration of the centenary of a vital date in the history of the finest piece of machinery the nations of the world have ever conceived and perfected for peace and good understanding."

On another page a review of the book will be found contributed by Captain Adrian Hopkins, M.C. It now remains for members to do all they can to make the book known and to help its circulation in every way. A thousand copies have been printed and the whole edition will need to be sold out if the cost of production is to be covered. There are many ways in which members may help to this end. The most practical is to order a dozen or more copies for presentation at Christmas time to their friends. If every member made himself responsible for eight copies only the edition would be oversubscribed! Think what a relief this would be to the Hon. Treasurer and what a satisfaction to those who have contributed, without any fees, the material that has made the book possible. Orders for a dozen or eight copies may be sent to the Editor and will be treated in rotation as far as the remainder of the edition allows! Motto for the day: Be not slow in well doing! Copies of the book may be obtained through any bookseller or philatelic publisher.

New Members. Since the last issue of the Bulletin the following have been elected Members of the Society:

Sir Edmund R. Cook	P. J. Elkins
Dr. William Byam	Mrs. J.L. Robertson
Nugent M. Cloughton	C. H. Smith
H. C. Dann	

Exhibition Catalogue and Congress Book. If any Members have not obtained copies of the Centenary Exhibition Catalogue (1s.) and Congress Book (2.6d) the same may still be had from Mr. Robson Lowe, Congress Secretary, 96 Regent Street, W.1. (See notice under Reviews).

Earliest Frank Stamps. Mr. Cyril Rock of Bruce Castle Postal Museum asks whether there is any record of a Free stamp being used in London before 1766, the year given by Mr. Brumell in his handbook on the Franking System. I suggest that the answer to this is that as in 1764 the franking system became for the first time the subject of parliamentary enactment (vide Joyce, page 189) it is possible that the first type of FREE stamp (Brumell page 16, Lowe page 132, and Alcock page 187) was brought into use at the same time as the Act of 1764 became operative. It would be interesting to know if any member of the P. H. S. has come across examples of this stamp used earlier than April 1766?

For the Red Cross. Mr. W. T. Wiggins-Davies, a member of our Society, has sent me an attractive etching of an early Post Office in Birmingham. He has had the plate specially engraved. If any reader would like a copy there are about a dozen available at one guinea each. All guineas received will be sent to the Red Cross funds. Only one dozen copies are available.

Mr. Wiggins-Davies also offers for the benefit of the same funds copies of a set of essays of the higher values of the King George VI. stamps which he prepared and submitted to the Postmaster General.

FIRST GENERAL POST-OFFICE FOR SCOTLAND.

Colonel Guy Crouch has recently acquired a contemporary printed copy of "Act anent the Post-Office, July 5 1695" which is reproduced on the following page. Postal communication between London and Edinburgh had in the first instance been established by the Court, as is evidenced by Tudor Proclamations. In 1635 the settling of a regular service between London and Edinburgh was included in the commission granted to Thomas Witherings. In 1649 the City of London made an unsuccessful attempt to establish a rival service to that of the State. In succeeding Proclamations and the Post Office Acts of 1657 and 1660 reference is made to the London to Edinburgh service as part of the organisation of the General Post Office established by Parliament in London.

There are a number of Proclamations, however, relative to the Edinburgh Office of an earlier date than the Act now reproduced. The late Earl of Crawford, in his "Notes on Proclamations bearing on the Post Office", which were printed in "The London Philatelist" in 1907, lists the following:

1689. 19 July. Proclamation anent the roup (auction) of the General-postmastership, caused by the death of John Grahame. This Proclamation is in MS. and only one copy is known, which is in Advocates Library at Edinburgh. A photographic copy is in collection of Postal History Society.

1689. 29 November. Proclamation for regulating the Post Office. Five copies known of original. By this Proclamation of the Privy Council of Scotland John Blair, apothecary, Edinburgh, was made Postmaster-General on 14th August for seven years. He was commissioned to appoint a general letter office in Edinburgh and to send letters therefrom to Dumfries, Glasgow, Ayr, Dundee, Kelso, Jedburgh, Perth, and Stirling at 2s.8d. Scots, single, and 4s. double letter. The same to Hamilton. Also between Edinburgh and Carlisle, Port Patrick, Aberdeen, and Dunkeld, 3s. single, 6s. double letter. Between Edinburgh and Kirkcudbright, Inverness and other places beyond Aberdeen, 4s. and 8s. and so on. On bye roads 1s. for bringing the letter to the Post Office. This was without prejudice to the postmasters between Edinburgh and Berwick who were established before the grant to John Grahame.

The Earl of Crawford also listed two Proclamations of 1690-91 and 1692 re rewards offered for information leading to the arrest of persons who had robbed the mail in Scotland. Photographic copies of the originals are in the collection of the Postal History Society. Another Proclamation concerning a roup of the Inland Mail is known dated 23 July 1701. This was at the end of the term of lease to George Clark. A year later, 4 August 1702, a Proclamation announced that the Postmaster General had complained about unauthorised runners of letters, and reminded the public that no common carriers or others are to carry letters except as to their goods. Magistrates were to settle the question within six hours. Post runners were to have ready passage at all ferries, paying at Dundee 6d., or with a horse 10d.

K. Williams First Parliament

XX.

ACT Anent the Post-Office

July 5. 1695

OUR SOVERAIGN LORD considering, that for the Maintainance of Mutual Correspondence and preventing of many Inconveniencies that happen by privat Posts Several publick Post-Offices have been heretofore erected, for Carrying and Receiving of Letters by Posts to and from most parts and places of this Kingdom, and that the well ordering thereof, is a Matter of general Concern, and of great Advantage, as well for the Conveniencies of Trade and Commerce, as other ways; and to the end that speedy and safe Dispatches may be had, and that the best means for that end, will be the settling and Establishing a General Post-Office: Therefore, His Majesty with Advice and Consent of the Estates of Parliament, Statutes, Ordains and Appoints an General Post-Office to be kept within the City of Edinburgh, from whence all Letters and Pacquets whatsoever may be with Speed and Expedition sent into any part of the Kingdom, or any other of His Majesties Dominions, or into any Kingdom or Countrey beyond Seas, by the Pacquet that goes Sealed for London, at which said Office, all Returns and Answers may be likeways received; as also that a Master of the said General-Letter-Office shall be from time to time appointed by His Majesty, His Heirs, and Successors, by Letters, Patents, under the Privy Seal of this Kingdom, by the Name and Title of His Majesties Post-Master-General; or other-ways, that the said Office may be let in Tack by the Lords of His Majesties Thesaury and Exchequer, as His Majesty and His said Successors shall think most expedient: and that the said Master of the said Office, or Tacks-man for the time respectively, and his Deput or Deputs authorized by him for that effect, and his and their Servants, and no other person or persons whatsoever, shall from time to time have the Receiving, Taking up, or Ordering, Dispatching, Sending Posts with Speed, and Delivering of all Letters and Pacquets whatsoever, which shall from time be sent to and from, all and every the parts and places of this Kingdom, to and from His Majesties Dominions, or places beyond Seas, where he shall Settle, or cause to be Settled, Posts or running Messengers for that purpose: Excepting such Letters as are sent by any person or persons, to and from any place within this Kingdom by their own Servants, or by Express sent on purpose about their own Affairs, and Letters directed along with, and relating to Goods sent, or to be returned by common Carriers allenarly: And where Post-Offices are not erected, and Posts Settled, His Majesty with Consent foresaid, allows the Custom of sending by Carriers or others as formerly, ay and while such Offices be established and no longer. And farder, His Majesty with Advice and Consent foresaid, Statutes and Enacts, that the said Post-Master-General, or Tacks-man, and their respective Deputs and Substitutes, and no other person or persons whatsoever, shall provide and have in readiness, sufficient Horses and Furniture for ryding Post to all persons, ryding to and from all the parts and places of Scotland, where any Post Roads are, or shal be settled and established: But prejudice to the use of hyring of Horses, which are not to ride Post as formerly. And fieklike, His Majesty, with Advice and Consent foresaid, Statutes, Enacts, and Ordains,

that it shall be lawful for the said Post-master General, or Tacks-man and their said Deputs, to ask, exact, and receive, for the Portage and Convoyance of all such Letters, which he or they shall so Convoy, Carry, or send Post as aforesaid, and for providing and furnishing Horses for ryding Post as aforesaid, according to the several Rates and Sums after-mentiones, which they are not to exceed, viz. all single Letters to Berwick, or any part within fifty Miles of Edinburgh two shilling, double four shilling, and so proportionally; all single Letters to any place above fifty Miles, and not exceeding a hundred Miles, to pay three shilling, double six shilling, and so proportionally, all single Letters to any place in Scotland above a hundred Miles, to pay four shilling, double eight shilling, and so proportionally: Declaring nevertheless, that all single Letters with Bills of Loadning or Exchange, Envoys, or other Merchant Accompts inclosed and sent to any place within the Kingdom, shall be onely considered as single Letters; all Pacquets of Papers to pay each one as triple Letters: And it shall be lawful for the said Post-Master-General, Tacks-man, and their Deputs, to ask, exact, take, and receive from every person, to whom he or they shall furnish Horses, Furniture, and Guide for ryding Post in any of the Post Roads aforesaid, three shilling Scots for ilk Horse hire for Postage for every Scots mile. And in like manner, His Majesty with Advice and Consent foresaid, strictly Prohibits and Discharges, all other person or persons whatsoever, as well single as Bodies Pollitick, or Incorporat, excepting the said Post-Master-General, or Tacks-man, and their Deputs, and the Servants of Noblemen, Gentlemen, and others, in the Cases particularly above-excepted allenarly, to carry, receive, or deliver any Letters for hire, or to set up or imploy any Foot Post, Horse Post, or to settle Post-Masters within their Jurisdictions, under the penalty of twenty Pounds Scots for every Transgression, and an hundred Pounds Scots for each Moneths Continuance thereof, after Intimation being made to them in the contrair, and the said penalties to be pursued for, before any Judge competent, the one half thereof to be applied for the use of the Informer, and the other half for the use of the said Post-Master-General, or Tacks-man respective; and that no common Carrier presume to carry any Letters to, or from any places within this Kingdom, where Post-Offices are settled, excepting the case aforesaid: Certifying all such as do in the contrary, that upon Seizure of any such Carrier with the Letters about him, or being convicted thereof before any Judge competent, he shall be imprisoned six days for ilk fault, and fyned in the Sum of six Pounds Scots, toties quoties: And because, it is not onely expedient for His Majesties Government, but likeways for the Advancement of the Trade of this Kingdom, that a settled Correspondence by Weekly Posts, be established with His Majesties Subjects in the Kingdom of Ireland, and that the said Kingdom of Ireland, will not be at the expense for maintining the Pacquet Boats for passing to and from this Kingdom; Therefore, His Majesty with Advice and Consent foresaid, Ordains and Appoints the said General-Post-Master or Tacks-man, to keep and maintain Pacquet Boats to go Weekly (Wind and Weather serving) from Port-Patrick in this Kingdom to Donachadee in Ireland, to carry and receive all Letters to be sent betwixt this Kingdom and the Kingdom of Ireland, and that the expense bestowed on these Pacquet Boats, be allowed to the said General-Post-Master or Tacks-man, in part of his Intromissions with the profits of the said General Letter-Office, or out of the Tack Duty when the same is set in Tack

or Farmed, not exceeding the sum of sixty Pounds Sterling Money Yearly. And His Majesty with Consent foresaid, Ordains and Commands all the Sheriffs, Stewarts, Baillies of Regalities or Royalties, Magistrats of Royal Burghs, Justices of Peace, and all other Judges and Magistrats whatsoever, als well in Burgh as Landward, to concur with and assist the Post-Master-General, Tacks-man and their Deputs, in the Discharging of his Trust, for rendring this Act Effectual for the ends above-written, and putting the same to all due and lawful execution within their respective bounds. And His Majesty with Consent foresaid, Statutes and Ordains, that no person or persons of whatsoever Degree or Quality, presume to Stop, molest, hinder, or impede the several Posts, als well Foot Posts, as Horse Posts authorized by, or bearing Warrant from the said Post-Master-General, Tacks-man, or their Successors in Office, by night or by day, under pain and penalty of one thousand Pound Scots, attour the Reparation of the Damnges to any Party lesed thereby; far less to detain, rob, or take away any Pacquets, under the pains contained in the Acts of Parliament. And His Majesty with Consent foresaid, Ordains and Appoints the said Post-Master-General, Tacks-man, and his said Deputs, and their Successors in their several Offices, to take the Oath of Allegiance and subscribe the same with the Assurance, appointed to be taken by all persons in publick Trust, by the third Act of the third Session of this current Parliament. And His Majesty with Consent foresaid, Ordains General Letters to be directed at the Instance of the said General-Post-Master, or Tacks-man, and their Successors in Office, against their several Deputs, for the Tack-Duties of their respective Offices, as is allowed for In-bringing any part of His Majesties Revenue. And Lastly, the Lords of His Majesties Privy Council, are hereby Authorized and Impowered to take care, that particular Post-Offices be established all over the Kingdom at places most convenient, and the times of parting of Posts with Letters, and of their running, be duly settled and published; And generally, that this Act be punctually observed and execute, and do all other things to make the same effectual for the true end and intent thereof. And Ordains this present Act to be Published and Printed, that none may pretend ignorance.

The above is contained in:

THE LAWS AND ACTS Made in the FIFTH SESSION of the FIRST PARLIAMENT
Of Our Most High and Dread SOVERAIGN WILLIAM, By the Grace of God,
KING of SCOTLAND, ENGLAND, FRANCE and IRELAND, Defender of the Faith.
Holden and Begun at EDINBURGH, May 9. 1695. (etc. etc.)

EDINBURGH, Printed by the Heirs and Successors of Andrew Anderson, Printer to
His Most Excellent Majesty, Anno DOMINI 1695. CVM PRIVILEGIO.
In-folio, pp.72 (table unpaginated).

The Act above transcribed occupies pp. 36-39.

A JOURNEY TO IRELAND IN 1806.

The following account of "Expences to and from Ireland, June 1806" has been received from Messrs. Warren of Bedford Square through the British Records Association. The itinerary illustrates the many stages on a journey taken by an ordinary person, and it also gives a vivid picture of some of the stages in the conveyance of a packet by mail from England to Ireland in the days when mail coaches were the quickest means of transport. It will be noted that "Tipping" guards and drivers added materially to the expense of such a journey.

Expences to and from Ireland, June 1806

		£.	s.	d.
13th.	Mail to Holyhead	6.	6.	0
14th.	Guard and Drivers to Northampton		4.	0
	Breakfast at Do.		2.	0
	Guard and Drivers to Litchfield		5.	0
	Dinner at Do.		4.	0
	Guard and Drivers to Chester		4.	0
	Supper at Do.		4.	0
15th.	Breakfast at St. Asaph		2.	0
	Drivers to Conway		2.	0
	Ferry Over		3.	0
	Driver to Bangor		1.	0
	Dinner at Do.		4.	0
	Ferry Over		2.	6
	Drivers to Holyhead		1.	6
	Guard from Chester to Holyhead		4.	0
	Tea at Holyhead		1.	6
	Sea Store		7.	0
	Carriage of Luggage to Boat		1.	0
	Boat to Packet		2.	0
	Passage over to Ireland	1.	1.	0
	Steward		5.	0
17th.	Boat from the Packet		2.	0
	Customhouse Officer		2.	6
	Breakfast at the Pidgeonhouse		2.	0
	Stage to Dawson Street		2.	6
	Affidavit Stamp		1.	6
	Chaise to the Man of War		14.	1
	Post Boy		2.	6
	Turnpikes		2.	2
	Dinner at the Man of War		2.	6
	Chaise to Drogheda		12.	0
	Driver		2.	6
	Carried Over	£ 12.	12.	9

A Journey to Ireland in 1806 - 2

		£.	s.	d.
	Brought Over ...	12.	12.	9
	Turnpikes ...		2.	2
	Supper and Bed at Drogheda ...		4.	9
18th.	Chaise to Slaine and back to Drogheda	10.	6	
	Driver ...		2.	6
	Chaise to the Man of War ...	12.	0	
	Post Boy ...		2.	0
	Turnpikes ...		2.	2
	Dinner at the Man of War ...		3.	0
	Chaise to Dublin ...		7.	0
	Post Boy ...		2.	0
	Turnpikes ...		1.	1
	Supper at Dawson Street ...		3.	0
21st.	Bill at Frederick ...	14.	0	
	Sea Store ...		9.	0
	Stage to the Pidgeonhouse ...		2.	6
	Passage to England ...	1.	1.	0
	Steward ...		5.	0
22nd.	Boat on Shore ...		1.	6
	Customhouse Officer at Holyhead ...		4.	6
	Breakfast at Holyhead ...		2.	6
	Coach to London ...	3.	3.	0
	Ferry at Bangor ...		3.	0
	Driver to Do. ...		1.	6
	Dinner at Do. ...		3.	0
	Supper and Bed at Thydlanfair ...		5.	0
23rd.	Boots and Waiter ...		1.	0
	Breakfast at Corwin ...		2.	6
	Driver to Shrewsbury ...		1.	0
	Dinner at Do. ...		4.	0
	Tea and Bed at Shrewsbury ...		3.	6
24th.	Breakfast at Shifnall ...		2.	0
	Dinner at Stratford upon Avon ...		3.	0
	Tea at Enstone ...		2.	0
	Drivers to Oxford ...		2.	0
25th.	Breakfast at High Wycombe ...		2.	6
	Driver to London ...		2.	6
	Guard from Holyhead to London ...		7.	0
	Coach from the Stage ...		1.	0
	Total	£ 23.	14.	5

Carried Over ...

Looking through some old letters unearthed from a solicitor's office in London I came across the following account of a journey taken by a member of the firm and his family in the year 1824. The writer commences his letter by informing his correspondent that they had arrived at Nairn (in the north-east of Scotland) after a week passed "full of disagreeabilities". That week had been spent, first on a voyage from London to Edinburgh, during the course of which they encountered a gale of wind from the north and were forced to put into Yarmouth roads; this delayed their arrival in Edinburgh till 10 at night on Tuesday. The writer goes on: "The next day to Glasgow in a six-inside stage, quite full, arriving there late at night also. Thursday morning, at half past seven we were in the Ben Nevis Steamboat for Inverness with such a crowd that not one in five could have sat down even if there had been seats for them, which there were not, and the miserable camp stool, if quitted for a moment, was snapped up and run away with without much chance of recovery. The cabin passengers must have been at least 50, and the table for their meals, &c., would accommodate 12. You may conceive the scramble therefore of each successive relief, and thus for three days; the nights were professed to be passed at inns on shore, but the nights consisted of the hours between 11 and 3 in the morning, the inns wretched and nearly as much crowded as the vessel, and one out of two so full previously that we were forced to pass the nights on board in as much filth as you can conceive from your experience of the dirtiest vessels. And for the ladies' beds, a small circular bench. I myself laid down on deck and was, I believe, the best off of the party. Torrents of rain occasionally added to these delights".

On another journey, the reverse way, from Nairn to London, the same writer chose to go by road, rather than by sea, and narrates: "I had a narrow escape on my return from Edinburgh--the mail was overturned on the old, high, very narrow bridge of Morpeth. I was on the roof and the gentleman sitting beside me was thrown clean over into the river, a height I should think of 20 feet; he was got out very fortunately with little injury as far as could be perceived, except being thoroughly soaked. I managed to grasp a portion of the battlement that did not give way, for the top of the coach carried away as far as it reached, and I only suffered the loss of an umbrella and an air cushion."

As to the cost of such "joy rides" as above described, there is the following memorandum from the same correspondence of the expenses attendant upon a journey to Minchinhampton in Gloucestershire and back to London:

Paid Mail to Gloucester	£2 15s.
Coachman & Gd.	6
from Do. Tedbury	1 5
Gd. Coachman	4
Horsehire from Tedbury to Minchinhampton	10
Coachhire from thence to London	
Coachman & Gd.	2 6
Expenses on the Road, Bed &c.	2 10

RECEIVING-HOUSE MARKS OF LONDON, 1790-1800.

Further Notes by Guy R. Crouch.

Since the publication of my notes on this subject in the Bulletin for October 1939 some further interesting information has come to light, which should, perhaps, be recorded as a supplement to what has already appeared.

First of all, a cut-out specimen of the Temple stamp has been shown me by Mr C.J. Byrne, which clearly indicates the initials "G.P.O." in the centre, as I had surmised. This specimen came from the Daniels collection and is dated October 1792. I have also seen two more indistinct examples of the mark on covers dated 3rd Jan. 1792 and 11th June 1792. The inaccuracy of Hendy's illustration in his second volume, Fig.6, with G.P.94 in the centre, is therefore now proved; the correct version is illustrated as fig. 39 in Messrs. Alcock and Holland's new book, page 25.

A similar, but somewhat smaller stamp, emanating from Tottenham Court Road Receiving-house, has been shown me by Mr George Brumell. This is only 23 mm. in diameter, as compared with 29 mm. of the Temple stamp, but the general design is much the same (Fig.1). It is on a cover dated 7th February 1793, addressed from London to Hullavington, near Malmesbury, Wilts.

I have another cover, dated 17th December 1790, bearing a very indistinct mark of this type, 22 mm. in diameter, which seems to read UNION STREET—BOROUGH, with G.P.O. in the centre. Only part of the lettering however is decipherable. The letter is addressed from No.3 Maidstone Buildings, Borough, to Hartwell, near Aylesbury. In the year 1790 there was only one General Post Receiving-house in the Borough, which is described in a contemporary list as "Borough, near Union Street".

Another Receiving-house stamp of the "Crickitt" type (Fig.2) has been shown to me by Mr C.J. Byrne and is here illustrated. This appears on a cover which formed Lot. 265 at Postal History Auction on 11th December 1937. The letter was sent from Dean Street, Soho, on 20th August 1791 to Bishop Stortford, Herts. The name "Streeting" in the centre was no doubt the name of the keeper of the Receiving-house, as in the case of "Crickitt" in the Gt. Knight-Rider St. stamp. This mark measures 24 mm. in diameter, and the illustration (Fig.3) is taken from Messrs. Alcock and Holland's new book.

Finally, Mr H.D. Helliwell has shown me a Receiving-house mark of Whitechapel similar to the Wapping and King St., Tower Hill, illustrated in my previous notes as Fig.6. Like the latter, the Whitechapel stamp was in three lines, thus:

G.P.O.

W H I T E

C H A P E L

It should be mentioned that all the Receiving-house marks that I have described are stamped in black ink, and it seems that they began to come into use in the year 1790, superseding the small circular stamps with receivers' initials.



FE. 7-1793

Fig 1

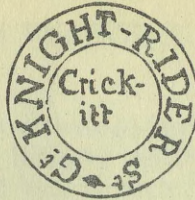


FIG. 2

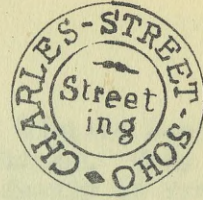
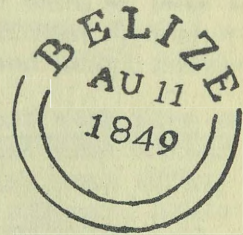
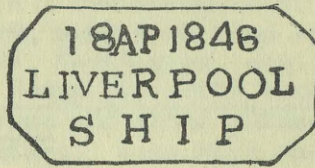


FIG. 3

Illustrations for article on Receiving-House Marks of London, 1790-1800



Transit Stamps used on Letters from San Geronimo, Guatemala, 1845-1849.

*Mr Waghorn - The gentleman who has come from
the East Indies in the expectation of establishing
a Mail Packet for dispatches, letters &c.
will feel himself particularly favored
by a few moments conversation with
Francis Freeling - Esq. Secretary to the
General Post Office of Great Britain*

30 July 1827

Thomas Waghorn

Boboro

*W. Rochester
Kink*

THE POSTAL HISTORY SOCIETY'S COLLECTION

By the Editor.

From the British Records Association the Postal History Society has received a large number of letters with postal markings. Many of these originally formed part of the Papers of the Lee family of Hartwell House, Buckinghamshire. The Council of the Society has undertaken the care and preservation of these letters in the interest of students of Postal History. Here is a brief description of the letters.

Great Britain. Letters with Bishopmarks and Receivers' initials covering the period from about 1740 to 1780, and including over twenty different stamps of local receivers.

Dockwra-Types. An extensive collection of stamps used at General (G), Temple (T), Southwark (S), and Westminster (W) offices in the second half of the 18th century, many with time stamps and local receiver stamps, including DAVIES, Partington, etc.

Letters transferred to Penny Post from General Post with Time marks.

Letters from and to France and other places on Continent during middle half of 18th century. Some with continental post office stamps.

Letters showing stamps put on at provincial post offices, including many fine clear impressions of single and double line straight types, used at Derby, Bedford, Aylesbury, and other towns.

Frees, including earliest type. Miscellaneous, 18th and early 19th century.

Egypt to England, 1837-1849. Letters with examples of transit stamps and Malta Lazaret; also showing the rare red seal of Malta Lazaret.

Cape of Good Hope to England, 1834-1851, including many Ship Letters and early Post Office stamps used at Cape Town.

Australia to England. Mostly from Port Philip, 1847-50.

Canada and U.S.A., 1845-54.

Ceylon to England, 1842-50, showing Post Office stamps, Colombo Post Paid, Colombo Steamer, Galle Post Paid and Steamer, Margate Ship Letter, etc.

Central America to England, 1834-50. A number of the letters were written by an English resident at San Geronimo in Guatemala, whose correspondence sometimes went via Belize and at other times by Ship Letter via U.S.A.

A collection of this kind affords an interesting study of the way the letters were conveyed, the time they took and the postage rates. The letters themselves also throw much light on the conditions prevailing in the countries they came from at the period they were sent. Many of the letters from abroad were written by Englishmen who had emigrated from the homeland to British colonies. They describe incidents on the voyage and give many facts of interest concerning the pioneer settlements.

The writer of the letters from Guatemala was employed in a sugar factory. In a sketch map which he included in one of his letters, we find San Geronimo marked as north-east of the city of Guatemala, midway between British Honduras and the Republic of Honduras.

The letters that were sent in the years 1834-5 carry no postmarks of origin, but one has London arrival date stamp O/5 FE 5/1835. This particular letter is dated November 13 1834, which gives 84 days for the transit time. The postage charge was 4/4. There is an interval of ten years between the fifth and sixth letters. By 1845 there had been established a steam packet service between England and America and the postage charge had been reduced to 2/-. One letter has the Liverpool Packet stamp; another of the same year SHIP LETTER DOVER with charge 8d., whilst a third bears the circular dated Post Office stamp of Belize struck in red. The time of conveyance from Belize to London was 47 days. Still another letter of 1845 has a circular New York date stamp and octagonal dated Liverpool Ship.

From 1846 most of the letters show the circular dated BELIZE struck in black, whilst the postage rate seems to have been reduced to 1/-. By 1848 the time of conveyance between Belize and Aylesbury, where most of the letters were addressed, had been shortened to just under forty days. It is not clear what the route was. Perhaps some member of the Postal History Society will be able to give information on this point.

Accompanying the correspondence from San Geronimo are three Shipping Cards which I judge must refer to ships in the service between England and Central America before the coming of the Atlantic steam packets. Unfortunately the cards are not dated.

In later issues of the Bulletin I hope to give more notes on the collection received from the British Records Association.

THE OVERLAND MAIL TO INDIA

(August 1940)

By the Editor

The entry of Italy into the war, and the new declaration of the Viceroy on the future government of India, has once more focussed attention on what at one time was known as the Overland Mail Route to India. It therefore seems opportune to publish the following chronological data which is not only of interest to collectors of India letters and stamps, but to all who wish to know some of the reasons that inspired Englishmen over one hundred years ago to support the Overland route to India via the Mediterranean and Egypt. The source of much of the information gathered together in the chronology is a remarkable book by Professor Halford Hoskins, Ph.D., published by Messrs. Longman rather more than ten years ago. It is entitled "British Routes to India". This book is a mine of knowledge concerning the Overland service for those who will take the trouble to delve into it. Every statement which the author prints is based on documentary evidence, the source of which is carefully noted and can be verified. And yet the book is as readable as a work of adventure. As an American, Professor Hoskins was able to approach the subject without the bias of a European, and this fact makes the book the more valuable as an historical record.

The history of the Overland Route to India may be divided into two eras, that before and that after steam communication. The first period covered by the chronology takes us from 1768 to 1825, nearly sixty years. In the earlier years of this period political considerations influenced public opinion on the subject to a greater extent than was the case later. With the coming of steam, commercial relations with the East developed a new interest and importance, and it was the Steam Committees of Calcutta, Bombay and Madras that gave impetus to the Overland service from 1823 onwards. This free force of public opinion, backed by funds raised to promote the object in view, overcame all the hesitation of political leaders and the inertia of such bodies as the Court of Directors of the East India Company and the permanent officials of the General Post Office.

Many records of the Overland Service accredit Lieut. Thomas Waghorn, and him alone, with the establishment of the route across Egypt to India, and range the British Government and the East India Company as united in stubborn opposition. The historical data of the chronology do not bear out this interpretation of events.

During the latter part of the 18th century George Baldwin, British Agent in Egypt, was well on the way to promote an Overland mail service when the ambitious designs of Napoleon made it impossible for him to proceed. No sooner was the French menace to Egypt removed by the Battle of the Nile and the British occupation of Cairo and Alexandria than the idea of an Overland route was once more revived. Lord Elgin experimented with it and so did other British ministers. Later we have the record of Captain J.H. Johnston who realised a cherished dream by commanding the "Enterprize", the first steamship to reach India via the Cape. Johnston had travelled over-

land to India two years earlier (1823) and had been inspired by the premium which had been offered by the Calcutta Steam Committee for the first steamship to reach India from England in 70 days. Although he did not succeed in winning this premium his action inspired others, among them Thomas Waghorn.

A year after Johnston's attempt by way of the Cape, the India Navy commenced surveys of the Red Sea. Meantime British Naval Packets had commenced a service in the Mediterranean. With these facts before us, we realise that, like so many things British, the establishment of the Overland Route was really a demonstration of the ability of a democratic trading community to overcome all obstructions and difficulties that beset its path. As a pioneer among those who have made the seemingly impossible a reality, Lieut. Thomas Waghorn will always stand high, as his statue does to-day in his native town of Chatham, and his monument at the entrance to the Suez Canal. Waghorn possessed courage, initiative and the spirit of adventure, but he seems to have lacked the team spirit. This others supplied; also the constructive ability, without which the finest projects are bound to fail.

Among the documents which have been consulted in the compilation of the chronology are the following:

1823. Proceedings of a General Meeting of Subscribers to the Fund for encouraging a permanent communication by Steam Vessels between Great Britain and Bengal.

1827 onwards. Letters from Thomas Waghorn in possession of Mr. J. K. Sidebottom and myself. Also in files of India Office and General Post Office.

1833. Major Head's books and pamphlets in the possession of Sir Henry Macmahon, G.C.M.G., K.C.I.E. (See Bulletin No.10, March 1939).

1836 onwards. CARE OF MR. WAGHORN letters in collection of Mr. J. K. Sidebottom and others.

1837 and 1839. Files of "The Englishman" and "Bengal Hurkaru" loaned by Mr. Robson Lowe.

1833. "Address to British Public", etc. By Thomas Waghorn. In possession of Mr. Foster W. Bond.

1820-1860. Hezekiah Clark letters from India. Originals in my possession. This is the most complete correspondence showing the use of Post Office stamps on India letters that has so far been recorded. It includes letters sent by most of the experimental services between 1834 and 1845, some sent via the Persian Gulf and others stamped by Waghorn's Agents and the Egyptian Transit Company.

Also books, pamphlets and Overland Guides by Colonel Chesney, Captain Grindlay, Waghorn, Lardner, Barber, Acts of Parliament, Reports of Select Committees of Parliament, India Post Office Act and Regulations 1829, etc., and the Summary of the Notes circulated by Mr. J.K. Sidebottom to members of the Overland Mail Study Circle of the Postal History Society.

For those wishing to study more definitely the philatelic side of the Overland Mail my articles on "India Letters" which have been appearing in "The Philatelist" since December last may be of some interest.

INDIA OVERLAND MAIL -- CHRONOLOGICAL DATA

1768. "Definite projects for the utilization of Egypt for purposes of trade and communication began with the arrival at Alexandria in June 1768 of James Bruce, lately British Consul at Algiers." "British Routes to India", Hoskins pp.6,9.
1770. Ships of the Indian Navy carried mail from Basrah to Bombay.
1775. "George Baldwin, later an official agent in Egypt, claimed credit for being the first to suggest the use of the route through Egypt for despatches." (Hoskins, p.7 et seq.) In 1784 Baldwin published "The Communication with India by the Isthmus of Suez vindicated from the Prejudices which have prevailed against it." (I.O. Factory Records). Also "Observations on the Practicability and Utility of Establishing a Correspondence overland to India by way of Suez." In 1786 Baldwin received the appointment of British Consul in Egypt. It was the French occupation of Egypt that frustrated his plans for an Overland Route. (vide narrative in Hoskins).
1785. Truget obtains concessions for France for trading in Red Sea.
1787. Plan of British Foreign Office and Post Office for use of Red Sea route.
1798. M. Saviour Lusingnam puts forwards his proposals. Battle of Nile. During French occupation of Egypt (1798-1801) dispatches from India were conveyed to England via Persian Gulf to Basrah, thence through Mesopotamia to Aleppo.
1800. Thomas Waghorn born near Rochester, Kent.
1801. British force under Sir Ralph Abercrombie takes Cairo and Alexandria.
1802. Lord Elgin, British Ambassador at Constantinople, initiates safe transmission of despatches through Turkish dominions. Mails also sent via Suez.
1803. Samuel Briggs, British Proconsul in Egypt.

India Overland Mail - Chronological Data, continued

1805. Mehemet Ali, Pasha of Egypt. He gave support to the Overland proposals of Waghorn and others, and promoted the Egyptian Transit Company.
1809. Peace Pact between Great Britain and Ottoman Empire.
- 1817-27. Waghorn in India as Pilot on the Hooghly, takes part in Arracan War, meets Capt. J.H. Johnston when he arrives in command of "The Enterprize" steamer and becomes an advocate of steam communication.
1823. Bengal Steam Committee seeks to promote steam communication by the offer of a premium for the first steamship to accomplish the passage to India in 70 days. (Vide "Proceedings of a General Meeting of Subscribers to the Fund for encouraging a Permanent Communication by Steam Vessels between Great Britain and Bengal, held at the Town Hall, Calcutta, on Wednesday, the 17th December, 1823). Lieut. (later Capt.) Johnston travels overland from England to India to help with the plan. Proposals laid before Parliament.
1825. Capt. Johnston takes "The Enterprize" steamer to India via the Cape of Good Hope, but fails to win the premium offered by the Bengal Committee. Promoters of Cape route discouraged by failure. British Naval Steam Packets commence to operate in Mediterranean.
1826. Mountstewart Elphinstone, Governor of Bombay, starts survey of Red Sea with view of initiating steam communication with Suez. His successor, Sir John Malcolm, develops the plan.
1827. Waghorn in England, seeks the patronage of the Post Office for a plan to carry the mails to India by way of the Cape. Is not encouraged to proceed. (Vide letter seeking introduction to Sir Francis Freeling), also correspondence in files at G.P.O.
1829. Waghorn in England again, seeks once more patronage of Sir Francis Freeling (vide letter in collection of J.K. Sidebottom). Failing in this, obtains permission to carry despatches from Lord Ellenborough to India. Reaches India on H.M. "Thetis" after terrible experiences on the Red Sea in an open boat. (Vide his narrative of the voyage). He meets on board the "Thetis" Lieut. James W. Taylor, brother of Major Robert Taylor, British political agent at Bagdad, who was carrying plans to India for promoting steam communication, the service to commence the following year. He is therefore a definite rival of Waghorn's. (Vide Hoskins, p.107, 116, 117). "Enterprize" fails to make passage to Suez from India.
1830. The "Hugh Lindsay" steamer of Bombay steams to Suez in 33 days (21 net under steam). Mails reach England in 59 days. Extension of steam packet service from Malta to Alexandria discussed with India Office and Admiralty.

India Overland Mail - Chronological Data, continued.

- Lieut. Taylor, on the return journey to England with despatches via Mesopotamia, is killed by Arabs. Major Head travels from India via Red Sea with despatches and becomes an advocate of the Overland Route as a commercial enterprise. (Vide his book).
1831. Waghorn again in England, is censured by East India Company for leaving his post as pilot on the Hooghly and resigns from the service.
1832. Major Head in England publishes "Project for Steam Navigation". Waghorn in Bombay publishes pamphlet on same subject.
1834. Select Committee of Parliament on Steam Navigation to India. Bengal Committee promotes trial trips of the "Hugh Lindsay" and "Forbes" steamers with mail to Suez. (Vide letters and Hoskins).
1835. Post Office Mails allowed to go by Overland route. Waghorn issues his first prospectus (Vide copy in India Office), and goes to Egypt to superintend transit of his express service. Extension of the French steam packet service from Marseilles to Alexandria. East India Company orders construction of two large steam vessels for regular service between Bombay and Suez, ("Atalanta", 617 tons and "Berenice", 765 tons).
1836. First record of CARE OF MR. WAGHORN letters. One English mail is reported by Prof. Hoskins to have reached Bombay in 45 days. Steamers "Atalanta" and "Berenice" added to East India Company's Red Sea service.
- 1836-8. Period during which Bombay Steam Committee, Hill and Raven and Waghorn organised transport across Egypt, by building way stations, hotels and providing equipment.
1837. British Post Office Overland Mail service commenced (September), Waghorn accepting position as Agent for East India Company in Egypt; he resigns after disagreement with his chief, Colonel Patrick Campbell. Euphrates expedition abandoned; Colonel Chesney returns to England via Beirut with Indian mails (July). Negotiations started with French Government for transit of mails across France. Lardner and Grindlay publish pamphlets on Steam Communication, embodying resolutions of Steam Committee in India.
1839. Convention signed with France for use of Marseilles route and French steamers for Indian mail. Coaling Station established at Aden.

India Overland Mail - Chronological Data, continued.

- 1840-2. Peninsular Steamship Company incorporated as Peninsular and Oriental Company on receiving mail contract; steamers of the Company placed on India to Suez route.
1842. Waghorn received rank as Lieutenant; advocates Trieste route.
1843. Egyptian Transit Company buys out Hill & Co.
1845. Waghorn brings letters for "Times" newspaper from Bombay via Italy in 29 days. P. & O. service extended to China.
- 1846-7. Waghorn does six experimental trips with Indian mails via Trieste, under authority of British Post Office.
Period of Egyptian Transit Co.'s markings on letters from India.
(In 1846 this Company was replaced by Egyptian Transit Administration under control of the Pasha, Mehemet Ali).
1850. Death of Lieut. Thomas Waghorn.
1853. First section of trans-Egypt railway opened.
1869. Suez Canal completed.
1870. Overland Mails diverted from Marseilles to Brindisi during Franco-Prussian War.
In the following year the Mont Cenis tunnel finished, and the mails diverted to that route for Brindisi.
1881. British mails carried through Suez Canal by steamer.

(Comments, suggestions and criticisms of above Chronology will be welcomed).

"PENNY POSTAGE CENTENARY"

The Postal History Society's Commemorative Volume

As one who has had nothing to do with the genesis of the book other than to give the project my blessing, I think I can fairly write my views as a disinterested party. Here is a book which not only does credit to its purpose, namely to form a lasting record of the Centenary of Penny Postage, but it also sets an example which could be usefully followed by every other philatelic society.

Having been connected with the Philatelic Congress of Great Britain from its earliest days, and having an intimate knowledge of the inner working of very many of our philatelic societies in different parts of the country, I have always held the view that most of these societies defeat their own ends by lack of initiative. Any suggestion of raising the subscription above a few paltry shillings has always been met with a storm of opposition, with the result that far too many societies are strangled for lack of funds and they develop into mutual admiration concerns which make no attempt to achieve anything.

The Postal History Society with its subscription of a guinea has from the first set a standard by the publication of its Bulletin. This communicates original information which would not otherwise become available to members. Now in this Centenary year it has gone much further and has produced a book under the able editorship of Mr. Samuel Graveson which is not only a lasting record containing much new and pertinent information, but which is a beautiful example of the printer's art.

Those of us who had the good fortune to be at Bournemouth for the Centenary year Philatelic Congress and to visit the Centenary Exhibition organized by the Postal History Society, find in this copiously illustrated book of 144 pages a welcome souvenir of that historic occasion. The subject matter of the work is well thought out and well put together. It is divided into two parts, the first of which traces postal history through the ages from the dim past up to 1840, with particular reference to Thomas Witherings, William Dockwra and other famous pioneers.

The major portion of the book however is devoted to the great reform of 1840 and this includes an encyclopaedia of the essays submitted in response to the Treasury invitation of August 23rd, 1839, asking for proposals in connection with the institution of the Penny Post. These essays have been faithfully recorded by Mr. Robson Lowe, the majority from material in the wonderful collection gathered together by Colonel A.S. Bates. Such a complete history of these interesting and important essays has not appeared in print before, and this section of the book alone makes it worth more than the modest price of 10/6 at which it is published.

Messrs. C.R. Clear, Cyril H. Rock, R.K. Wortley and Foster W. Bond have all contributed of their best, while Mr. Graveson in addition to being responsible for the high quality of the work has himself added two chapters.

It was all along known that the Postal History Society was taking a great financial risk in contemplating the publication of such a work in wartime and with the prospect of hostilities becoming more fierce with the oncoming of spring. The Society gallantly took the risk and the book saw light in time to be on sale for the actual Centenary on May 6th. Unfortunately the worst fears of some of us were realised, because the book was only four days old when the invasion of the Low Countries commenced on May 10th, and since then events have moved so rapidly that an academic and fascinating treatise on the peaceful subject of postal history has rather been lost in the whirlwind of current events.

Here is a book which every member of the Postal History Society must buy and own, and which anyone who is even mildly interested in philately should acquire. For far too long has it been the case that stamp collectors seldom read and never buy books about their hobby. Here is an opportunity to refute that accusation and to be equipped with a fund of information which is unobtainable in any other form. Rowland Hill and the other pioneers are far more a part of the philatelist's field than are commemorative pictorials, first day covers and other abortions which seem to hold pride of place nowadays. Is it too much to hope that overwhelming sales of this delightful book will herald a return to philatelic sanity?

ADRIAN HOPKINS

19. 5. 40

ANNUAL GENERAL MEETING AND DINNER

The Society will hold its Annual General Meeting at Oddenino's Hotel, Regent Street, on Wednesday, 25th September, 1940, at 5.0 p.m. An adjoining room has been reserved for Members wishing to have dinner together after the meeting (6.30 p.m.).

It is hoped that many Members will take this opportunity for informal discussion, and give their views on some future activities for the Society. The charge for the dinner is 5/-; and ladies will be especially welcome. The President will take the Chair, and permit himself only to "make a speech".

If you intend coming to the dinner please advise the Secretary in order that reservation can be made.

FOSTER W. BOND,

Hon. Secretary.

SOME NEW BOOKS ON POSTAL HISTORY

THE ROMANCE OF THE POSTS OF RHODESIA, BRITISH CENTRAL AFRICA AND NYASALAND.
By H.C. Dann, F.R.P.S.L. (Frank Godden Ltd., 7/6).

Mr. Dann is to be congratulated on the publication of this most entertaining and historically valuable record of the history of the posts of Rhodesia. At the price of 7/6 Mr. Dann is giving a lot away, and the book should be snapped up by every stamp collector who is interested in what is most important about his stamps, namely the service they performed, and how the letters they were attached to were conveyed in the pioneer days when posts were first established. What happened in Rhodesia during a comparatively short period of time is in reality a picture of what has happened in almost every postal service that has been established by the men who have adventured on behalf of themselves and the Empire the world over. Mr. Dann has accomplished a great work in piecing together the records of this particular service. His records embrace tales of lions attacking native runners carrying the mail, also of adventures with "hippos" and crocodiles. There are also some good stories about those who tried to steal valuable packages from the mail and of the way they were found out. At the end there is a full description of the Post Offices and Postmarks of Northern and Southern Rhodesia, British Central Africa and Nyasaland with one hundred illustrations of types of postmarks.

As the publisher, Frank Godden Ltd. rightly says, this is a book of equal interest for philatelists and those who do not collect stamps. It is profusely illustrated, and my advice is, procure a copy before the edition is sold out.

A HISTORY OF WRECK COVERS. By A.E. Hopkins. (2ls.)

Our President has dedicated to the Members of the Postal History Society a History of Wreck Covers originating at sea and on land. It is a small book of 64 pages and 17 pages of plates, and the price is 21/- net. Captain Hopkins, in his introduction, tells how he came to take up the study and collection of letters salvaged from wrecks at sea. He found an unexplored field for research and the book he has compiled as an outcome is the most complete of its kind yet issued. At first sight a guinea seems a large sum for so small a book, but I have often seen smaller pamphlets sold at auction for very much more. Did not a few pages of Byron sell at Christie's recently for 1100 guineas! Captain Hopkins tells us that he is not sanguine about the sales covering the cost of production; he is probably correct, for collectors of wreck covers, apart from air line crashes, cannot be a numerous body. However those who do take up the study will find the book invaluable, and in all probability will realise what they paid for it by the sale of duplicate wreck covers they have learnt the true value of. These are days when Governments try to inculcate the true value of salvage. This makes the publication the more opportune!

THE ILLUSTRATED PHILATELIC RECORD, No.5. Edited and Published by E.F. Hart.
(2/6).

This "Record of New Discoveries and Rarities for the Serious Student of Philately" (Who is he?) contains reproductions and descriptions of many interesting covers, locals and essays from all parts of the world. Mr. Hart is to be congratulated on his many finds, also on obtaining so much information about the covers he illustrates.

THE POSTMARKS OF GREAT BRITAIN AND IRELAND. Being a Survey of British Postmarks from 1660 to 1940. By R.C. Alcock and F.C. Holland. (R.G. Alcock, Cheltenham. 21/- net).

This is a book that has been promised collectors for a long time. Until its publication last May works by Hendy and Daniels were the chief sources of information concerning early British Post Office stamps, apart from the useful booklets by Mr. George Brumell and Mr. Robson Lowe's indispensable "Handstruck Postage Stamps of the Empire". Hendy and Daniels' handbooks have been hard to come by for years past and have been catalogued at prices from 20/- upwards. As Mr. Alcock has embodied the information contained in both these books in this very much larger and more complete survey of British postmarks, 21/- seems a very reasonable price for a book which will be of great service to the student and collector. The only criticism that I have so far heard of the book is that it does not record everything! The answer to this is that if everything were recorded in one book, it would need to be a book of many parts or volumes and the possession of it would be likely to kill the spirit of adventure and research that is such an inspiration to the collector and student of postal history. Some things must be left for each individual collector to find out for himself!

As a book of reference I have already found this book most useful. It contains much information that is not easily available elsewhere. As an illustration of this, the section on Soldiers and Sailors' letters. The records as to dates, etc. appear to have been carefully prepared and checked. As regards the general arrangement, this is not as clear as one would like to have it, but I recognise that the authors were up against a difficult problem when faced with the decision as to the best way to set out the material that had been collected from so many and varied sources. The book perpetuates the good work started by Hendy and Daniels and its authors may be sure that their labours will be for ever recognised and valued by collectors of to-day and the many to-morrows.

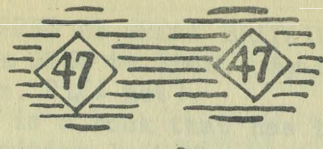
THE PHILATELIC CONGRESS OF GREAT BRITAIN YEAR BOOK 1940. Edited by Robson Lowe. (2/6d)

In addition to the programme and other information concerning the 27th Congress held at Bournemouth in May, this book contains the papers read at the Congress on "The Production of Early Line-Engraved Stamps", by P.L. Pemberton, R.D.P.; "The History of the British Army Post Office," by Col. Guy R. Crouch; and "Congress and the War," by Leslie R. Ray. All of these contributions are of permanent value. In addition, there is what may be termed a Postal History Supplement to the book with a contribution by Captain Charles Jewell on "The Fascination of Stamps on Covers," with illustrations of many fascinating examples, and a paper by Mr. George Brumell on "The Postal History of Bournemouth". The book is therefore a desirable item for those who have not already obtained it.

CATALOGUE OF THE CENTENARY OF THE ADHESIVE POSTAGE STAMP EXHIBITION, held at the Pavilion, Bournemouth, May 6th to 11th 1940. (1s.) This is probably the most interesting Stamp Exhibition Catalogue ever issued. Edited by Robson Lowe, it contains a fully illustrated chapter on Early British Postal History, in addition to an illustrated account of the exhibits put up by members of the Postal History Society. This in itself is an invaluable guide to collectors as to what is worth while collecting.



1



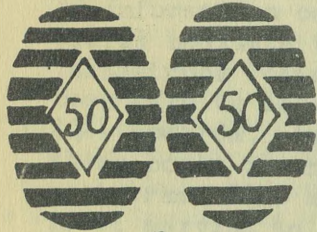
2



3



4



5



6



7



8



9



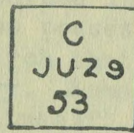
10



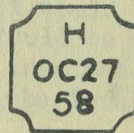
11



12



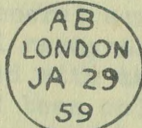
13



14



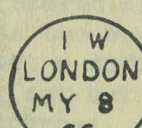
15



16



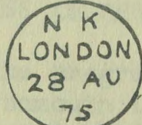
17



18



19



20



21



22



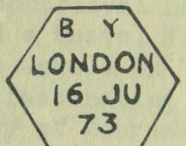
23



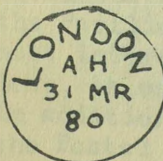
24



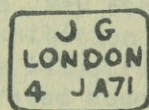
25



26



27



28



OBLITERATIONS USED IN THE LONDON AREA.

Notes of Study Circle on Postmarks of Great Britain 1840-1900.

1. Inland Office Series

Fig.1 is the basic type. This is well described by Westley in the Stamp Lover of April 1924 and March 1925, where he illustrates the many varieties and gives their date of issue, summarised below:

May 1844	Numbers 1 to 20
March 1847	1 to 22
March 1851	1 to 31, excluding 9
July 1852	32 to 37
December 1853	39 to 44
May 1855 to February 1860,	numbers 50 to 74, excluding 61 and 66.

Note that 38 was issued only in the combined form, and 45 to 49 only as double or triple obliterations. 52 to 74 were used in the newspaper office.

These obliterations seem to have been used at the G.P.O. only. Covers are seen with the same numbered obliterator, but date stamped at Lombard St Charing Cross or the Chief Office. Letters posted at the Branch Offices were probably stamped there, but went to the Chief Office, where the adhesive was cancelled with fig.1. No number above 74 has been seen by us, and numbers 52 to 74 occur only on wrappers, with the exception of a 74, which is used on an ordinary letter of 1855 from Peckham to Cheltenham. (Egly) An obliteration similar to fig.1 but without numeral in the diamond occurs on the stamps of 1887 (Crouch).

Westley says that obliterations as fig.2 were issued in June 1854, and similar but treble obliterations shortly afterwards. These obliterations were replaced several times, with variations in the number of the bars. Later ones had much heavier bars, as fig.3. They were used for cancelling letters with two or more stamps, including letters from the Crimea, cancelled in London. They were in use for many years, at least till 1866.

Westley says that double obliterations 75-85 and treble 86 went to the Newspaper Office in 1860. In these the centre lines were not continuous. He also says that 94-99 appear in the records as triple obliterations. We have not seen any number above 74.

Similar obliterations to fig.1 were used with R.L.B. F.B. R.L.O. in the diamond. These are dealt with under appropriate sections later.

Fig 4. This obliterator was much used in the sixties on bulky or heavy letters, sorted out for special treatment. Numbers known are: 1-8, 10-17, 19, 24-26, 37, 40, 43,44, 47, 48.

Fig.5. Numbers 48, 49 and 50 in this type were used in 1867-9! These numbers probably do not occur as single obliterations, as fig.4. The specimens seen have been used on an ordinary letter to Glasgow of 1869, carrying adhesives 1d and 4d together in the right hand corner, on a single 6d stamp on a cover to Sicily of 1868, and on a pair of 1d stamps on a letter to Sheffield of 1867.

Fig.6. Issued in 1862 for use at the G.P.O. 12-15 are said to have been used at the Registered Branch, but specimens seen do not point to any special use for 12-13 although 14-15 do appear to have been used on registered letters. 52-65 and 67-74 were used at the Inland Newspaper Office. All these higher numbers we have seen have been on wrappers. Numbers known: 12-15 52-65 67 69-74.

Fig.7. Used on a strip of three stamps on a letter of 1870. It is used again on a fourth stamp stuck in the left hand corner. A somewhat narrower variety of the same obliteration has been seen used on a wrapper of 1882 marked in manuscript "over 2 oz 1d". Both these highly distinctive marks have been shown me by Mr Egly. Armstrong has what is apparently a number 7 of this type and Elkins 9.

Fig.8. This was used on lilac $\frac{1}{2}$ d postcards and on letters, and on the second stamp of a redirected letter (Elkins). Numbers known 34-51.

Fig.9. Nothing is known of the use of this one. It is known on the old penny red, and on a King Edward $\frac{1}{2}$ d embossed envelope (Crouch). Numbers known 2, 4, 9.

Fig.10. Only 8 known.

Fig.11. This has been seen on a London-Dinant letter of 1873 with 6d stamp, on a letter of 1873 to Cape Town carrying adhesives to a value of $\frac{6}{8}$ and on a local London letter of 1873 with 1d stamp. Numbers known: 1-8 10.

Fig.12. Seen with B.F.H.P. Sent to the Foreign Branch in 1865 for both inward and outward mails (Vallancey)

A similar type but with smaller and non-serifed letters is known with A.B.C. and D. A cover of 1876 from London to Basingstoke with three penny has this obliteration on each.

Fig.13. The first combined obliterator. Mr Egly has shown me the only example known to us. It is the original of the published illustration (Westley). It is on an ordinary letter from Holbourn Hill to Cornwall.

Fig.14. According to Hendy this was used on late fee letters posted after 6 p.m. Seen from Sept.5, 1853 to May 15, 1858. All the letters of the alphabet have been seen in the date stamp except C,D,E,F,K,P,Q,W, and X.

Fig.15. Used for night mail to the Provinces. Two varieties have been noted, one as illustrated with 8 short bars above and 7 below, and one with 7 bars above and below. Also known with numeral 2, when it has 5 short and much heavier bars above and below.

Known used 1 Feb.10, 1858 to Sept.19, 1859

2 Feb.21, 1859 to Aug. 23, 1859, though Vallancey reports its use on a cover of Jan.19, 1867. The date is confirmed by a date stamp on the back and by a manuscript note on the cover.

Fig.27. This was used on letters and only the number 53 is known. It is also known on a postcard of 1881.

Fig 28. Seen used from Jan.4, 1871, to Jan.30, 1871. All examples known but one are on postcards, the exception being part of the mark on a penny red.

The London District Series

1. With circle in obliterator

Used at Chief Office

Fig.29. This is the basic type. There are many varieties, later ones having differences in the number of lines, and in the size of the numerals. Westley's articles already referred to, describe this series in detail, and I do not think we can add to his notes as regards variation in types. Numbers 50-70 were issued on May 20, 1844 and 71-72 soon after. They were used at the Chief District Office. Westley says they were used at the E.C. Sorting Office. Mr Brumell's comments on this point are: "London was not divided into districts till 1856, so there was no E.C. Sorting Office in 1844. I think the correct description is the Chief District Office. ... I am not clear as to the relation between the E.C. Office and the Chief District Office from 1856. I suppose letters posted in E.C. for London were sorted and stamped in the E.C. Head District Office, but I imagine the Chief District Office would still continue as the administrative head of the whole of the districts; it would have nothing to do with stamping letters."

50, 51, 59 were not used till 1849, and had a special purpose, 50 being used at the Chief Letter Carrier's Office, 51 by the registration clerk, and 59 in the Unpaid Letter Division. (Westley) They were probably used in separate rooms of the Chief District Office. (Brumell) Mr Egly has 51 used on a pair of penny reds on an ordinary letter, not registered, and 59 in the basic type has been recorded by Col. Crouch.

About 1851 numbers 71-79 were brought into use. A new issue in 1855 ran from 71 to 81. In 1860 93-98 except 96, were sent to the E.C. Sorting Office but were probably not used in the ordinary way, but were in the hands of inspectors. (Westley)

Numbers seen 52-82, 93-98 (Brumell has 96)

81-82 are scarce on letters, appear to have been used on wrappers. So also 93-94. But 95 and 97 have been seen used on letters in 1861-2. (Egly).

(Egly has 79 and 80 used at Lombard Street in 1858/9. ? received at Lombard Street but marked at Chief District Office).

Fig.30. Issued 1850. 59 seen used in this type, on penny red imperf. stamp on back of envelope; therefore taxed 2d, tax mark afterwards cancelled.

Fig.16. The Pearson Hill "Parallel Machine". Seen used from June 23, 1858 to June 6 1859.

Fig.17. The earliest standard combined type. Apparently introduced in 1859. Numbers seen 1-6, 87-95, 97, 100-101, number 4 having three bars above and below the diamond instead of two. 100-101 are not known before 1862 and so appear to have been added after the original issue. Vallancey has stock sheet of 1861 showing these numbers with the exception of 100-101. In this sheet the first of the code letters corresponds to the numeral. 96 was therefore not included in the original issue at any rate.

Fig.18. First used in 1861 but brought into use in sections. In use as late as 1881 at least. Numbers known, 1-33, 85-98, 100-107. In numbers 1-26 the first code letter again corresponds to the numeral. But 24, first code letter x, is also with first code letter a, and 25 with b, etc. In the higher numbers there appears to be no regular relationship of the kind seen in the earlier issues.

Fig.19. Numbers known, 1, 5-9, 12. First seen 1868.

Fig.20. Numbers known, 13-14, 17, 22, 21, 26.

Fig.21. Numbers known, 24-26, 86, 99-105. 106-107 occur in very similar type but with large diamond and short bars.

Fig.22. Numbers known, 82-84, 103, 105.

Fig.23. Numbers known, 27-52 used from 1875. 37-38 in this type have three uncut bars above and below instead of two, while 46-51 have seven cut bars at each side instead of five. The double ring suggests an evening duty stamp, but this type is scarcer than fig.18, so that it was probably not so used, the greater number of letters being dealt with on that duty. By this time too, the reservation of various types for different times of the day had probably been given up, the time being sufficiently shown by the code letters (Brumell). The first code letter corresponds to the numeral.

Fig.24. Numbers seen 76-78. Issued Nov.17, 1857.

Fig.25. Numbers seen 76-81. Earliest known Oct.21, 1862.

Fig.26. Numbers seen 75-81. Known Nov.18, 1869 (78) to Aug.23, 1881 (80). Probably also a late fee stamp. Vallancey queries the existence of 77, but Egly confirms.

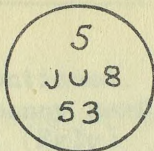
Obliterations of this type also occur with L in the date stamp. Numbers seen are 75-79. Most covers with this mark have extra adhesive applied. Some however, are known marked "Too Late", perhaps having been put into the late fee box without the late fee being paid, and so therefore not forwarded (Brumell).



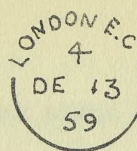
29



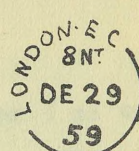
30



31



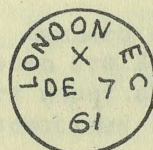
32



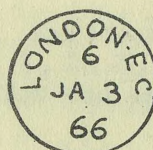
33



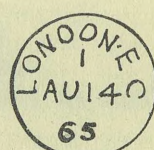
34



35



36



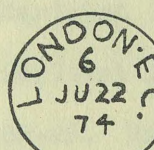
37



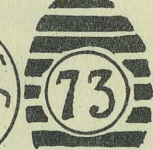
38



39



40



41



42



43



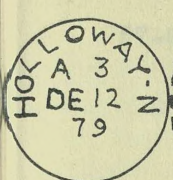
44



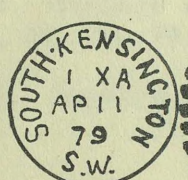
45



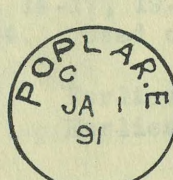
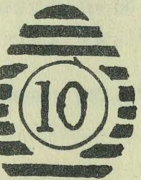
46



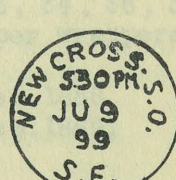
47



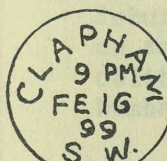
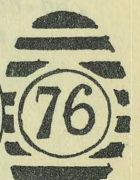
48



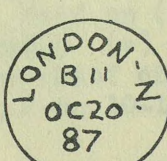
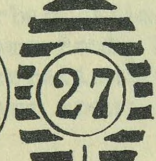
49



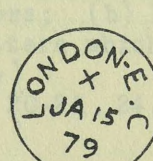
50



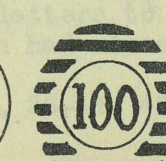
51



52



38a



The London District Series, continued

Fig.30, continued.

Also on pair of penny perf. 16. Letter taxed 4d being over 1 oz with "More to Pay" ... (Egly)
60, 61, 62 were also said to have been used in this form. I have 62, but only on a single stamp, a 6d. plate 6. They are supposed to have been used at Kilburn, Willesden and Harrow, but we have no evidence to support this.

Fig.31. Numbers seen 71-80. Earliest seen 1853.
Time numerals seen are 8mg, 10, 12, 1, 2, 3, 4, 5, 6, 8nt.
Often three bars uncut above and below and much variation in number of bars at side, sometimes uneven.

Fig.32. Numbers seen 71-80. Earliest 1857.

Fig.33. Numbers seen 81-82. 81-82 not seen as fig.32.

Fig.34. Numbers seen 71-72. Earliest 1859.

Fig.35. Numbers seen 80-88. Earliest 1860.

Fig.36. Numbers seen 71-79. 89-92. Earliest 1861.

Fig.37. Numbers seen 71-88. Earliest 1863.

Fig.38. Numbers seen 89-94, 96-100. Earliest 1868.

Fig.38a. Numbers seen 94-100 except 95. Earliest 1876.

Fig.39. Numbers seen 96-97, 99. Earliest 1878.

Fig.40. Numbers seen 71-89, 92-95. Earliest 1867.

Fig.41. Numbers seen 1-84. Used on newspaper wrappers.

Fig.42. Numbers seen 6-12, 14-17, 19-21, 23-26, 34, 36, 38-52, 57-60, 63-64, 66, 72, 74-78, 81, 84. Used on newspaper wrappers.

Fig.43. Numbers seen 96-97. Earliest 96 - Feb.1868

Earliest 97 - Feb.1869.

Used at other Offices

Fig.44. 1-49 except 9 and 19 issued May 20, 1844 for use at Suburban offices. Used on (a) local letters; (b) letters to places on same route or ride; (c) occasional letters which had missed obliteration at the chief office. (Westley)
Numbers seen: 1-2, 6-8, 10-13, 15-16, 18, 20-21, 24, 26-41, 49.

The London District Series, continued

Fig.45. Numbers duplicated in 1861. Numbers seen over B are: 3-6, 8, 11-12, 17-18, 21-23, 25-28, 30-32, 34-39, 41-42, 46, 48-49 and 51-53. 31 over A and 37 and 38 over C also seen. Vallancey also describes 11B with the B beside the figure instead of below. 52B and 53 used by error in provincial type.

Fig.46. Probably most of the suburban offices had single obliterations for occasional use on printed matter or on stamps which had escaped obliteration elsewhere. They were evidently little used as specimens are not very common. (Brumell)
Numbers seen: 5B, 8B, 9, 14, 25, 26, 26B, 31B, 35B, 37B, 38, 38C, 39, 41B, 48B, 49B, 54, 57, 60, 65, 70, 71, 72.

38 in this type occurs on a registered cover of 1886 from Kensington to Queen Victoria Street E.C. (Crouch).

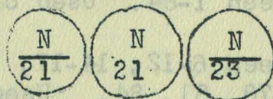
Figs. 47-50. There is a line between office number and B in 37 and 41. 37B is also seen without this line.
Figs. 47 and 48 appear to have come into use in 1876.

Fig.51. This small subsidiary number is also seen in all types 47-50. Greenwich (20) has small letters instead of the subsidiary number. A,B,C, and O have been seen.
Earliest of these subsidiary number types seen is W. Brompton 1876.

Fig.52. The date stamp has been drawn too large; its diameter should be an eighth of an inch less.

The same type was used for London S.W.
Numbers seen are 61-66. Earliest seen 1876.

London N also used numerals 21 and 23, when the circle was



the date stamp being as for fig.52.

These were in use from 1887 to 1891.

POSTAGE AT LESS THAN ONE PENNY

This seems quite a topical item from my collection of "News-cuttings".

Extract from "THE BRITANNIA", July 19th 1840.

POSTAGE REDUCED TO THREE FARTHINGs - The postage covers are now to be had for 9d. per dozen. This has been effected by the novel plan adopted by some of our enterprising publishing booksellers, of using the Post-office penny covers as a medium for issuing general advertisements, as well as notices of publications connected with the trade. The profit on the advertisements, together with the advantage of an increased publicity to the books issued by the publisher, afford an adequate compensation to the vendor. In this way the public are gainers to the extent of 25 per cent on the Government price of the stamps. The plan has been as yet only partially tried, but in the event of its more general adoption - a result which seems all but certain - a gratuitous circulation of the penny postage covers may reasonably be anticipated as the effect of increased competition. The penny postage scheme of Rowland Hill will thus be turned into an universal free postage!

(But somehow this idea seems to have become unstuck.)

FOSTER W. BOND.

(The above contribution reminds me that there were many attempts, after the introduction of uniform penny postage, to give the public even cheaper postage, or more for their pennies. Certain commercial firms saw in Rowland Hill's plan an opportunity to advertise their own wares and those of other business houses. This is illustrated by the number of Mulready covers that were printed with advertisements on the back (one of which is described above) and the series of Post Circulars and Magazines that were sold for a penny or less. I wonder if any member of the Postal History Society has made a collection of these interesting items? Mr. Yates, I know, has a large number of Mulready covers with advertisements on the back. - Editor.)

A VERY EARLY LETTER BOX

The following, received from Mr. J.K. Sidebottom, describes an early letter box at Wakefield:-

City Art Gallery and Museum,
Wakefield.
4th June, 1940.

Dear Mr. Sidebottom,

Forgive the delay in supplying information, such as we have, about the old posting box.

It seems that the earliest record of the Wakefield Post Offices is 1793 when Mr. Cooke, innkeeper of the Postman's Inn, Postman's Yard, Northgate, was the Postmaster. In 1794 Jonas Ward was appointed Postmaster when the building was in Postman's Yard. This he retained until 1809 when he transferred his premises to a building in Wood Street where the dated posting-box now stands. Richard Nicholls succeeded Jonas Ward in 1820 and the office was then moved to a site between Little Westgate and Silver Street.

It seems to me a logical assumption that the posting-box was designed and made for Jonas Ward for the only assistance he had was a young boy. Furthermore, he delivered letters as well as collected them and I suppose the box was installed in order that when he was on his rounds delivering letters people could drop their letters in.

I now realise from this that varied researches have revealed very little concrete information. Under the circumstances one must resort to what seems to be logical assumptions and I hope such information as I have given will be of use to you.

Yours sincerely,

E.I. MUSGRAVE.

(Mr. Sidebottom has supplied a photograph of the Wakefield box, which has the date 1809 under the opening for the letters. It will be interesting to know if anyone has a record of an earlier date than this for a letter box. Ed.)

Mr. Sidebottom supplies the following notes:-

MANCHESTER POSTAL HISTORY

The Bridgewater Inn at the corner of Market Street and High Street was the great coaching inn recognised by De Quincey.

John Willett was the Postmaster prior to 1772. An inscription in St. Ann's Churchyard reads

"Here is interred John Willett, late postmaster of this town, who departed this life July 24th 1772, aged 41 years".

Mrs Willett succeeded her husband - 1772 to 1793 - followed by

Mr. Harrop

Rev. R.H. Whitehead

Robert Peel Willcock, who held the post for 32 years until 1860.

Mr. Beauford - 1860 - 1887.

The Spread Eagle Hotel was known as "The Split Crow", and letters sent there were so addressed.

LIVERPOOL POSTAL HISTORY

Postmasters:

Statham

?

Thomas Banning 1791 - 1819

William Banning (son) 1819 - 1847

Charles Banning (brother) 1847 - 1875.

In 1818 the London - Liverpool coach ran from Lad Lane, London, via Newcastle-under-Lyme ("The Roebuck") to Liverpool where it arrived at about midnight, taking 19 to 20 hours for the journey (about 188 miles).

A post was established in Preston in 1757.

In 1836, with Scott as driver, a coach ran from Clayton Square, Liverpool to Preston (30½ miles) in fast time, calling at the George and Dragon at Ormskirk to pick up mails, etc. It covered the 13¼ miles to Ormskirk in an hour and was considered to be the fastest coach in the country.

The sorting of the mail at sea between Liverpool and America commenced in 1860 and was controlled by George Nash.