

POSTAL HISTORY SOCIETY

Inaugurated 1936

BULLETIN No. 13 - JUNE 1941

C O N T E N T S

NOTES AND NEWS. New Member - Subscriptions Outstanding - Mr. Percy de Worms
- Members' Losses - Red Cross Auction - Major Evans Mulreadys - Giving
of Franks - William Dockwra's "Easie Coaches" - Irish Ship Letters -
A Melville "Bibliography" - London Post Offices - Another Dockwra Stamp
Found.

CLERKS OF THE ROAD.

PERCY GEORGE DE WORMS.

THE MAPS OF THE EARLY POSTS OF BRITAIN. By Foster W. Bond.

FOURPENCE HA'PENNY COMMERCIAL: THE "TAIL" OF TWO COVERS. By R.K. Wortley.

THE POST OFFICE IN 1847. By G.H. Stuart-Bunning, O.B.E.

PATRICK CHALMERS. By Miss Leah Chalmers.

POSTAGE COVERS SOLD AT LESS THAN ONE PENNY.

AN ELIZABETHAN BOOK ON THE POST.

THE SOCIETY'S COLLECTION: DOCKWRA TYPES. Described by Foster W. Bond.

DOCKWRA CHRONOLOGY.

.....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.

New Member. Since the last issue of the Bulletin A.B. Auckland, M.A. of Glasgow has been proposed for membership by Miss Jean M. Campbell and duly elected.

Subscriptions Outstanding. Considering the circumstances of the times the Society is to be congratulated on the way subscriptions have come in. The few members whom the Treasurer has not yet heard from will, I feel sure, be encouraged by this to respond themselves with their cheque for one guinea. Thanks in anticipation!

Mr. Percy de Worms. Mr. H.R. Holmes contributes to this issue an appreciation of the life and work of our late member Percy de Worms. My own knowledge of this erudite, kindly, human philatelist dates from the time I joined the Herts Philatelic Society, at the meetings of which he was a regular attender. Later I often met him among the archives of the Royal Philatelic Society; always busy sorting and arranging bequests of magazines and manuscripts from all over the world. But he always found time to advise and help me in my researches. Here his great knowledge saved me both time and labour. And his help was given in such a kindly, personal way. He shewed himself not only interested in his hobby but very definitely in those with whom he was brought in contact. He rests from his labours: his work remains with us.

Members' Losses. Some time back we recorded the destruction by enemy action of Mr. Robson Lowe's offices in Regent Street, necessitating a move to other premises. More recently I have heard of the loss sustained by other of our members from the same cause. I understand Mr. J.B. Seymour and Mr. J. Saunders have both had to move into new premises, and that Mr. Seymour has lost part of his reference collection of Great Britain. I am sure all members of the Postal History Society will feel great sympathy for them. Also with Mr. F. Hugh Vallancey, who by the destruction of Philately House in St. Bride Street, London, has lost not only his premises but his stock, library and records connected with his philatelic business. Mr. Vallancey writes me that he has made temporary arrangements to be at 11 St. Bride Street (Suburban Stamp Shop) on Tuesdays and Fridays. Letters should be addressed to him at his home, Heather Lodge, The Drive, Sidcup, Kent.

Red Cross Auction. I looked in at the auction at Derby House on April 30 and found the Ball Room thronged with the elite of the philatelic world, and prices soaring far above the possibilities of my own pocket. I therefore sat quiet in my seat and watched others compete for treasures from the King's and other famous collections, which I understand realised in all more than £3,700. I hear that arrangements are being made for another sale for the same fund later on.

Major Evans Mulready's. Mr. Robson Lowe informs me that he has been instructed to sell by auction on July 24 the collection of Mulready covers made by Major Evans in the latter part of last century. Collectors who are on the look out to fill in gaps in their Mulready's will thus have an opportunity to select pieces from one of the most extensive collections ever got together. Rare plate numbers, rare printed wrappers and used block of four and a used pair are included.

Giving of Franks. A friend of mine who has evinced an interest in some of my old letters has called my attention to the many references in the Letters of the poet Cowper to the bequest of franks from friends who thus enabled him to continue his correspondence. If this had not happened English literature would probably have been the poorer. One of the donors of the franks was a Mr. Robert Smith, M.P. for

Nottingham, later created Baron Carrington. It does not appear to have occurred to either the M.P. or the poet that there was anything wrong in giving and using franks in this way. This is the more remarkable seeing that the abuse of the franking system at the time was receiving the attention of Parliament and was much advertised in the country. Mr. Brumell, in his "Short Account of the Franking System," gives valuable data as to how Parliament debated and from time to time amended the law on the use of franks, but I have not met with any reference in 18th century literature to indicate that people generally thought that it was morally wrong to give and receive franks. How can this be explained? I offer as a possible answer: People in the 18th century viewed laws much as people to-day view the regulations regarding the rationing of food, clothing and petrol; they have a clear or hazy idea of the regulations, but if there is a chance of getting a little more, by gift or otherwise, by all means except the chance! Can any reader offer a better answer? I have in mind to make a selection from Cowper one of these days to further illustrate the theme.

William Dockwra's "Easie Coaches". Mr. Arthur G. Davis has sent me a copy of a most interesting Dockwra advertisement of 1692, which appeared in the news-sheet "The Athenian Mercury". Here it is:

WILLIAM DOCKWRA'S "EASIE COACHES".

An Advertisement about the Patent for easie Coaches.

"ALL the Nobility and Gentry may have the Carriages of their Coaches made new, or their old ones altered after this New Invention at reasonable Rates, and Hackney and Stage-coachmen may have Licenses from the Patentee, Mr. John Green, and Mr. William Dockwra his partner, at the rate of 12d. per week, to drive the Roads and Streets, some of which having this week begun, and may be known from the common Coaches, by the words Patent-Coach, being over both doors in carv'd letters. The Coaches are so hung, as to render them easier for the Passenger, and less labour to the Horses, The Gentlemen's Coaches turning in narrow Street and Lanes in as little or less room than any French Carriage with a Crane-neck, and one-third part of the charge. The manner of Coachmen's sitting is more convenient, and the motion like that of a Sedan, being free from that tossing and joulting to which other Coaches are liable, over rough and broken Roads, Pavements or Kennels. These great Conveniences (besides others) are Invitations sufficient for all Persons (that love their own ease, and would save their horses draught) to use these sort of Carriages, and no other, since their Coaches need no alteration. All persons may be further informed at Mr. Green's house, in Carteret-Street, by the Cock-pit Royal, in Westminster, and at Mr. Dockwra's house in Little St. Helen's in Bishopsgate-Street, who hopes his Partner and he shall fare better by this Invention, than he did by setting up of the Penny-Post".

Athenian Mercury, April 9, 1692

Mr. Fred J. Melville, in his record of contemporary references to Dockwra and his Penny Post, gives under date October 14, 1690 the following extract from Luttrell's "Brief Historical Relation of State Affairs":

"His Majestie hath granted Mr. Dockwra 500l. per anni out of the penny post office, in consideration of his being the first projector thereof".

This grant according to Melville continued for ten years. So, although the advertisement in "The Athenian Mercury" seems to suggest that Dockwra had suffered grievous loss from his project, Luttrell's statement implies that Dockwra was not doing so badly after all. £500 meant a lot more in purchasing power in those days. Probably the true interpretation of the reference in "The Athenian Mercury" is that when Dockwra controlled the Penny Post (1680-82) he lost very heavily on it, possibly other people's money as well as his own. Thus, when he was deprived of the undertaking by the Crown he was definitely much out of pocket. We may infer that in the years that followed he had to meet many demands for repayment of money borrowed, and but for the grant made him by William III would have been much worse off. The disappointment that Dockwra suffered was very similar to the disappointment of other Postal reformers like Witherings, Palmer and Waghorn. Readers of the Bulletin may fill in the moral as they please!

Irish Ship Letters. Mr. T.E. Field of Huddersfield has sent the following notes regarding collection of Irish Ship Letters by comparison with Postal History Society's Bulletin 1938/39.

Belfast Ship Letter, framed. In addition to one as early as June 1821 and specimens dated 1829, 1830 and 1833, I have one dated 1843, three years later than the last date given on the reference list.

Cork Ship Letter, Type 2a. I have one as early as 1779 (compared with the earliest date 1781 given on the reference list) and in addition to specimens of 1782, 1811 (Red) I have this in Blue 1847 and 1856 as compared with the latest date 1846 given in the reference list.

Cove Ship Letter. In Type 2a I have two as late as 1846, the latest date given in the reference list, and one later still, viz - 1848.

Dunmore East. I have this with Ship Letter in scroll beneath, dated 1847. This does not appear to be referred to in the article or the reference list.

India Letter. The article says that the only India letter Col. Anderson has seen is Cove used in 1840. I have this dated 1841 and I also have India letter Cork 1836.

Kilkeel. I have this with Ship Letter in manuscript dated 1838. Apparently not referred to in the reference list.

Passage Ship Letter. I have this Type 2a, dated 1800, not given in the reference list.

Portaferry. I have this with Ship letter in scroll above the Town mark which has the mileage 101.

Prince of Wales. I classify this mark amongst my Ship Letters; it isn't dated but is on a piece with the 1d Red imperf.

Queenstown Ship Letter, I have this in Type 5, dated 1850, whereas the reference list gives 1851 as the earliest date; I also have one dated 1851.

Ross Ship Letter. I have this in Type 2a. Is this an abbreviation for Rosslare, or is Ross a different place from Rosslare?

Skibbereen Ship Letter. This is referred to in the article and I have it as early as 1819 in Red and as late as 1845 in Black, also 1830 in Black.

Wicklow. I have this dated 1816 with Ship Letter (unframed) above the name of the Town which has the mileage mark 24.

A "Melville" Bibliography. The brothers L.V. and M. Williams have compiled a descriptive list of the philatelic books and pamphlets by the late Fred J. Melville. This valuable and interesting record of the life work of one of the most distinguished philatelists of this or any other generation should serve collectors as a guide as to where to look for information upon stamp problems. The Bibliography has been carefully prepared and is well produced. I note the typographical inversion in "Origins of the Penny Post" is mentioned, but not the fact that this valuable record of postal history first appeared in volume I. of the "Stamp Lover", 1908-9. The Bibliography is published by H.F. Johnson, 44 Fleet Street. London, E.C. 4, and the price is 3s6d.

London Post Offices. Further to the note which appeared in last Bulletin, Mr. C.R. Clear has supplied the following further particulars as to the early London Post Offices and the source of the information:

- (1) The Windmill, Old Jewry, 1526. State Papers Henry VIII., Vol.I. Quoted by Sir Cryll Hurcombe in his article "The Posts under the Tudors". See Bulletin No.7.
- (2) St. Andrew's, Billingsgate, and (3) Black Swan, Bishopsgate Street Without. Both mentioned in "The Post Office in Grant and Farm", By J. Wilson Hyde.
- (4) Sherborne Lane, 1637. "The Carriers' Cosmography".
- (5) Black Pillars, Covent Garden, "London Gazette", No.85, Sep. 10, 1666.
- (6) Bishopsgate Street Wwithin, "London Gazette", No. 88.
- (7) Lombard Street. "London Gazette", and "Stowes Survey", 1754.

Mr. Clear Adds that he has not been able to locate the reference to the Post House in the Stock Market, although he clearly recalls reading of it.

Another Dockwra Stamp Found. In H.R. Harmer's Auction Catalogue for July 7 there will be offered a new find in original Dockwra stamps. It is numbered lot 133, the following being the description: "May 4th, 1682. An entire letter bearing a very fine impression of the original Dockwra Penny Mark with central letter L for Lyme Street. The letter is addressed to Dr. Whistler at his house by the Colledge in Warwick Lane these present penny post pd." By the courtesy of Mr. Harmer we are able to reproduce a photograph of this most interesting letter. There will be some keen bidding for the lot. Mr. Harmer estimates the value £75 to £100. I anticipate the bidding will go beyond the latter figure. The stamp on this

letter represents the Third type used at the Lyme Street Office by Dockwra. The two earlier types are only known on letters in the Hatton correspondence in the British Museum. All three types are illustrated by Mr. Robson Lowe, in "Hand-struck Stamps of the Empire", 1941, page 113.

The finding of this new Dockwra makes it worth while to present in this issue a Dockwra Chronology, which will be found on another page.

=====

CLERKS OF THE ROAD

Among a batch of letters received for Postal History Society Collection is the following, addressed Sir Willm: Lee Bart. at Hartwell Aylesbury with MS. Pd 3:

Kent Road, Genl. Post Office
17th July 79 (1779)

Sir,

By a letter from Mr. Woodcock I am informed you have been disappointed, one of your papers not being sent and therefore desire them to be discontinued. I do beg leave to assure you I am extremely sorry for it. I am lately appointed by the Post-Master general to succeed Mr. Potts and if you will condescend to continue your favours to me as you have done to those that are gone before me the greatest care shall be taken. The Gazette of Tuesday was not considered as an Extra Gazette, but if it is your pleasure to have all such sent it shall be carefully attended to.

Permit me also to acquaint you that our Salary as Clerks of the Roads is confined by the Legislature to the bare perquisite arising from the Sale of Newspapers in the Country which we are privileged to send free from the Duty of Postage. Out of this perquisite we pay upwards of eleven hundred pounds per annum towards the Salary of other Officers in this Department. I am Sir, with great respect

your Obliged & Hble Servt.

EDMD. BARNES

Here are the comments of Mr. C.R. Clear on the above letter: -

"There were six Clerks of the Road, who were established in Witherings's day, but who really only became effective in the time of the Commonwealth (1657). They then had the privilege of 'franking' newspapers. After the Restoration, James, Duke of York, tried to withdraw the privilege, but burked at having to compensate the Clerks. In an Act of 1754 dealing with Franking, the privilege

was recognised, and it continued to be used until 1834 when it was withdrawn by Sir Francis Freeling. The system worked as follows: The newspapers were purchased by the Clerks to the Postmaster General. He sold them to the Clerks to the Clerks of the Road at a profit of 3d. per 24 and received a 25th copy free from the agent. The Clerks of the Road sent off the newspapers to the Head Postmasters free of postage under their frank and charged the Postmasters 2d. a copy. The postmasters more than recovered this by circulating the copies at a charge for perusal. The income received from this source at the G.P.O. was pooled; part went to augment the basic salary of the Clerks of the Road and part to a like purpose in the case of the higher officers and the senior sorters, who were lower than the 'Clerks'. Thus the Controller of the Inland Office had his basic salary of £200 increased by £75 from the Bye and Cross Road Office, plus £3.10s. 'Feast and Drink Money', plus £100 from the Master of Lloyds Coffee House, plus £300 (£50 from each Clerk of the Road) from the profit on newspapers. Out of this total of £678.10s. he gave £150 to his Deputy. The Controller of the Bye nights and his deputy had a similar arrangement. The basic salary of the senior sorters, £50, was increased by the same means to £140. The remainder of the profits went to a sort of Benevolent Fund, out of which grants were made to those who could no longer work through age or infirmity. In 1754 the profits from this method of handling newspapers by the Clerks of the Road was £8000 per annum, but this dropped to £2000 or less towards the end of the century, and this led to a crisis in the Post Office. The following references tell the story: Joyce's 'History of the Post Office,' pages 49, 191, 261, 350, 402; also page 23 of vol.II. of Walsingham Papers.

"Edmund Barnes, who signed the letter reproduced, was one of the Clerks of the Road - obviously the Dover Road - where he succeeded Potts. The seal is the seal of the Clerk of the Kent Road, i.e., of the present South-east Division of the Inland Section at Mount Pleasant". C.R. Clear.

=====

The attention of Members is called to the arrangements set out on the notice included with this Bulletin for a Summer Meeting of the Society to be held on Saturday, July 24th at Oddeninos Hotel, Piccadilly Circus. It is hoped that there will be a large gathering of those who attended the Bournemouth Centenary Congress last year in addition to our own Members. Full particulars will be found on Notice enclosed.

PERCY GEORGE DE WORMS

The news of the death, on 2nd April, of Mr. Percy George de Worms was received by his friends and fellow philatelists with the deepest sorrow. He had been ill for more than eighteen months and although he underwent a serious operation towards the close of last year he never recovered, passing away at the age of sixty-seven.

Mr. de Worms was elected to membership of the London (now the Royal) Philatelic Society on 16th September, 1892, and had therefore been a member for nearly forty-nine years. He was also a member of the Postal History Society, the Herts Philatelic Society, the Collectors Club of New York, and several other societies. In 1928 he was elected to the Roll of Distinguished Philatelists and in 1927 he was the recipient of the Tapling Medal for his paper on "Ceylon: The Local Surcharges of 1885" (London Philatelist, Vol. XXXVI, pp. 77-83, 108-112, 256-259).

As a philatelist Mr. de Worms was the leading authority on the stamps of Ceylon and, though he wrote and published much that he knew about these issues, it is regretted that he never compiled the work for which he was so singularly well qualified - a complete history of the postage stamps of Ceylon. Now, unfortunately, that work will never be written and a lot that he could have told is lost to philatelists. Although Ceylon was his principal philatelic interest, that did not prevent him having an extensive knowledge of the stamps of other countries and frequently at meetings of the Royal Philatelic Society he enriched the discussions by his contributions. As an authority on philatelic literature and other sources of philatelic information he was without equal and he could invariably indicate from memory what had been written on the stamps of any country and where the article was to be found.

Only one book came from his pen, a history of the Royal Philatelic Society, which was published on the occasion of the fiftieth anniversary, in 1919, of the founding of the premier society. In this connection it may be remarked that it was through his efforts that the pages from the diary of Mr. Speranza, recording the inaugural and early meetings of the society, were discovered and which are now on view at Devonshire Place.

At the time of his death Mr. de Worms was engaged on editing the records of Messrs. Perkins, Bacon and had the war not intervened this work would have appeared by now. He had completed the manuscript and it can safely be said that when the volume is published it will be a worthy memorial of a distinguished philatelic student.

Those of us who knew him will remember him for his many qualities as a man, his kindness and good-nature, his cheerfulness, even when ill, and his enthusiasm. And we shall miss that smiling and confident "Aint it?" with which he challenged contradiction.

THE MAPS OF THE EARLY POSTS OF BRITAIN.

Foster W. Bond.

In the days when our postal services were beginning, people gazed out over the hills and over the sea, knowing little of what lay beyond. Some would know in which direction a certain town lay, and how long it would take to get to it, and some few would know the way; but it was a very primitive idea that they had of the shape of the island on which they lived. This fact is seen clearly when we look at early maps.

Many philatelists include one or more maps to illustrate their particular sphere of study, and to form an introduction to their collection. In a postal history collection the inclusion of maps seems almost more appropriate, because contemporary maps, or illustrations of them, bring vividly to light a picture of the conditions with which the early posts had to contend.

When the posts started there were no printed books or maps, and such as existed were in manuscript. The dark ages told their story, and those who drew maps believed that only such information as could be found in the Bible should be used. In that book of books there was nothing to indicate the world is a sphere, and so to treat it as such was considered heresy. There is a remarkable gap in the development of maps, there being practically nothing worthy of the name between the 2nd and 16th centuries A.D. Ptolemy's Geography, circa 120 A.D., made use of projections, considered the world a sphere, and was an outstanding piece of work; and the maps associated with it are remarkable in their accuracy, considering the time at which they were made. In the years that followed Ptolemy, maps, if by any stretch of imagination they could be called such, seemed to become more and more primitive, especially those depicting the world. The main idea seemed to be to treat the world as flat, with sea all round, and Jerusalem in the centre. There were various notions for getting the sun back to the east each day; one, of course, being that it went back in the dark; others that it went round behind a high range of mountains, or underneath. Such were some of the primitive ideas when the postal services were born; and the knowledge imparted by Ptolemy had almost passed into oblivion.

Ptolemy's map of Britain shows it as a somewhat "Z" shaped island, Scotland being flattened and running west to east. The earliest known manuscript copy is circa the year 1200, about a century after Henry I had appointed his famous "Messengers known as nuncii". When Edward I established his system of fixed stations or posts, consisting of a sort of relay system, there was a more "modern" map of England in existence, which has been attributed to a monk named Matthew Paris, circa 1250 A.D. This map depicts our island as almost rectangular, with Cornwall jutting out at the south west corner. The north appears at the top for the first time on a North European map; Scotland being curiously compressed, and the Firth of Forth being extended to make the northern part an island joined by a bridge at Stirling. There is a remark at the bottom to the effect that, had there been more room on the parchment, the island would have been made longer. Dover, St. Albans and Durham are placed in a straight line running south to north, and it has been suggested that the map was intended to show the route from Dover to Durham.

† Nummulus : id nero quod contra septentrionē protenditur, millium passuum octingenti in longitudinem existimatur. Ita omnis insula est in circuitu veteris cœni millibus passuum. Libuit itaq; adicere figuram, non totius insule, sed Anglię dũtaxat, ut à nostri temporis studio sit obstruata. Fluvius Tueda fecerit Scotiam ab Angliã, et Sabrina Vuallian ab Angliã, etiam si Vuallia atq; Cornubia parent regi Anglię.

millium : id nero quod contra septentrionē protenditur, millium passuum octingenti in longitudinem existimatur. Ita omnis insula est in circuitu veteris cœni millibus passuum. Libuit itaq; adicere figuram, non totius insule, sed Anglię dũtaxat, ut à nostri temporis studio sit obstruata. Fluvius Tueda fecerit Scotiam ab Angliã, et Sabrina Vuallian ab Angliã, etiam si Vuallia atq; Cornubia parent regi Anglię.

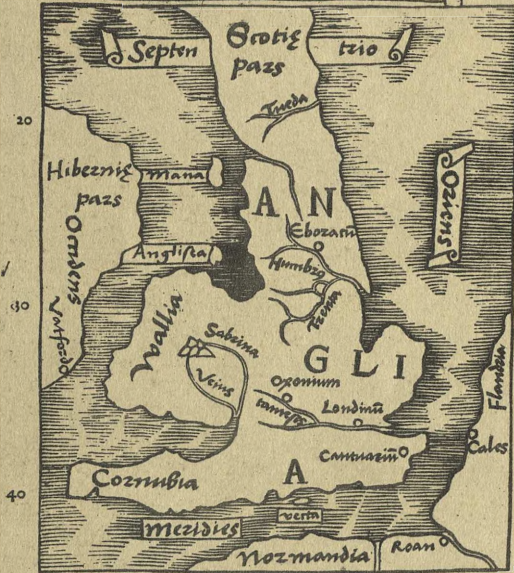
MAPS

of the Early Posts of Britain

Solinus's England

Printed in Basle 1538

Anglię tranquilla descriptio



b. C. Celya donicum usq; angulũ. Hic angulus unã cum s'lua Ca lydonia est in Scotia, ad quã nostre figure descriptio non pertingit.

c. C. v'bf (sem.) v'bf sem. appulisse ad angulũ Ca lydonie s'bus losũ putatur, cum apud nul lum graec auctorem inueniatur illam nauẽ gesse ad Britanniã insulã.

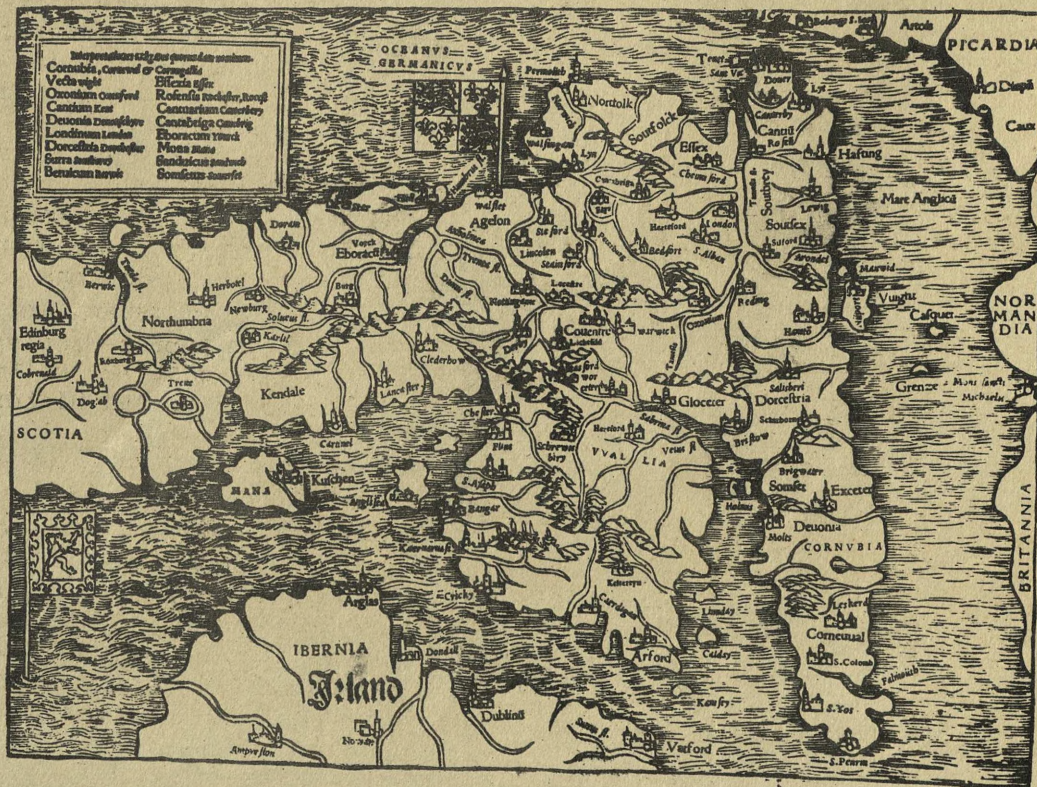
d. C. Pro ximat magni tudine. Cæ sar quinto cõ mentario belli Gallici sic scri bit: Hybernia dimidio minor ut e' timatur, q' Britannia. Quod aut' inã humani inco le Hyberniã hic descriptiõ

angues necat. Multæ & aliæ circum Britanniã insulã, è quibus h Thule ultima, in qua æstiu solstitio sole de Cancrĩ sydere faciente transitum, nox penè nulla. Brumali solstitio dies adeo conductus, ut ortus iunctus sit occasui.

tur, idem sentit Strabo lib. 4. Lõge magis, inquit, quam Britannii s'luësres illius sunt incolæ: anthropophagi, id est, hominũ car ne uescentes, manducantes, magni. Desus eos etiã parentes esse in eximia bonestatis

Ptolemy's England

From "Geographia Universalis" 1540



The "Bodleian" map (in the Bodleian Library Oxford) of Great Britain, circa 1300 A.D., is a slight improvement on the Matthew Paris map; but Scotland is unduly expanded, and stretches far into the north; the outline is more accurate, especially in the south east and Mersey areas. Roads are marked as straight lines running between the chief cities. This is probably the earliest surviving map of Britain to suggest roads. That the Romans made surveys of their roads in Britain is considered probable, but none remain for us today.

At the close of the 15th century, the organisation of the posts for the benefit of the affairs of state, was getting under way; but the lay of the land was still only roughly conceived. Western Europe, however, was seething with new ideas, books were no longer being laboriously produced in manuscript, printed editions were appearing, and it was natural for printers to include maps in their new enterprise. And so who should they turn to for light on the subject, but to Ptolemy. The knowledge of the ancients had not been entirely lost, and was to have a strong influence on the first printed maps. During the next hundred years over 50 editions of Ptolemy's "Geographia" were published. The 1477 edition, published at Bologna, contains the first known printed map of the British Isles. Many of the editions contained copies of the original maps, with the addition of improved maps made in the light of more recent knowledge. Mention should be made here of the Portolan maps, or sea charts. These were the work of navigators, mostly during the 15th and 16th centuries, and were by far the most accurate maps of the coast lines, but they showed little of what lay inland and could be of service to the posts. Towards the middle of the 16th century some of the "improved" maps of Ptolemy showed the British Isles in something like their true shape, but that was about all. So as the posts of Brian Tuke looked out on the horizon, they had but dim notions of the shape of things before them.

Pausing here, it might be wondered how it is possible to illustrate a postal history collection with such early maps as must be comparatively rare. The writer has found this quite easy. To obtain an early manuscript map is, of course, practically impossible; but a copy of the Matthew Paris map, referred to above, is to be found in a set of 15 early maps issued by the British Museum, price 1/-. This set, approximately post-card size, shows Great Britain according to Ptolemy and others. A mid-16th century Ptolemy can usually be bought in the sale room for about £3 to £5. Ptolemy, though the chief, was not by any means the sole representative of the ancients upon whom the 16th century geographers founded their works. There was Mela, Strabo, Solinus and others. Solinus borrowed freely from Pliny. In an edition of Solinus (C.J.) Polyhistor, and printed in Basle in 1538, there is quite a good map of Britain representative of the early 16th century; and this book together with another cost the writer 18/- in the sale room; not an expensive item when the realms of postal history are considered.

As the posts of the first English Postmaster, Brian Tuke, got under way, so did the maps of the country improve; but by no means rapidly for a while. A distinct improvement in maps of England appeared in the 1540 edition of Ptolemy. The first printed map drawn by an Englishman, George Lily, appeared in 1546, and was published in Rome. It was the Dutch, however, who were to become the leaders in cartography; and by the middle of the 16th century the two great pioneers of the modern atlas, Mercator and Ortelius, were at work. In 1564 Mercator published a map of the British Isles, the outline of which is tolerably correct.

Though it was left to Mercator to be the first to apply the name atlas, (completed in 1595 by his son), in 1570 came what has been described as the first atlas on modern lines. This was the "Theatrum Orbis Terrarum" of Ortelius. A map of England by Llyud appears in the supplement to the 1573 edition of this. But there was still no British atlas, and there were still no county maps; these were soon, however, to make their appearance.

In his "Description of Britaine", 1577, Harrison writes:-
"My countrymen ere long shall see all England set forth in several shires after the manner that Ortelius hath dealt with other countries of the mayne.....".
The idea of county maps had been put forward some years earlier. In 1563 Laurence Nowell wrote a letter to Sir William Cecil complaining of the inaccuracy of the maps of England, and stating his proposals for constructing maps of all the counties, should he meet with Sir William's encouragement. In this letter he says:- "Furthermore, I have observed that those who have hitherto undertaken the task of describing England have never yet given you satisfaction, and that they never (for I will speak as I feel) produced anything that deserves even moderate commendation. Nor is this to be wondered at, since, without any fixed rules, without the aid of art and judgment, either relying upon the reports of others, or trusting to the uncertain conjectural inferences of their eyes, they have filled their maps with imaginary sites and intervals.....".

The task of making the first survey of England and Wales was undertaken by Christopher Saxton, a native of Leeds, on the authority of Queen Elizabeth. Saxton was given special facilities by the Privy Council "to be assisted in all places where he shall come for a view of such places to describe certain counties". And in Wales he was to be "conducted unto any towre, castle, high place or hill to view the countrey". Arrangements were also made for a horseman who could speak both Welsh and English to conduct him safely to the next market town. Saxton's atlas was brought out in 1579, and contained 35 maps engraved during the years 1574 - 1578. The maps show Saxton's great merit as a topographical artist and map maker; they are beautifully decorated and show the hills and rivers, but not the roads. They were the first maps of England that could be of any real service to the posts and other travellers. Even so in the Orders set down and allowed by the Lords of her Majesty's Privy Council at Westminster, 1583, we have, Item:- "No man riding post shall ride without a guide, which shall blow his horn so oft as he meeteth company, or passeth through a town, or at least thrice every mile".

Contemporary with Saxton is Norden, who made chiefly estate surveys, but produced some maps of Middlesex, Hertfordshire, Essex, Surrey, Sussex, and Hampshire. These maps showed the roads, and if we neglect the primitive straight line roads of the Bodleian map, they are the first English road maps. Another contemporary of Saxton was Timothy Pont, who made the first topographical survey of Scotland; the manuscripts were lost, but retrieved about twenty years later, redrawn and published. The originals of his maps (Scotland) are in the Advocates Library, Edinburgh. John Blaeu included this work in Volume 5 of his celebrated atlas. Peter Keer made a few small maps of the English counties, but the next great county map maker was John Speed.

Speed's "Theatre of the Empire of Great Britaine" appeared in 1611. There was little additional information that the posts could gain from Speed, whose maps, as far as England is concerned, were obviously based on Saxton's work. The maps are embellished with views, coats-of-arms, and other insets. Neither the 1611 nor subsequent editions showed the roads. Speed's maps are beautifully executed, and he shares with Saxton and Norden the honour of illustrating the 1607 edition of Camden's "Britannia".

The maps of Richard Blome, 1673, are fairly well known, but they in turn are largely copied from Speed, and his book "Britannia" is largely taken from Camden's book of the same name. Blome's maps do not show the roads, but he intended his maps to serve as a postal guide. Blome points out that the Post Office did not advertise its wares, and that there was no information as to what towns had post-houses of their own; he then goes on to give a list of the post towns in each county and explains that persons wishing to write to any particular place, could find it in his county maps, and see which was the nearest post-town.

In 1676 John Seller, noted chiefly for his coast charts, made a map of Hertfordshire in which the prime meridian is shown for the first time passing through London, (St. Paul's Cathedral).

The writer has a little "waistcoat pocket" guide of 1650 by John Garrett, which illustrates well the form of guide travellers had at the time of the posts of Witherings were getting under way. It is headed "A Direction for the English Traveller by which he shall be enabled to Coast about all England and Wales, etc". Directions are then given:- "As for example: If you would travel London to York, you will perceive by the mapp that it lyeth North from London, then draw a line or carrie your eye straight from London to Yorke, and you shall finde the way lyeth through Middlesex, Hartford Shire, Huntingdon Shire, Northampton Shire.. . . .". And so on, the towns in the counties through which the traveller should pass being treated in the same way on the county maps. The miniature maps contain a tabulated scale of distances between the towns and villages, very similar to the fare tables to be seen in the modern bus.

Road maps were still not general when Henry Bishop formed the post and introduced the use of stamps on letters. But in 1676 there were some maps by Hollar, published by Garrett, showing sections of England and Wales with the roads marked. It was not until 1675 that the first itinerary of the roads was made, and this was the work of John Ogilby. Ogilby had been commanded by His Majesty to make a survey of all the principal roads in England and Wales; which he did in conjunction with William Morgan. The "Itinerarium Angliae" was dedicated to Charles II, and the roads are illustrated in a series of well executed strip maps showing the main roads, the distances and compass direction, together with rivers, bridges, woods and hills. The idea of strip maps might be attributed to a manuscript pictorial itinerarium made by Matthew Paris, circa 1250, which comprises a series of crude drawings representing the sequence of towns etc through which one would pass in journeying between London and Jerusalem. And so, with the itinerary, there were at last road maps which could serve as a useful guide for the posts. Ogilby was to be the road guide for many years to come, and his work was reproduced in many editions. "Britannia Depicta or Ogilby Improved" by Emanuel Bowen is described in the title as "being

a Correct Coppy of Mr. Ogilby's Actual Survey.....". Much additional information is given including a description of all the cities and towns together with their arms, charters, privileges, trade and rarities; and the arms of Peers, Bishopricks etc. Small county maps are also shown, and there is a description of the postal services. Two pages of this work are illustrated in "Penny Post Centenary", published by the Postal History Society. About this time, the beginning of the 18th century, there appeared quite a number of pocket guides for "gentlemen and travellers", (the pockets in those days must have been somewhat larger than now), a publisher of many of these was Thomas Taylor; and there are several that show the roads. Many of Taylor's maps are identical to those of Blome, the same plates no doubt being used with the roads added.

As the 18th century progressed, road maps became more and more numerous. This was really the century of the Dutch cartographers, one of whom, Herman Moll, came to London and set up in business "over against Devereux Court between Temple Bar and St. Clements' Church in the Strand". Moll's "A New Description of England and Wales" shows the counties with the roads, including numerous cross roads, clearly marked.

There were many good maps available when John Palmer instituted his great postal reform, and of the map makers of the Mail Coach era, John Cary stands out from them all. A glance at a map of England of this period shows how the post roads spread out from London like the tentacles of a great octopus. The routes of these are shown on a map reproduced in the Bulletin of the Postal History Society, No. 8. Cary started on atlases in 1787 with the "New and Correct English Atlas". The 1793 edition is an example of beautifully executed county maps; the hills are now shown by hachures instead of being crudely illustrated. Cary, like Ogilby, carried out a survey of the roads of Britain, for which he was paid 9d per mile, and the "New Itinerary" appeared in 1798, and went into 10 editions. According to the title page, it was "made by Command of His Majesty's Postmaster-General for Official Purposes". Most of the editions are dedicated to the Postmaster-General of the time. Cary's rival was Daniel Paterson, whose road books passed through 15 editions between 1771 and 1811, and were taken over, kept going and revised, by Magg up to at least 1829. Cary accused Paterson of piracy, and in the resultant litigation Cary was given judgment. In passing judgment, His Lordship considered Paterson's work to be a "most impudent Plagiarism. They haddused a pair of scissors and only inserted a title of their own here and there". In spite of this observation, Paterson is far more free from stupid misprints than Cary.

Towards the close of the 18th century the Board of Ordinance was instituted, and a survey commenced; the first sheet of which was published in 1801. But by this time the posts were becoming an ancient and established institution, and so this outline must break off.

Much more might have been written here of Christopher Saxton and others, and of the artistic merits of some of the early cartographers such as John Blaeu. The whole history of maps opens up a study which cannot fail to frip and interest anyone who looks into it. But it has been the intention in this article merely to try to outline a picture, and show how primitive were the maps and guides available for the early posts when they set out on their journies through Britain.

In conclusion a few approximate auction room prices of the past few years might be of interest. The figures given should be accepted only with great caution. Readers may be familiar with the enormous difference in the prices of adhesive postage stamps according to condition as well as many other philatelic factors. With maps it is the same, together with the usual market fluctuations; and it is only in order to refer to a natural point of interest, that some figures have been given. The prices are for complete atlases, the cost of an individual map being largely dependent on the generosity of the person who is unscrupulous enough to break up the atlas. It must be borne in mind that if the maps are coloured, the value depends very largely on the artistic merits of the colouring, and if it is contemporary. Good coloured atlases with contemporary colouring are very rare.

A mid-16th century Ptolemy, £3 to £5, as has been stated; earlier editions become much more expensive. A first edition of Ortelius (1570) £75; a 1603 edition of Ortelius including Saxton's map of England and Wales, £10. Mercator, early 17th century £8 to £25. Saxton's English Counties (the complete set is 35) £40 to £50, but depending largely on condition and colouring, and if the title page is lacking. Coloured facsimiles of many of Saxton's maps can be obtained from the British Museum, price 5/- each. They are the size of the originals. Speed £60, or £2 for the epitome of Speed showing small county maps; coloured maps of Speed are very rare, and most that exist have been coloured in recent years. Blaeu (part 4, England & Wales) £10. Camden's "Brittannia" 1610 edition in English, £4. Blome's "Brittannia", £3. Ogilby's Itinerary, 1st edition, £10. Editions of Ogilby Improved, and the various pocket atlases and road guides of the early and middle 18th century are often sold several together about 5/- to 10/- each. Moll's British Isles, 25/-. Cary's road maps from 10/- to 30/-. Taylor and Skinner's Maps of the Roads of Ireland, first edition, 1778, 30/-; this being quite a scarce book. And there are of course many others not mentioned here.

Books on old maps and atlases are fairly numerous, but many of them are out of print, and difficult to get. Among them is C.R. Beazley: "The Dawn of Modern Geography", 3 volumes. T Chubb: Printed Maps in the Atlases of Great Britain and Ireland (1575-1870). In the smaller line, a very interesting little book on the history of maps is "The World Mapped" by I.J. Curnow. Fine facsimile atlases are certainly in demand, and it is doubtful if £10 would purchase that of A.E. Nordenskiöld (Stockholm 1889). In this latter category, and certainly to be recommended is "Old Decorative Maps and Charts" by A.L. Humphreys F.S.A., F.R.G.S., a member of the Postal History Society. This work contains no less than 79 plates, 19 of which are coloured; and there is an outline on the subject, simply told and fascinating to read. But unfortunately this book is out of print, and the sale room price is £3 to £4. The limited edition (100 copies) is a fine production and of course even more difficult to obtain, £5 to £6 is the price now asked when for sale.

With maps and atlases, as with postal history itself; some items are expensive to buy, and others that are equally interesting cost very little.

Thanks are due to Mr. A.L. Humphreys for very kindly correcting the script of this article, and suggesting some points that have been included.

FOURPENCE-HA'PENNY COMMERCIAL

THE "TAIL" OF TWO COVERS

By R.K. Wortley

In 1938 Mr. Godden wrote "One of the most fascinating features about philately is the knowledge of other subjects unconsciously gained by the study of stamps. The most obvious are history and geography which are acquired principally through the medium of designs, covers and postmarks". It is obvious that philately embraces that all absorbing study "POSTAL HISTORY".

An Eminent Postal Historian (philatelist) and incidentally a publisher of a "Cat", not long ago was examining some mounted sheets of mine (of which I was entirely proud) exclaimed "Of course the commercial value of these covers is fourpence ha'penny, but the historic interest value is enormous". I could make no reply to this remark, since I was entirely absorbed in making a mental calculation as to the difference between fourpence ha'penny and the price I had so gladly (?) paid the "E.P.H." for the specimens; applying it to the whole of my collection, it seemed, from the result, highly desirable not to disclose my apparent bankruptcy, for possible future "credits sake".

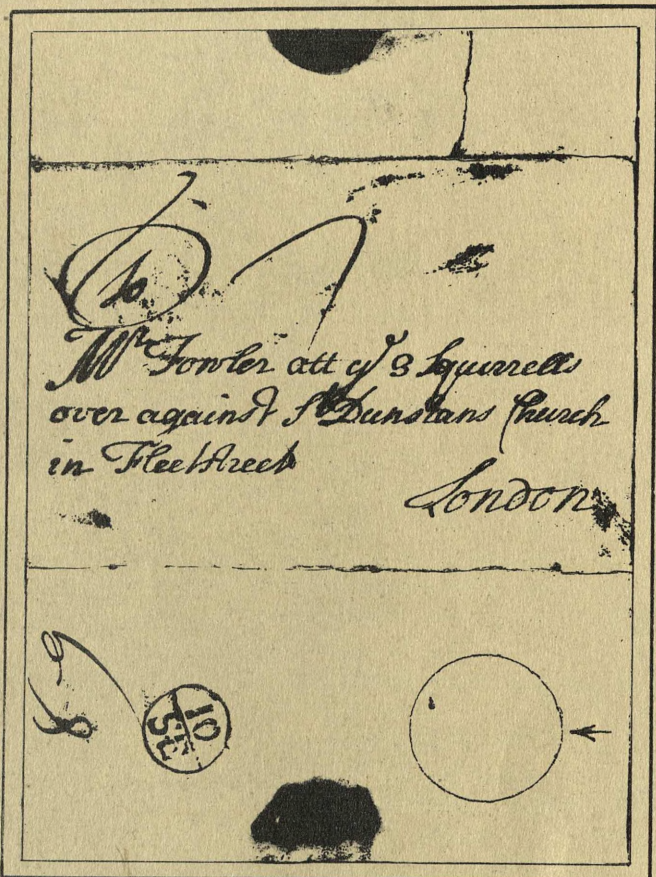
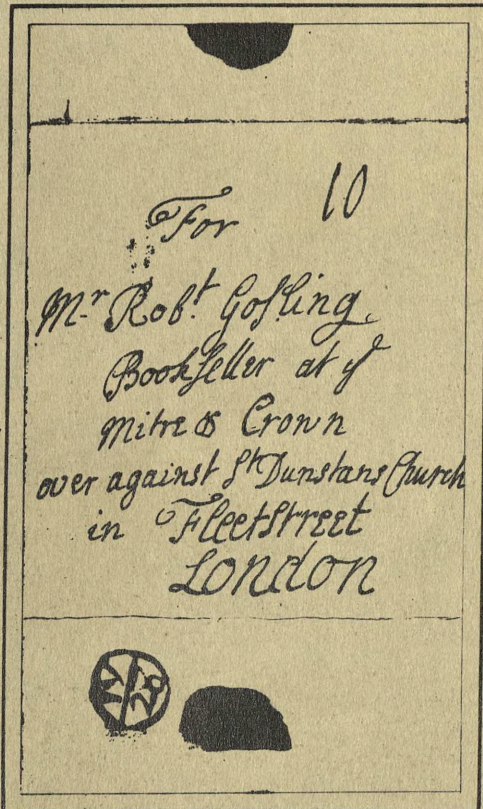
I do not presume to occupy "a place in the Sun" as a postal historian, but I do most heartily claim that during the past few years my interest in the subject, as a relaxation from the daily toil, has provided me with an absorbing hobby, a new zest in life and has shewn me a handsome profit by relief from medical fees alone. Briefly I get a heck of a kick and a lot of fun out of it! Fourpence ha'penny cat worries me little, for the "tail" provides many happy hours.

Thus it is, that owing to the geographical position of the Englishman's Castle it appeared desirable to evacuate "the assets and/or liabilities", such as they may be, to a place of security (SINCE BOMBED! BLAST!) "I thank you!" and "sore back". Der Tag however dawned when a belated spring-cleaning offensive (and incidentally a strategic retirement to lower regions) revealed a few specimens concealed under the lounge settee, the hall stand (and usual offices), where no doubt they had been placed for safety during the previous domestic upheaval; I praised, and blest my foresight! Thus with a little material, long black out hours "on call", I have pondered over the two covers shown here of 1716 and 1725. All no doubt agree emphatically with "E.P.H." that a 4th commercial fits their status, but there is much more in my hobby besides expensive Docwras, Bishops, Handstruck fourpennies, Waghorns and the like.

I have been tempted to set down the impressions gained and to record them in the hope that they may prove of some interest to my fellow Phanatics.

The form of address "over against St. Dunstons Church" attracted my interest. Picture the condition of the streets by day and by night during a few years before the period of these old covers. Fleet Street about 30-40 feet wide, was roughly paved and without side pavements, a row of posts separating the walk

— GREAT BRITAIN. — POSTAL HISTORY. —
— FLEET ST. 'OVER AGAINST ST DUNSTONS CHURCH.' —



TWO TYPES
OF BISHOP
MARKS.

ALL
SUFF.

— 1716. —
 FROM PARIS AUGUST 4TH 1715.

— 1725. —
 FROM ST EDMUNDS BERRY SEPT 9TH



FAMOUS CLOCK
& STRIKING FIGURES
1671-1830.

BUTTER —
PASTRY COOK.
CLIFFORD INN
PASSAGE.

CARRIER.

ST. DUNSTON IN FLEET ST. LONDON.

— 1829. —

next the houses from the carriageway which had a gutter running down the middle. The numerous taverns and side shows in the street favouring the collection of crowds and riotous mobs and defective "policeing" adding to the general confusion. With all these disadvantages however most of the shops were open to the street like the butchers' shops of our time, and all goods, even jewellery were exposed. No doubt this explains the pilfering of the times and also the custom of having apprentices outside in front of the shops to tout for customers and to watch for pilferers. The "Tatler" in 1710 mentions the first attempt at enclosing and glazing the fronts as interesting novelties.

With the above brief sketch of the street of the past as a background it is now fitting to deal, as they have developed, with the methods adopted for making known the position of houses and the changes in the naming of streets.

Macaulay, in a reference to London of the later Stuart period says, "The houses were not numbered. There would indeed have been little advantage in numbering them; for of the coachmen, chairmen, porters and errand boys of London, a very small proportion could read. It was necessary to use marks which the most ignorant could understand. The shops were therefore distinguished by painted or sculptured signs which gave a gay and grotesque aspect to the streets".

From another source we are told "Similar measures had to be taken for the identification of private houses. In Lincoln Inn Fields, for example, it seems to have been usual for the houses to be distinguished by the ornamentation on the gateposts. Thus we find reference to THE PINE APPLES (where the ornamentation consisted of two large pine apples cut in stone), THE TWO WHITE BALLS, THE TWO BLACK GRIFFINS, THE ONE BLACK BALL. These names it may be supposed at least served a good purpose, unlike the present day monstrosities as "Chez Nous", "Dunrovin", "Mumdad", and the like.

Take this advertisement :-

"To be let, Newbury House, in St. James' Park, next door but one to Lady Oxfords, having two balls at the gate, and iron rails before the door". At night, other directions were sometimes given, as instance, an advertisement of Dr. James Tilborgh, a medical man of the eighteenth century: "Over against the New Exchange in Bedford Street at the sign of the Peacock, where you shall see at night two candles burning within one of the chambers before the balcony and a landhorn with a candle in it upon the balcony".

The above refer to houses situated in more or less well defined positions. The difficulties of locating the "small fry" must have been numerous, as it appears that during the first part of the 18th century the names of many less important streets and places were continually changed to suit the change of ownership or of the signs hung in the streets.

Here it may be of interest to add a word about the old signs which in early days made the main thoroughfare of Fleet Street so picturesque. The largest of these signboards was that hanging before the Castle Tavern, said to be the largest in London at the time. Signs are now only associated with public houses, but in the early days before the numbering of houses and shops the latter were distinguished by such indication, the former being generally known by their proximity to some particular sign.

The presence of signs was not without its disadvantages for not to mention the freak of Denham and his friends, who one night painted them all black, they occasionally fell causing not only destruction to property but loss of life, as occurred in 1718 with a signboard opposite Bride Lane which brought down the brickwork of the house to which it was attached, about the heads of the people in the streets, four of whom were killed.

A unique sign dated 1723 was that of the "THREE SQUIRRELS" (see address cover No. 2) with which one of the Gosling's was associated (see cover No. 1) as bankers and still preserved. It was made of solid silver with the device painted in colour upon it.

About the middle of the 18th century the signboards and signposts had become so numerous and elaborate as to constitute an obstruction and a nuisance and it became necessary to do away with them. In 1762 an Act of Parliament was passed which provided, inter alia, for the removal from the streets in the western districts of hanging signs and for the fixing of them on the fronts of houses to which they belonged. Apparently the powers thus obtained were speedily exercised for the "Daily News" November 1762 records:- "The signs in Duke's Court, St. Martins Lane, were all taken down and affixed to the front of the houses".

The Act did not include a provision for the numbering of the houses, in this respect differing from the Act of 1765 for the City of London. The first instance known of a street in which houses were numbered is Prescott Street, Goodman's Fields, concerning which Hatton in 1708 mentioned:- "Instead of signs the houses here are distinguished by numbers, as the staircase in the Inns of Court and Chancery".

From casual references it appears that one or two other streets were either partially or wholly numbered during the former half of the 18th century, but the practice had not spread far before 1764 when it received a great impetus, New Burlington Street is stated to be the first and Lincoln's Inn Fields the second place to be numbered. Towards the end of the century the practice of numbering houses had become well established and many of the oldest streets in the City and West End still retain substantially the numbering then applied to them, which seems always to have been done on the "consecutive" as opposed to the "odd and even" principle.

In the absence of any regulated authority and control some streets seem to have had an excess of numbering and many irregularities sprung up. Moreover, it appears that the naming of streets was generally subject only to the idiosyncrasy of the owner and resulted in a bewildering amount of repetition of street names, a great practical inconvenience to the Post Office and the Public.

Here mention may be made of the queer alleys and courts which existed in the past and some of which have survived, although it can be safely said that the Post Office would be the last to complain of those that have vanished and have long been forgotten. It is recorded there was:- Rag and Bottle Alley in Old Street, Bandy Leg Alley butting on the Fleet, Barber's Alley, Barber's Pole Alley, Beggars' Alm's Alley, Black Lion Alley and two courts of same name, Blind Beggar's Alley, Coverosa, Blue Maid Alley, Blunderbuss Alley in St. Thomas Apostle,

Boot Alley in Abchurch Lane, three, Broomstick Alleys, Brown Beer Alley Smithfield (probably a misnomer for Brown Bear), Buttermilk Alley, Cabbage Alley, thirteen, Frying Pan Alleys, Gingerbread Alley and two courts of same name, Gullyhole Alley, two, Halfpenny Alleys, three Farthing Alleys and one street, but I cannot trace a "Fourpenny a'penny" off Pall Mall, Labour-in-vain Alley and court, Mousse Alley, Mustard Alley, Noah's Ark Alley in Ratcliff, Peas Porridge Alley, Peasgood Court, Penny Barber's Alley, Pewter Platter Alley in Gracechurch Street, Porridge Pot Alley in Aldersgate Street, Quart Pots Alley, Shovels Alley, Smocks Alley, Spectacles Alley, Washermaids Alley. There were five Linkhorn Alleys, and a Hair Brained Alley in Thames Street.

Thus a few of them, and I leave my readers to conjure up the odd stories behind these queer names.

Proceeding with the story of numbering of premises it became obvious that some effective public control was absolutely necessary and in the Metropolis Local Management Act of 1855 a clause was inserted conferring comprehensive powers on the Metropolitan Board of Works in regard to the numbering and naming of Streets.

Early in 1857 the arduous task of simplifying the nomenclature and numbering of London streets began, by steadily working through a long list of renamings and renumberings suggested by the Post Office.

The first case dealt with, it appears, was New Road which had been formed in 1756-7 between the "Angel" at Islington and the Edgware Road as a continuation of City Road to connect Paddington with the City.

In this thoroughfare there were then no less than 55 subsidiary names such as Angel Terrace, York Buildings and the like. The Board resolved that the new road between Edgware Road and Kings Cross be called Euston Road and Kings Cross and Angel be called Pentonville Road - all separate names of places then existing to be abolished. Numbers were applied on the odd and even principle and this system has been substantially observed to the present day. In 1899 the Council succeeded the old Board and it is recorded that more than 1500 streets bearing repeating names had been renamed and 3500 subsidiary names abolished up to 1912. The difficulty of now identifying old houses of interest will be appreciated especially as there appears to be no way existing by which the new numbers of streets can be identified with that of the old. One may now reflect upon the fact that the addresses of letters passing through the post have often very curious features arising from various causes, sometimes the whole writing is so bad as to be all illegible, sometimes the spelling is extremely at fault, sometimes the writers having forgotten the precise address makes use of a round-about description, sometimes the addresses are insufficient and sometimes the addresses are combined with artistic or comic sketches on the envelope. The trials of the Post Office would indeed make an entertaining volume in their efforts to decipher "cockeyed" addresses and "illegitimate" caligraphy.

THE POST OFFICE IN 1847.

By G.H. Stuart-Bunning, O.B.E.

In September 1839 Rowland Hill went to the Post Office to prepare the plans for uniform penny postage in the following January. He knew that both he and his scheme were hated by the higher officials but backed as he was by public opinion and the power of the Treasury, he probably thought his ruin troubles were over. He was to find they were about to begin and the history of the next ten years is sad reading for any post office man, for they were years of mean and wilful trickery, obstruction and evasion, indeed, had it not been for a wise precaution taken by the Treasury, the penny post might well have been a failure. The new scheme had, of course, to justify itself on the financial side and the officials made constant demands for more staff, usually on the flimsiest grounds, but My Lords had laid it down that no new expenditure was to be made until Hill had examined it and it was chiefly this that saved the scheme. In 1843 his enemies triumphed and Hill was dismissed. Never did Government get a worse press. Hill set out his grievances in what he called a Petition but is more correctly styled a Remonstrance. The public was alarmed for the penny post was in the balance and the Prime Minister had to assure the House that the scheme would not be altered "for the present" but the last words were just to save his face for the Whips had told him that to tamper with penny postage meant the fall of the Government. One form of public indignation took the shape of a gift of over £13,000 and this was to play a curious part in his reinstatement in 1847. His salary up to the time of his dismissal had been £1500 a year but by what appears to have been simple stupidity it was cut down on his return to £1200. Hill was furious and contemplated refusing the post but his friends told him that he must regard the magnificent present in the light of a salary for watching the public interest and he somewhat reluctantly acquiesced. On such comparative trifles hang great events.

The pamphlet although not published until Hill had been reinstated was obviously written for use in the campaign to get him back and the few paragraphs at the end dealing with his recall were added for a reason. It is clear that Hill wrote the pamphlet, no one but he could call the beginning of letter writing "the origin of epistolary correspondence" or in referring to increments and promotion, write "the servant (should) rise in renown, comfort and respectability as the blossom of years grows white on his brow". The pamphlet takes penny postage as established and is largely a savage and justifiable attack on the inefficiency of the higher post office officials along with sound suggestions for reform, many of which Hill later put into practice but its main theme is that Rowland Hill and only Rowland Hill can do the job.

The paragraphs relative to the recall are amusing for they are partly appeals and partly threats to Maberley the secretary of the post office. In "A letter from a correspondent" who was undoubtedly Hill himself, the duties of the two men are clearly defined with an intimation that if these limits are observed all will be well. Maberley, with all his faults was not a timid man and his relation with Hill continued unfriendly until the end, but the treasure of his obstinacy is to be found in the fact that when he was got rid of at last and Hill became sole secretary the post office service went forward by leaps and bounds.

PATRICK CHALMERS.

By Miss Leah Chalmers.

We are all creatures of destiny, and not all are allotted an enviable part to play in the drama of life, or when such is assigned, the actors do not always rise to the occasion, but fail in their role.

No more difficult nor thankless task could have fallen to the lot of any one than that allotted to Patrick Chalmers. But "what is to be, will be", and "it was to be" that James Chalmers' work for postal reform should be revealed, and that his son Patrick, should be the means of unfolding the past.

Born in Dundee in 1819, he was sent, whilst in his teens, to the office of a wealthy, despotic, bachelor uncle; thence after a few of training, to China, where, in spite of native opposition, Europeans managed to amass large sums, and by his thirty-fifth year he had already acquired considerable affluence. But wealth did not dull his inborn sense of honour which with him counted for more than riches. He might eventually have ranked amongst the wealthiest in the land, but through some difference which arose between him and his imperious relative, whose heir he was to have been, he sacrificed a fortune of £40,000, rather than diverge from the course he considered right.

The same spirit of rectitude and independence was predominant throughout his life, yet Patrick Chalmers has been misjudged and mis-represented in such manner as to make him appear in a very different light in the controversy into which he entered on the death of Sir Rowland Hill, the charges made against him being of misdemeanors alien to his nature. He was of a reserved disposition, and loved retirement, when, at sixty years of age, he renounced the leisure and ease he had enjoyed for years, his sense of duty forcing him to the strenuous task of asserting and defending his father's claim, although at first unprepared for the work. Facing unflinching publicity impregnated with opprobrium, he stood firm and fought on in the face of obstacles that at first seemed almost insuperable, and against almost inconceivable animosity. But in time the tables were turned, and he could face his adversaries with the confidence resulting from the acknowledgement of his claims.

Straightforwardness being his characteristic feature, he believed the same of others, and where instances of duplicity came to his knowledge his anger was stirred to its utmost, and he would blaze out in his native Doric, with all the strength of his ardent Scottish temperament. Yet although imbued with the fiery nature of the true Scot, the extent to which he exercised the power of self-restraint can only be realized by knowledge of the circumstances and events against which he had to contend. On many occasions his patience was put to a supreme test - a view of the case that had often been over-looked.

Englishmen are said to admire courage, and Patrick Chalmers has had due recognition in this respect, though some may still censure him. What is the result of his championship of his father's rights? Have his claims vanished in the air? Are they still regarded as absurd? or, have they been successful?

The recent Centenary has answered these questions. Statements which were at one time ridiculed, because emanating from Chalmers, have been reiterated and reproduced by many, amongst whom no bias to the Chalmers side exists, or who may have known little or nothing about the controversy. Had Patrick Chalmers not acted as he did, his father's work would have remained buried in the past. Instead, as the result of his activities, James Chalmers's name has been linked with those of the other great reformers of the postal system of the last century, and will with theirs go down to posterity, and no one will deny that the thankless part taken by Patrick Chalmers as champion of his father was well acted, for he played in addition - The Man.

=====

POSTAGE COVERS SOLD AT LESS THAN ONE PENNY

In Bulletin No. 15 (September 1940) Mr. Foster Bond contributed an extract from "Britannia" of July 19th 1840, which indicated that the Mulready Postage Covers were then being used as advertisement sheets by certain firms, chiefly printers and booksellers, and sold to the public at less than one penny. This enabled purchasers of the sheets to go one better than Rowland Hill's Penny Postage reform visualised. The following list of Mulready wrappers used in this way is probably not complete, but it will give some idea of the extent to which the experiment was tried out one hundred years ago. Mr. A.P. Walker's notes in the "British Philatelist", vol.xx. 1927, have been used to supplement the information gleaned from the wrappers in the Ascher collection sold by H.R. Harmer in March last and those in the Major Evans collection to be sold on July 24th by Robson Lowe Ltd. The use of the Mulready as an advertisement medium did not last long; the unpopularity of the Mulready design and its withdrawal by the G.P.O. must have had the effect of damping the enthusiasm for postage at less than one penny. The following is list of such sheets of which particulars have been obtained, arranged under various towns:

London. Ballard, W., 6 Cannon Street, George's East.
Crouch, G., 5 Tudor Street. No.5 is dated June 1, 1840.
Cuddy, A., Westminster. Several issues, sold at 9d. per dozen.
Envelope Selected Advertiser. At least six issues from 21 Little Queen Street. Sold at 8d. per dozen.
Firth, C.M., 7 St.Michael's Alley, Cornhill.
Gilling, W., 193 Strand. At least two varieties. Sold at 1ld. per doz.
Hallett, W., 85 High Holborn. Six issues. Sold at 8d. to advertisers, 10d. to public.
Jackson, J., 23 Cannon Street. Sold at 20% less than Stamp Office.
Jell, John, 3 George Yard, Lombard Street. Two varieties. Sold at 9d. doz.
New Envelope Select Advertiser. Printed by Charlton and Meredith, 37 Haymarket. Five issues. Sold at 8d. per doz.

Postage Covers Sold at Less Than One Penny. - 2.

Orger and Maryon, 174 Fenchurch Street. Sold at 8d. per dozen.

Richards, J., 194 Fleet Street.

Sloper, Thomas. 19 High Street, Mary-le-Bone. Four issues. Sold at 10d. per dozen.

Brighton. Erredge. Three issues. Sold at 10d. to advertisers, 11d. to public.

Bristol. Kerslake, T., 3 Park Street.

Lavars and Ackland, Lithographers.

West of England Monthly Postage Advertiser. Three issues. Printed by John Wright.

Cheltenham. Mimpess and Co., The Promenade. Sold at 10d. dozen.

Ipswich. East Anglian Envelope Advertiser. (J.M. Burton). Sold at 9d. and 11d. Shalders, Henry, St. Matthew Street, Ipswich.

Lymington. Lymington Envelope Advertiser (J. Hayward).

Liverpool. Webb's Postage Advertiser, 9 Castle Street, Liverpool.

Oxford. Plowman, John, 43 Corn. Market.

Southampton. Southampton Postage Advertiser.

Scotland - Edinburgh. Edinburgh Envelope Advertiser. (John Harthill).

Six issues.

Smith's Envelope Advertiser. (Charles Smith, 87 Princes Street).

Three issues.

Ireland - Cork. Purcell and Son, 88 Patrick Street.

I have also a note of, and have seen, a Post Office Cover issued by J. Tirebuck, but am not sure of the town.

S.G.

AN ELIZABETHAN BOOK ON THE POST

By the courtesy of Messrs. Maggs Bros. Ltd, the world-famous antiquarian book-sellers, of 50 Berkeley Square, London, we are permitted to reproduce one of two title pages to an exceedingly rare book entitled "The Post", imprinted in London by Thomas East in the year 1576. The second title page reads: "The Post of the World, Wherein is contayned the Antiquities and Originall of the most famous Cities in Europe. With their Trade and Traficke. With their Wayes and distance of Myles from Country to Country," etc. Below the title is a small woodblock of a man sword and shield driving what looks like a Roman Chariot, and the following two lines:

As the bird is prepared to fly
So man is ordained to labour and travaill.

In the prefatory note, the author, Richard Rowlands, dedicates the book to Sir Thomas Gresham, merchant prince of London and founder of the Royal Exchange. Rowland appears to have based the book on a work that had been published in Germany.

The book is of particular interest to students of postal history as being one of the very first of its kind ever published. It will be noted that the term Post was primarily associated in the mind of the Elizabethan with the conveyance of persons on their travels. The book contains notes on the principal cities of Europe and gives the distance in miles between them. The following post stages in England, which Messrs. Maggs have kindly allowed us to reprint, will indicate some of the routes along which both men and their letters travelled in the 16th century:

"Certaine used wayes and passages in England.

- "From the cittie of London to Dover--Dartforte 12, Gravesend 6, Rochester 5, Sittingborn 8, Canterbury 12, Dover 12. The summe of myles 56.
- "From London to Rie--Chepstow 15, Tonbridge 15, Plimwell 11, Rie 15. The summe of myles 48.
- "From the citie of Oxford to London--Whetley Bridge 5, Tetsworth 5, Stoken Church 5, Wickham 5, Beconsfield 5, Uxbridge 7, London 15. The summe of myles 47.
- "From Bristowe (Bristol) to London--Maxfield 10, Chepnam 10, Marleborough 15, Hongerford 8, Newbery 7, Reading 15, Maydenhead 10, Colbrooke 7, London 15. The summe of myles 85.
- "From the citie of Yorcke to the citie of London--Tadcaster 8, Wentbridge 12, Doncaster 7, Tuxford 18, Newmarke (Newark) 10, Grantham 10, Staunford (Stamford) 16, Stilton 12, Huntington 9, Royston 15, Ware 13, Waltham 8, London 12. The summe of myles 130.
- "From Berwicke to Yorcke--Belford 12, Anwike (Alnwick) 12, Morpet (Morpeth) 12, Newcastle 12, Durham 12. Darington (Darlington) 14, Northalerton 10, Topeliff 7, Yorcke 16. The summe of myles 107.
- "From St Davids in Wales to London--Axford (?) 12, Carmarden 24, Newton 12, Lanbury 10, Brecknocke 16, Hay 10, Harford (Hereford) 14, Roso 9, Glosester lw, Cicester 15, Farington 12, Abington 10, Dorchester 5, Henly 12, Maydenhead 7, Colbrooke 7, Hounslowe 5, London 10. The summe of myles 197.

"

"The summe of myles" appears in some cases to be contrary to the true milégae.

TITLE PAGE OF
ELIZABETHAN
ROAD BOOK

By courtesy of
Maggs Bros. Ltd.

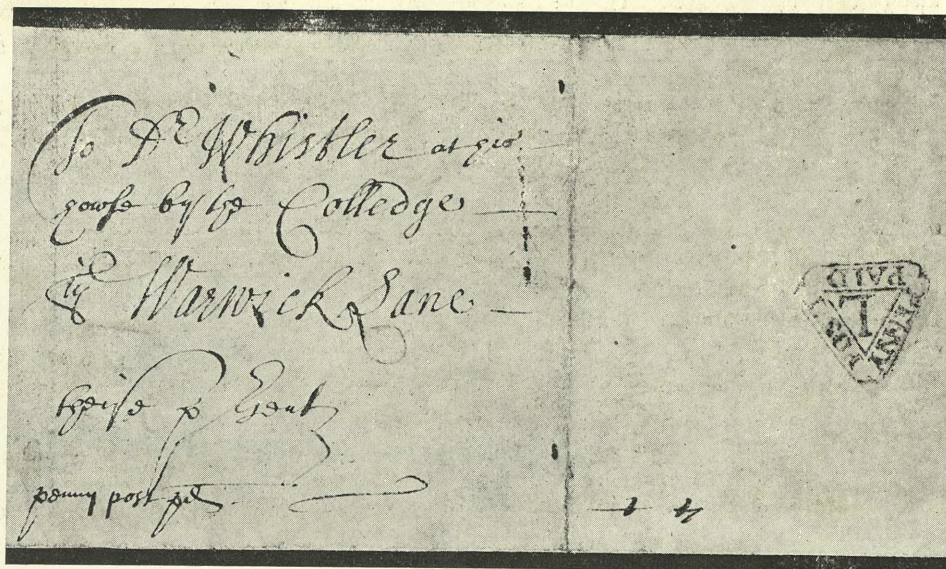
THE POST

For diuers partes of the world :
to trauaile from one notable
Cittie vnto another, with a descrip-
cion of the antiquitie of diuers
famous Citties in Europe. The
contents doe farther appeare
in the next leafe
following.

¶ Very necessary & profitable for
Gentlemen, Marchants, Factors, or
any other persons disposed to
trauaile . The like not here-
tofore in English.

Published by Richard Rowlands.

Imprinted at London
by Thomas Cast. 1576.



NEW DOCKWRA LETTER

By courtesy of H. R. Harmer.

THE SOCIETY'S COLLECTION.

DOCKWRA TYPES

By Foster W. Bond.

This is a brief description, with particulars, of 37 letters kindly presented to the Society by the British Record Association.

DATES:- The dates range from 25th August 1751 to 3rd Nov. 1777, most being between 1765 and 1777. There is one undated cover which is probably earlier, bearing the Dockwra type of stamp with acute angles at the corners.

ADDRESSES:- All are addressed to William Lee with the exception of four, of which one is to Miss Harriot Lee, one to Robert Stenning at Mr. Lee's, and two to Thomas Owen. Those to William Lee, with the exception of two, are addressed to his house in Bloomsbury Square, to Tottridge Park near Barnett, and to Colworth House, Sharnbrooke, Bedfordshire; the other two are addressed to him in Paris, and these bear no additional postal markings except a manuscript "10".

STAMPS:- 33 Dockwra Type, (19-Temple; 7-Westminster; 5-Southwark; 2 not legible). 22 circular Hour Stamps, (18-Temple; 1-Westminster; 3 not legible).

Circular "Penny Post Not Paid" (Temple).

3 handstruck receivers names, (Davies, Partington, and the third not legible but beginning with "M").

Of the General Post there are 10 "Bishop Marks".

The impressions are mostly clear, and there are some very attractive covers. From an examination of those of the same office, it appears that there was a particular handstamp for each day of the week used over a considerable period. For instance the examples for Saturday 24th May 1765, Saturday 9th October 1773, and Saturday 3rd Feb. 1775, (Temple) all appear identical. This might be expected, but with wood-cut impressions is not apparent unless the examples are exceptionally clear. The Hour Stamps with the exception of two are the small circular type, the two exceptions being the slightly larger type.

Some of the letters from the provinces appear to have been brought to London and put in the Penny Post without passing through the General Post, a practice which was quite common.

CONTENTS OF THE LETTERS:- There is nothing of postal interest in the contents of the letters, and one has to be careful not to diverge too much from the subject of Postal History. But some of these letters, like so many others, give a vivid and intriguing picture of life and customs in those far off days. There are some letters from William Lee's Children to their much respected father. These are in beautiful copy-book script, and show the high esteem the children of those days had for their parents. I think one might be quoted here:-

"Dear Papa,

It is with great pleasure I write to enquire after yours and all the Family's health; do me the favour when you see my Uncle and Aunt to give my duty to them, and love to my Cousins. Mr. Valsay lets me dance a minuet out of hand.

Mrs. Ferry desires her comps. pray mine to Mr. Arrowsmith and Miss Richardson - pray my love to Brother, and Sisters and my Duty to Mama. Mr. Chinnery desires me to present his compliments. - I am Dear Papa, - Your Dutiful Daughter - Louisa Lee". - July the 3rd 1777.

There are letters dealing with the breeding of hounds, family business matters, and the education of the children. There are reports, presumably from the head gardner, on the grounds and garden at Tottridge Park (sometimes spelt "Totteridge"); and there is a glimpse of considerable activity in the deer park! - "Since you honour left Tottridge, the Butt is almost over, I never saw the Bucks fight more than they have this season, the Butt came on so strong all at once.....".

How much more life-like these old letters appear when they are the originals, than when they are printed in book form. There is something in their character that brings a picture to light of these lives, times, manners and customs, that have gone for ever.

LETTER DATED	FROM	TO	POSTAL CHARGE	DOCKWA TYPE (RL)	RECEIVING OFFICE	DAY OF WEEK	RECEIVER'S NAME	OTHER H.S. STAMPS
--	--	Bloomsbury	6d	8b	T	FR	Tuncliff ms.	--
24. 5.65	Hampstead	Bloomsbury	-	8c	T	SA	Rice. ms.	3 o'clock T
9. 2.65	Huntingdon	Bloomsbury	-	8c	T	MO	--	Hour Stamp (?)
18.10.68	--	Totteridge	-	11c	T	WE	Rea ms.	9 o'clock T
16. 5.70	--	Bloomsbury	-	8c	T	TH	Davies hs.	7 o'clock T
3. 1.72	London	Totteridge	-	8c	T	FR	--	9 o'clock T
28.11.73	Totteridge	Sharnbrook	7d	8c	T	MO	Bennett ms.	B.M., 29 NO
4. 9.73	--	Sharnbrook	7d	8c	T	SA	Bennett ms.	B.M., 4 SE
4.10.73	London	Totteridge	-	8c	T	TU	Mulb ms.	9 o'clock
30. 4.74	Totteridge	Bloomsbury	-	8c	T	SA	Bennett ms.	7 o'clock T
11. 5.74	--	Bloomsbury	-	11c	T	WE	Bennett ms.	7 o'clock T
9.10.73	Totteridge	Sharnbrook	7d	8c	T	SA	Bennett ms.	B.M., 9 OC
13. 1.75	Bloomsbury	Totteridge	-	8c	T	SA	M----? hs.	10 o'clock T
3. 2.75	Totteridge	Bloomsbury	-	8c	T	SA	Bennett ms.	7 o'clock T
21.11.75	Totteridge	Sharnbrook	3d	11c	T	WE	Bennett ms.	B.M., 22 NO
9.10.77	Totteridge	Sharnbrook	3d	8c	T	TH	Bennett ms.	B.M., 9 OC
3. 7.77	--	Totteridge	-	8c	T	FR	--	10 o'clock T (large)
3.11.77	Totteridge	Sharnbrook	3d	8c	T	?	Bennett ms.	B.M., 4 NO
23. 1.??	Totteridge	Bloomsbury	-	8c	T	SA	Bennett ms.	7.0 o'clock
-.12.71	Harley St.	Totteridge	-	10c	W	MO	Fenn ms.	9.0 o'clock
21. 6.75	Felbridge	Totteridge	-	10c	W	TU	Morris ms.	9.0 o'clock
26. 5.66	Oxford	Bloomsbury	-	10c	W	TU	Morris ms.	6.0 o'clock T
20. 6.74	Chelséa	Bloomsbury	-	10c	W	TU	Morris ms.	Hour Stamp (?)
25. 7.64	--	Bloomsbury	-	10c	W	WE	Johnson ms.	--
28. 7.73	Totteridge	Chelsea	-	10c	W	TH	--	2 o'clock W
15. 6.74	Dean's Yard	Bloomsbury	-	10c	W	FR	Field ms.	--
23. 8.51	Battersea	Paris	10	10c	S	MO	W----? ms.	--
10.10.?	Battersea	Paris	10	10c	S	MO	Bapa ms.	--
24.10.66	Blackheath	Totteridge	-	10c	S	FR	Tillet ms.	9 o'clock T
11.10.75	Chelséa	Bloomsbury	-	10c	S	?	?	2 o'clock T
--	--	Red Lion Sq	-	10c	S	?	--	--
6. 3.59	Wandsworth	Bloomsbury	-	10c	?	?	--	--
16. 8.57	Totteridge	Lincs. inn	-	9c	?	?	Claridge ms.	--
23. 1.65	Huntingdon	Bloomsbury	-	none			Partington hs.	Two B.Ms. 24 & 25 JA
9. 7.67	--	Totteridge	1d	none			--	2 o'clock T, B.M., 10 JU
15.10.71	Edgware	Totteridge	1d	none			--	2 o'clock T, B.M., 16 OC
30. 6.77	Chelsea	Totteridge	-	none			--	(10.0 o'clock T (large) P.P. (Not Paid T Two (B.Ms.1 & 2 JU

DOCKWRA CHRONOLOGY.

The following has been compiled from information collected by C.F. Dendy Marshall (see Bulletin No.14), the late Fred J. Melville (see "Origins of Penny Post") and by the late Ernest Gladstone (see "Great Britain's First Postage Stamp") and other sources.

Circa 1616/22. Born. (Melville note, p.28 Stamp Lover June 1908, reprinted as "Origins of Penny Post"). Resided in 1680 in Lime Street, in mansion formerly occupied by Sir Robert Abdy, the chief office of Penny Post.

1679. Earliest reference to Dockwra's Penny Post. Mercurius Civicus, No. 1.

1680. March 22 (1679/80). Followed by other references in numbers 2, 3, 4, 6, 9, 12. Confirmed by notice in "The True News: or Mercurius Anglicus", No.37, 28 March 1680; also in "The True Domestic Intelligence", No.77, 30 March 1680, et seq., and Smith's Currant Intelligence, 30 March 1680; the last mentioned news-sheet charged the project with being a Popish Plot. According to this paper the Offices of the Penny Post were opened for business on March 27th, with three "chiefest" offices in Lime Street, about Charing Cross and Temple Bar, besides several inferior offices. Records notices pulled down by porters, who judged the innovation would spell their ruin.

1680. April. Broadside issued, "A Penny well Bestowed". Melville quotes John Eliot Hodgkin's "Rariora".

December. Letters in Hatton Collection in B.M. showing stamps with L in centre. (Gladstone, "Great Britain's First Postage Stamp", plates V, VI, VII).

March 1680/1. Ditto, with new type of stamp with L. (G. Plate VIII).

1681. The Protestant (Domestic) Intelligence, No.109, 29 March 1681. "Advice from the Undertakers of the Penny-Post", with illustrations of the stamps used. (Melville).

(April?). Four page printed tract, "The Practical Method of the Penny Post". Copies in British Museum. Illustrations of stamps.

De Laune's "Present State of London", 1681. In description given of the Post mention is made of seven Sorting-houses, proper to the seven Precincts into which the Undertakers have divided London, Westminster and the Suburbs, and 4 or 500 Receiving-houses to take in letters, where the Messengers call every hour.

Heraclitus Ridens, March 1, 1681. "At a Dialogue between Jest and Ernest concerning the Times". Indicts the P.P. as means of intrigue. (Melville).

MSS. of Capt Stewart of Alltrodyn, Lhandyssil, Wales. Letter dated 9th December, 1681 from Bishop of London to Sir John Moore. This letter has stamp with W in centre of triangle.

- Letters in B.M. as above, showing stamps with W and L. (Gladstone Plate IX, figs. 1 and 2).
1682. Letter sold by H.R. Harmer July 1941, with third type L as above.

Letter in collection of Foster W. Bond dated 27th June with T (Temple) in stamp.

Four page advertisement "The Practical Method of Conveyance of Letters", etc. Somewhat similar to 4pp. tract previously mentioned, with illus. of stamps. Deals with complaints and mentions law action pending. One original copy known in Guildhall, London. (P.H.S. Bulletin April 1940).
November 23, Hulkes v. Wm. Dockwra (Kings Bench). Dockwra alleged to have set up post &c. at St. Margaret's, Westminster, in violation of patent of Lord Arlington (P.M.G.), £2500 and other sums. Verdict: Dockwra owes £100 for contempt of Court but not £2500. Dockwra discharged. (Coram Rege Roll. 2023, mem. 24.)

November 25. Melville cites letter in "Life and Times of Anthony Wood", 1632-95, in which there is a reference to above action with statement that Duke of York had placed the Penny Post in hands of Judge Jefferies who had rented it to Dockwra.

November 27. London Gazette. See notice of result of trial and intimation that the Penny Post was to be re-elected. (Melville).

December 4. London Gazette notifies setting up London Penny Post on 11th inst. Other notices also in Gazette.

1683. Proclamation, 25th August, for enforcing An Act for settling the Profits of the Post Office on His Royal Highness the Duke of York.

1689/94. Petition of William Dockwra before Committee of House of Commons; (Journals of House of Commons, Vol.10, p. 226) also 384 & 417 (Melville).

Advertisement on the behalf of William Dockwra, August 26, 1689.

1690. October 14. His Majestie (William III.) hath granted Mr. Dockwra 500l. per annum out of the penny post office, in consideration of his being the first projector thereof. (For 7 years - Renewed in 1697 for 3 years longer). "Brief Historical Relation of State Affairs" Luttrell.

1696. March 20. Dockwra made controller of the penny post in the room of Mr. Castleton, turned out. Stands for election of City Chamberlain.

1697. Mentioned in State-Poems, "On the late Invention of the Peny-Post".

Calender of Treasury Papers. Petition of William Dockwra. Refers to his appointment to succeed Mr. Castleton (see above), but complains of salary of £200, etc. Many references in these Papers, see Melville.

1698. Letter from William Dockwra in British Museum, addressed to Mr. John Houghton from Chief Office Penny Post 25 April.

Dockwra Chronology. - 3

1699. August 25. Sir Thomas Frankland and Sir Robert Cotton (P.M.Gs.) investigate charges made against W. D. (Melville 147). These charges are also mentioned in The Flying Post and The London Post (Melville).

1700. Dockwra judged to be not fit to be entrusted in the office any longer.
Petition of officers and messengers against their treatment by William Dockwra.

Nathaniel Castleton restored to his position as Comptroller.

Dockwra petitions against his dismissal. Calender of State Papers.

1703. Daily Courant January 11. Letters from Dockwra on Malicious reports that Robert Murray was the inventor of the Penny Post. (Melville).

1716. "Mr. Dockwra, the first projector of the Penny-Post-Office, dy'd aged nearly one hundred years". Historical Register, 1716, page 544.

Ø (Report of Sir Thomas Frankland and Sir Robert Cotton contained the suggestion that the Penny Post be farmed (M236). In February 1699 it was minuted that the branch could not be farmed.)