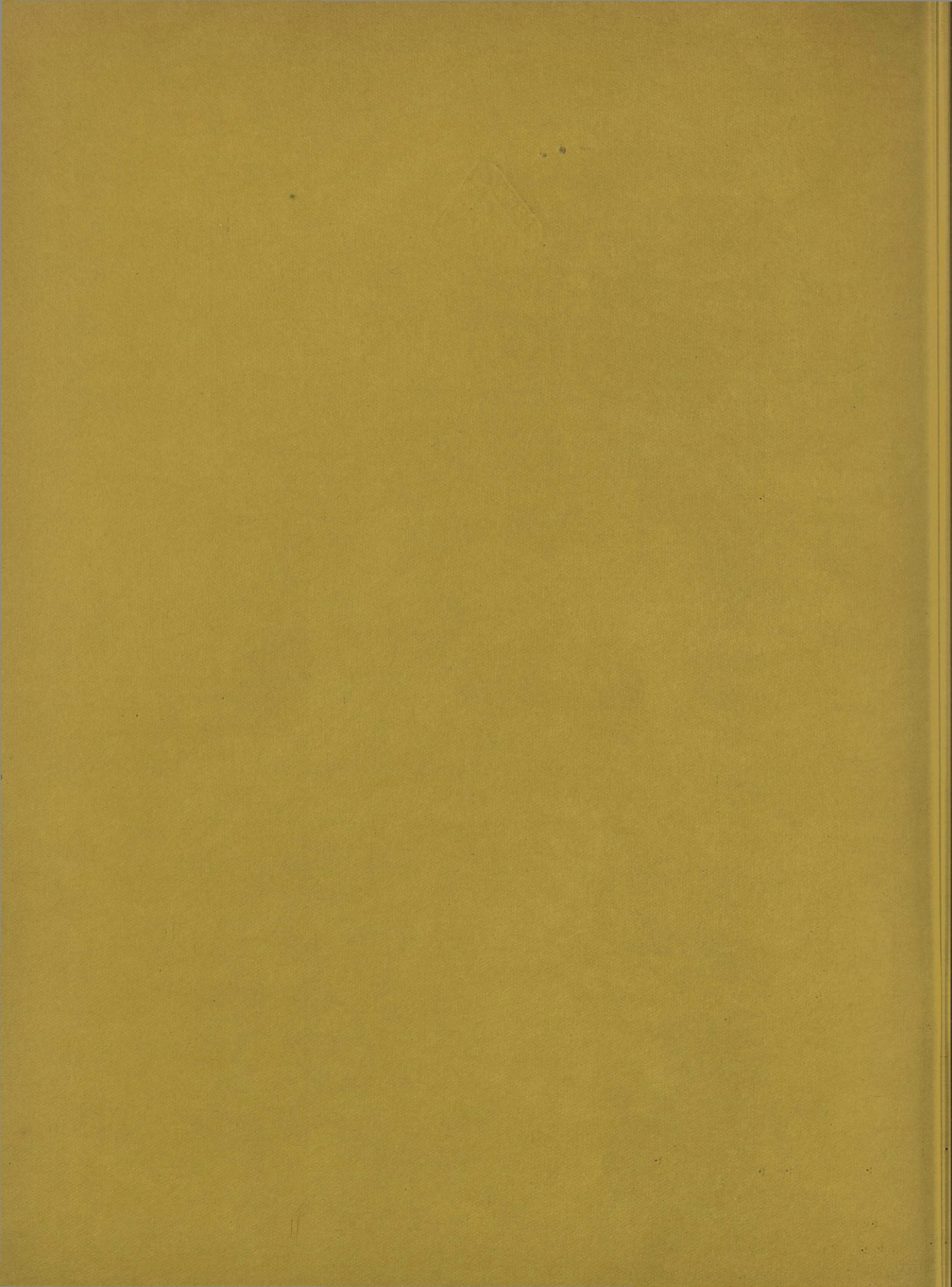


POSTAL HISTORY SOCIETY

# BULLETIN

No. 121.

SEPTEMBER—OCTOBER 1962.



# THE POSTAL HISTORY SOCIETY

INAUGURATED 1936

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## CONTENTS FOR SEPTEMBER-OCTOBER, 1962. No. 121

Editorial Office : Ormonde House, Sion Hill, Bath, Somerset.

	PAGE		PAGE
Correspondence ... ..	65	The Oval HULL SHIP LETTER Handstamp, by Alan W. Robertson, M.B.E. ... ..	77
The King's Lynn Conference ... ..	65	Review : <i>Austrian Post Offices Abroad</i> ... ..	78
The Postal Markings of Saudi Arabia, by H. Hibbert (continued) ... ..	66	For the Antigua Record ... ..	78
'La Marguerite,' by Alan W. Robertson, M.B.E.	69	Subscriptions ... ..	78
Post Office Personalities No. 8 : Joseph Ady, by W. G. Stitt Dibden ... ..	70	An Unknown Handstamp, "A SHIP LETTER," by Alan W. Robertson, M.B.E. ... ..	79
Elihu Burritt on the Postman Poet ... ..	75	Reviews :	
Postal History of Lancashire ... ..	75	<i>Victoria: The Postage Dues</i> ... ..	80
Mr. Vaile's Stamping Machine, by E. C. Baker, M.B.E. ... ..	76	<i>Commonwealth of Australia Cumulative Index</i> ... ..	80
		<i>New Zealand Post Offices in England</i> ... ..	80
		<i>Western Samoa Postal History</i> ... ..	80

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## CORRESPONDENCE

### SOLDIERS' AND SEAMEN'S LETTERS

Sir,—

Reference our President's article in *Bulletin* No. 120, I can add some notes on three of his quartet of letters.

1.—This is countersigned by Duncan C. L. Fitzwilliams who was commissioned in the "Cape Mounted Riflemen" on the 12th February 1858. The "Cape Mounted Rifles" was a later title.

Fort Nottingham would be difficult to conceive anywhere in South Africa other than in Natal. Nottingham Road Station is located on the railway between Pietermaritzburg and Ladysmith, and its location here may be a possible solution.

3.—Captain Henry Gritton was a Major in charge of the Pay Office at Chatham in 1889, and after his retirement on the 1st May 1890 he was granted the Hon. rank of Lt.-Colonel. He took part in the defence of Souakin in 1884 and was granted the Khedive's Star.

It is not surprising that the Royal Marine Forces Office has not any service record for a sergeant in their Paymasters department. Incidentally R.M.L.I. means Royal Marine Light Infantry.

4.—This letter was written at the end of the last Burma war before this country was incorporated in the Indian Empire in 1886. The only name which I can trace with the Rifle Brigade which seems to fit in with that of the countersignature is that of Bartle Compton Frere.

B. DE BURCA.

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### THE KING'S LYNN CONFERENCE. October 4th-8th, 1962

A large size souvenir postcard as in previous years, has been designed by W. G. Stitt Dibden. These have the mauve 3d. stamp imprinted for the oversize card rate.

Price 1/- each from R. M. Baguley, 48, Albert Road, Grappenhall, nr. Warrington, Lancs. Please send stamped addressed envelope, 7 $\frac{3}{8}$  x 5 inches, a standard size. (Three cards 3d., seven cards 4 $\frac{1}{2}$ d., over seven 6d.).

## THE POSTAL MARKINGS OF SAUDI ARABIA

By H. Hibbert

(Continued from Bulletin 120, page 64, and concluded).

From 1946 to 1951 there appeared two varieties of the 1926 single circle with arcs but with ornaments showing at both ends of the date band. In one type the arcs showed Arabic/French figures while the other had Arabic figures and letters in both arcs. The curved French name was much larger ; the letters averaging  $5\frac{1}{2}$  mm high.

For some 14 months from February, 1952, there was a variety of the 1936 date stamp showing the French name in a straight line but this time the name was 1 mm less in length. The date band had ornaments at each end and the large ornament below the French name was of a different design.

Around June, 1952, saw the introduction of the date stamp of which a variety is in use in the present time. It is a plain single circle, averaging  $29\frac{1}{2}$  mm diameter, with the Arabic name curved within the upper circumference and the French curved within the lower. The bilingual date is shown in one straight line in the centre but is NOT enclosed in a band. Naturally over the past 10 years there have been some variations of the original date stamp. The principal one occurred in August, 1958, when the French name was shown in a straight line.

For registered post under both the Hejaz and Nejd separate regimes the same date stamps were used as those seen on ordinary mail. In the joint Hejaz/Nejd period a similar state was seen but there was also at the same time a most unusual cancellator specially made for registered post. Unusual in that the date shows only the Muslim calendar in figures yet, as regards the name, that is bilingual and, as mentioned previously, the authorities reverted to the old French spelling as seen on the old Turkish marks, "MEKKE". It was also unusual in that, looking back over the past 40 years, it was the smallest date stamp seen in Arabia, apart from the one used at Jeddah, as will be mentioned later, during the same period. The new type was a single circle of only  $26\frac{1}{2}$  mm diameter divided by the usual date band, this time 7 mm wide. Above and below the band was an arc in which were five vertical lines. In the space below the lower arc and curved within the circumference was the French name followed by a bracket in which could be placed either a number or the appropriate abbreviation for 'registered', 'insured' etc. These brackets also followed the Arabic name in the upper half. I do not know the length of period this unusual date stamp was in use. I have it on covers dated 1926, 1927 and 1929. From 1936 the registration date stamps were the same design as those used for ordinary mail but with the addition, up to 1952, of the letter "R" followed by a number while after the year mentioned, the letter "R" on its own.

### JEDDAH DATE STAMPS.

Why the offices at Jeddah made use of the old Turkish type of date stamp, with some variations of course, from 1916 to 1953, no one can give a sufficient reason. This is what actually transpired but when one is able to look back over all that period, the best answer is the obvious one. The Jeddah offices have always been far too busy dealing with both incoming and outgoing mail to worry over such matters as date stamps. Designs other than the Turkish pattern did appear for registered mail but such types will be dealt with later.

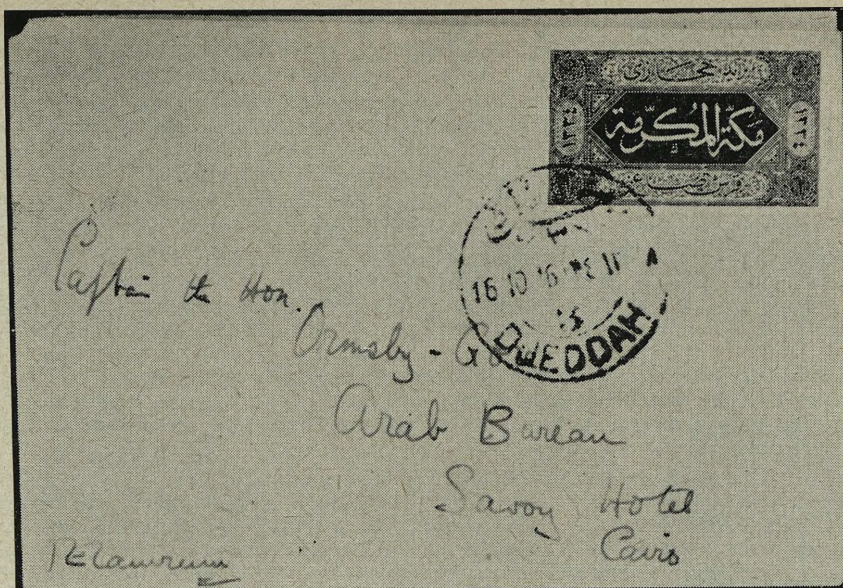
Students of Turkish date stamps will be aware of the type used at Jeddah since the turn of the present century. It was a single circle divided by two horizontal chords to form a date band, above and below which was an arc either blank or incorporating a number, with the name curved within the circumference, Arabic in the upper half, French in the lower.

I have a Turkish Postal Stationery cover addressed to Constantinople cancelled Jeddah 22 Feb. 1914. The date is of the type described in the previous paragraph of a diameter of  $33\frac{1}{2}$  mm., date band 9 mm. wide while the French name and number is "DJEDDA / 2". I have a Fee Paid cover addressed to Tangier cancelled Mecca 1 Sep. 1916 on which the Jeddah transit date stamp is of exactly the same dimensions but the French name/No. is the rare "DJEDDA / 1". Proof again, I consider, that the old Turkish date stamps had to be used until the new ones already on order were available.

The new cancellators, two of them, soon appeared and were used concurrently from the inception of the Fee Paid marks up to 1923. They were based on the Turkish pattern and were for :—

DJEDDA / 5	of $31\frac{1}{2}$ mm diameter.
DJEDDAH / 3 (note final "H")	of $28\frac{1}{2}$ mm diameter.

Why the final "H" was added to the name is not really known. It has been suggested that a member of the French Military Mission informed the Hejazi P.M.G. that this was the new French way of spelling the name of the town!



DJEDDAH/3 on a letter from Lawrence of Arabia

In 1923 another date stamp appeared to replace the first two. It was of the same type ; the circle being of  $32\frac{1}{2}$  mm diameter but the arcs were blank, no number being shown in them, while the French name was DJEDDA. This postmark remained in use for the rest of the Hejaz regime, through the Nejd period and up to late September, 1927, in the joint Hejaz/Nejd Kingdom. From the commencement of the Nejd regime the position of the two lots of dates in the band were reversed ; the Christian then being shown on the right.

From either December, 1927, or early January, 1928—there is a doubt as regards the actual date—there was a re-issue of the original DJEDDAH / 3 type ; the spelling with the final “ H ”, and this new type remained in use until 1934. The circle was  $33\frac{1}{2}$  mm diameter ; the band  $9\frac{1}{2}$  mm wide while the letters and figures were in a very delicate type of printing.

The first major variety appeared in February, 1934. There was the usual single circle, diameter 31 mm. with date band 11 mm wide but with ONE arc only, entirely blank, and that was below the band. The name was curved within the lower circumference in a broad setting of type but was the English spelling, JEDDAH (with final “ H ” but no initial “ D ”). I have not been able to discover for how long this type remained in use but I have a feeling that it was less than a year. I have two covers but they are dated the 22nd and 28th February, 1934.

However, in the following year, 1935, there was a further similar date stamp issued but with two differences. The single arc below the band was blacked out, solid with ink, while the name reverted to the former DJEDDAH (with initial “ D ” and final “ H ”). The diameter was 30 mm with the band  $8\frac{1}{2}$  mm wide. Here again I cannot say for what period the new type was in use. My covers are dated January, 1935 and March, 1936.

I can say, however, that from the 12 years from 1939 there was a variety of marks based on previous date stamps used at Jeddah. In this abridged history I propose to mention only a few.

Year.	Description.
1942.	Similar to the 1946/51 type of Mecca. Single circle, $32\frac{1}{2}$ mm ; date band, 9 mm. with ornaments at each end ; two arcs showing No. “ 23 ” ; French spelling “ DJEDDAH (final “ H ”) in letters $4\frac{1}{2}$ mm high.
1949.	Variety of the 1935 type of Jeddah. Single circle, 30 mm ; date band, $9\frac{1}{2}$ mm ; the ONE black arc broken to show the No. “ 2 ” ; name “ DJEDDAH ” (final “ H ”) with letters of varying width, $3\frac{1}{2}$ mm high.

1950. A re-issue of the 1935 type of Jeddah.  
Single circle, 30 mm ; date band, 9 mm ; ONE arc only, solid, blacked out ; name " DJEDDAH " (final " H " ), sloping letters varying 4 to 5 mm high.
1951. A much larger variety of the single blacked out arc. Single circle, 32½ mm ; date band, 6½ mm ; ONE arc only, solid ink but showing No. " 68 " in albino ; name " DJEDDAH " (final " H " ), sloping letters, 7 mm high.
1952. A re-issue of the 1942 type showing No. 23.  
Single circle, 31½ mm ; date band 9 mm with ornaments at each end ; two arcs showing No. " 23 " ; name " DJEDDAH " (final " H " ), 4½ mm high.

Western postal ideas were introduced into Saudi when, in early 1950, a machine date stamp was used at Jeddah. It appeared to be used principally as a transit mark and was no doubt ordered to cope with the increasing mail due to the larger output in the oil industry. The machine date stamp consisted of a single circle, 21½ mm diameter, bilingual in name only showing Arabic at the top with the old French spelling " DJEDDA " (no final " H ") curved within the lower circumference. In the centre, in three lines, was shown " Time / day-month / year " ; the date being given in the Christian calendar only. To conform with the Arabic language, which reads from right to left, the wavy lines, seven in all, appeared on the left of the circle.

From 1953 the Jeddah date stamps followed the pattern of Mecca and all other offices in the country as will be mentioned later. This was the single circle, bilingual with the French name, " DJEDDAH " (final " H ") curved within the lower circumference with the date in a straight line in the centre but NOT enclosed in a band. Again, from 1958, the name appeared in a straight line below the date and was the English spelling " JEDDAH " (no initial " D ").

Despite its being the principal postal centre, Jeddah had no official registration date stamps until 1936. Prior to that date the type seen on ordinary mail was used on registered covers posted in the town or for a transit mark. I mentioned under Mecca registered date stamps the mark of small diameter in use at Jeddah at the same period as the small registered stamp was used at Mecca. The Jeddah mark did not bear any indication that it was to be used only for registered mail but I have never seen this particular date stamp used on ordinary mail. This small date stamp was a single circle of only 24½ mm diameter with a date band, 7½ mm wide. In the band was shown only the Muslim date in figures. The name, however, was bilingual ; the one curved within the lower circumference being the French spelling, " DJEDDAH " (final " H "). This mark was in use for some 3 years from 1926.

Referring to the Mecca marks once again, it will have been noticed that, in the middle '30s, the date stamps showed the French name of the town in a straight line. As already mentioned the Jeddah marks for ordinary mail around the same period showed the French name curved. Not so the Jeddah registration mark of those years. Apart from the whole design being ornamental, the name was in a straight line.

The first Jeddah registered date stamp appeared in 1936. It was a single circle, 32½ mm diameter divided by a date band, 8 mm wide. The area above the band was divided into two equal widths by a third chord and in the space immediately over the band was shown the Arabic for " REG " followed by the number of the office, in brackets. In the top area was shown the Arabic name. Below the band was the French name, " DJEDDAH " (final " H " ), in a straight line, in large letters 22 mm. by 5 mm. Under the French name, in place of the large ornament was the letter and number, " R—2 ". This type was in use until 1952. From the introduction of the single circle date stamp with date not in a band in 1953 to present day, the letter " R " was added to the mark between the curved French name and the line of date.

#### DATE STAMPS OF THE COUNTRY POST OFFICES.

The offices that were opened under the Turkish regime are, in alphabetical order, MEDINA, RABIGH, TAIF, EL WEJHE and YENBO. These offices are still open with the result that we see certain of the post marks already noted for Mecca and Jeddah. In the early '30s only an odd office was opened here and there and these, also, had the postmarks current at the time.

It was not until the advent of the oil industry in Saudi that more post offices came into being, chiefly in the Persian Gulf area. Some of these saw the light in the '40s but it was from 1950 onwards that the majority were opened. Due to the increased postal business two offices, DHAHRAN and RYAD, are sorting and transit offices in addition to JEDDAH. It is now common to find letters from the Gulf area addressed to Aden, Egypt and other parts of Africa showing backstamps of all the three sorting offices. Those offices opened from

1953 simply have the one type of date stamp, the bilingual single circle with the date not enclosed in a band. Even today the smaller offices still use the same mark for both ordinary and registered mail.

Note that in the previous paragraph I referred to the "Bilingual single circle" type. Some two years ago, a cover just received from Dhahran was passed on to me. I immediately noticed that the postmark was one that I had not previously seen. Only the Arabic name is shown and this at the base of the circle where the English/French name used to be. The date, however, is still shown in both calendars.

This new type saw the light in March, 1960, and from enquiries I have made, it is gradually being extended to all other offices. I am given to understand that the dropping of the English/French name was entirely due to the antagonism of the Saudi Government towards Western Europe. On the other hand, American oil interests have complained of the change and so the Arabic name only type may revert to the former bilingual setting.

## POSTED ON LA MARGUERITE



### "LA MARGUERITE"

By Alan W. Robertson, M.B.E.

A SHORT article by the Rev. Ronald Hughes on the subject of the two private steamer cachets illustrated herewith appeared in *Stamp Collecting* (November 3rd, 1961). Mr. Hughes asked readers for further information, and as I would also like to include a short chapter on *La Marguerite* in supplement No. 4 of my *Maritime Postal History* the wider dissemination of the available known facts, the more hopeful we shall be of learning more before going into print. With acknowledgements to Mr. Hughes and to *Stamp Collecting* the article in question is here quoted. . . . Can any members please add to the story?

"Passenger carrying steamers have operated between Liverpool and North Wales since, at any rate, 1824, when *Prince Llewelyn* and *Saint David*, both of Liverpool, made regular sailings to Beaumaris and Bangor. Later steamers on the same route included *John McAdam*, *Menai*, *Druid* and *Prince of Wales*.

In 1891 the Liverpool and North Wales Steamship Company Ltd. was formed and it now controls the fine modern steamers *Saint Tudno*, *Saint Seiriol* and *Saint Trillo* which carry many thousands of passengers between Liverpool and North Wales in the holiday season.

Despite the large number of passengers carried, it appears that only one steamer on the Liverpool-North Wales route has ever employed any method of identifying letters and postcards posted on board. The famous two-funnelled paddle-steamer *La Marguerite* carried a fixed post box, and a special cachet was applied to mail posted on board. The stamps themselves were cancelled at the post office where the mail was put ashore. *La Marguerite* sailed on the Liverpool-North Wales service from 1904 to 1925, with the exception of the war years, and for a short period while on charter to the Isle of Man Steam Packet Company. From 1907 to 1914 mail posted on board received the cachet 'Posted on *La Marguerite*' and this can be found in conjunction with the postmarks of Liverpool, and Llandudno, and possibly Beaumaris and Menai Bridge as well. Two types of cachet were used. The first composed of two straight lines, and the second which lasted until 1914 in circular form. Covers and postcards bearing these cachets are extremely scarce and I have not so far seen sufficient examples of either to determine the approximate date at which the changeover from the first type of cachet took place. When *La Marguerite* returned to her North Wales sailings in 1920 after wartime service, no cachet was used. Nor have any cachets been reported from other steamers of the Liverpool-North Wales Fleet."

(Note.—Since the publication of the foregoing article, a further article by Mr. Angus Parker has appeared in the current issue of the *G.B. Journal* (the official organ of the Great Britain Philatelic Society) in which are plate illustrations of each of the cachets and a depiction of *La Marguerite*).

POST OFFICE PERSONALITIES No. 8  
THE MAD HATTER

JOSEPH ADY.

(Approx.) 1780-1852.

By W. G. Stitt-Dibden

WHAT would our story be but for colourful characters like Joseph Ady? A scoundrel if ever there was one!

For at least thirty-four years, between 1816 and 1850, this perpetrator of a petty fraud managed to carry it through with considerable success until age and the law finally caught up with him. His beginning and his end are not accurately recorded and yet he left behind him much documentation, many collectors' items, clauses in a Post Office Act, and a postal rule that is still in existence and valid today.

He is described in the Dictionary of National Biography as "A notorious impostor who was at one time a hatter in London; but failing in that business he hit upon the device of raising funds by means of a circular letter promising on the receipt of a suitable fee to inform those whom he addressed of 'something to their advantage'."



What was so remarkable about Ady was that he was able to carry the fraud on for so long. Like all confidence tricksters, although intelligent to a degree, he must have been what we would describe today as a "ratty little man". Part of his stock in trade, however, was the use of a portrait of a young man of aesthetic features and dressed as a Hussar, which he used on his "business communications" in the last few years of his life. Since he must have been about 70 years of age when he died in 1852 he was obviously born in the late 1770's, but we have no knowledge whether this was in London or in the country. He may well have been a Londoner since the three addresses which appear on his letters are all in the Houndsditch area, and it is known he died in his

brother's house in Fenchurch Street.

He first started circulating information in, as far as we know, 1816, and throughout the whole period of his fraud his main principle remained the same, although as time went on he refined the process and made it cheaper for himself to operate.

He played upon two major human failings—greed and gullibility. His method was to circulate lists of names to those whom, he alleged, had a right to unclaimed dividends, or the proceeds of a will. The information he gave with his initial letter was enough to bait the hook and he demanded a small fee for his trouble so far. The fee at the beginning was five shillings, but it steadily increased until by 1847 it was £1.

In the early period he then, for a larger fee, suggested he should carry through the process of claiming the money, as this letter, dated 26th October 1822, shows:  
"Esteemed Friend,

One Andrew Hunter Esq. of Edinburgh, sometime of India, was entitled in right of his wife Stewart Cunningham deceased to £16 which is now due to him. He died in London a widower in March 1821 having informed a friend of mine he had no relatives left but a 1st. cousin, Wm. Hunter Esq. and his family.

If your father is living I will undertake to get the money for him on his executing a letter of ATTy. appointing me Administrator for his benefit and when I have received it I will remit the balance and deducting only lawful expenses with an account.

But if your father is deceased before March 1821 NOT your mother but you is next entitled as 1st. cousin once removed and one of the next after. I wait your answer post paid.  
respectfully

Joseph Ady”.

The letter was written, in Ady’s hand, on the back of a large double sheet of paper containing over 500 names and addresses in print with the following heading:—

“The following Persons or their lawful Representatives may hear of something to their advantage on application (POST PAID) to JOSEPH ADY, Hatter, 16, Houndsditch, London”.

and is addressed to the “Rev. Henry William Hunter, Beverley, Yorks”.

The document discloses a number of important facts.

It will be noted the phrase “you is next entitled” occurs in the last paragraph of the letter. Despite Ady’s attempt to beguile his “customers” with the Hussar portrait most of the letters I have seen, either printed or in his personal hand, display similar lapses. He was fond of scribbling an answer on letters sent to him before returning them to the senders, presumably as an economy measure, and one such dated 1st January 1847 (in which Ady had claimed £1 as his fee for disclosure of the information) reads, “as you appears so very careful I will make (i) 10/- down due and its remainder as soon as you are satisfied say by return of post”.

He was not only semi-illiterate but also towards the end of his life, and particularly after his first imprisonment, he seems also to have become obsessed with the strangest notions.

But his claims to knowledge of financial secrets of advantage to his clients were not only extravagant but displayed a nice appreciation of the avarice of those he intended to dupe.

One of his printed circulars, dated 4th February 1847, reads:—

“The undersigned is able to inform you of something to your advantage (value of £100 upwards) on receipt of 20/- by Post Office order on Whitechapel as an equivalent for his trouble and costs generally.

Respectfully

Joseph Ady. Accountant

No. 5 York St., Charlotte St.

¼ mile East of Whitechapel Church  
London”.

and lest his honesty be doubted he adds—

“Personally known to each of the Aldermen of London having been a Freeman & House-keeper 50 years”.

But he was careless of detail, pardonably so I suppose since all was of doubtful truth, and only two years earlier, in 1845, he was unwilling to claim more than “40 years a House-keeper and personally known to each of the Aldermen of London”.

In 1847 his claim was “I am in possession of particulars of Unclaimed Money amounting to Fifty Millions at a cost of about £2000” and later, “The Bank of England has just completed a list of all unclaimed money amounting to 150 millions up to the present time and any part of which is accessible to me on giving a satisfactory reason and fee. I am also in possession of all the Unclaimed dividend Books published by the South Sea Compy., East India Compy., Royal Exchange, and other Insurance offices, all the different Joint Stock Banks, Chancery Publications in a very large collection of Wills and Administrations from the different Ecclesiastical Offices, and the whole of the Registered lists of Unclaimed Bankrupts dividends”.

He was generous, however, in his attitude to those who might require a reference. None but the highest in London was good enough for him to quote—“Voluntary referee. The Right Honble. Sir Peter Laurie, Deputy Lord Mayor at the Mansion House every day before 11 o’clock, who will see justice done you, free of expense, except postages which you must pay both ways”.

Although a percentage of his letters were sent to residents in London, for obvious reasons he preferred to write to those living far enough away to make checking on his personal claims less easy. The bulk of his mail, therefore, was directed to people residing one hundred or more miles from the capital. But he was not slow in realising that a rich harvest and comparatively little risk to himself might be obtained from persons living abroad, and many of his letters were sent to France, Portugal, Germany and the new colonial territories.

Although his original address as a hatter, was 16 Houndsditch, London, and remained so for many years after he gave up that business in favour of his circular letters, he had moved by 1840 to 7 York Street, Commercial Road, and to a third address two doors away at 5 York Street in 1845. It seems probable that until 1838 the volume of circulars he sent out was comparatively small, but a year later he made a move that finally led to two stretches of imprisonment, partial madness and an illness that killed him.

The start of his downfall occurred in 1839 when he wrote to the Post Office requesting to be relieved from "return postages".

In February 1813 the Treasury Solicitors had laid down a definite rule regarding the payment on returned letters. It will be remembered that prior to May 1840, when the issue of *adhesive* postage stamps made the prepayment of letters an easy matter, nine-tenths of all mail was committed to the posts without payment on the understanding that the charges would be paid by the addressee on receipt.

Postal rates after 1784 mounted considerably as the war with France continued and by 1812 the charge for a single letter to Edinburgh was 1/- or more, whilst a letter over even the minimum rated distance of 15 miles cost 4d. In comparison with modern currency the figures I have quoted were considerable and many would-be recipients of letters had to refuse them because they could not afford to accept them. The volume of *refused* letters had so grown by 1811 that the Secretary of the Post Office suggested a trial plan whereby refused letters might be returned to the sender *and the double journey postage charges claimed*.

The plan was so successful—"The result exceeded our most sanguine expectations", says the Postmaster-General, "188,798 letters have been returned under cover to the writers in the year ended 5th June, of which number 135,523 have been accepted by them producing a clear revenue of £4,421:11:11d. . . ." that the Treasury agreed to make it the rule that a sender must be responsible for return postage *and initial postage* if the address refused the letter and it was returned.

Although Ady was careful to state in all his circulars that "postage both ways must be paid" (by the addressee) large numbers of his letters were being returned as "refused" and the Post Office began to demand quite large sums from him. His request of May 1839 to be relieved of these charges was refused and since he denied responsibility proceedings were instituted against him by the Solicitor's Department of the Post Office.

Ady, as he was to prove later, was a master at procrastination and the proceedings were hampered and delayed for over twelve months until November 1840 when, after the following letter had been sent from the Secretary of the Post Office to the P.M.G. on 16th December, it was decided to drop the case against him.  
"23rd November 1840.

Referring to the Minute of the 14th. Ult. No. 526. I have now to inform you that he (Ady) pledges himself if relieved from payment of the postage claimed from him for his undelivered letters, amounting on the last account to £240:9:10, that in future all his letters shall be prepaid . . .".

The Solicitor had advised that a legal action against Ady might prove to be an expensive business in comparison with the postage money that might be reclaimable, and that perhaps a better course might be—" . . . to let him know that the only conditions on which proceedings against him can be longer suspended will be the rigid performance of his pledge . . .".

And indeed, from this date, we find that Ady is using on his letters one of the new adhesive penny stamps, and for some years no further evils on his part appear to have come to the notice of the Post Office.

Remit the remainder of the fee  
Respectfully  
Ady  
4 Jan 7 1847

The last line of a letter written in 1847 with Ady's signature.

It seems more than possible that the few years between 1840 and 1847 were his heyday. He was prepaying the mail he sent out and thus keeping the returned letters down to a minimum, which I have no doubt he left unclaimed, and since they were few in number were not forced on him by the Post Office.

There was, of course, a reason for this, which was clearly set out in a memo from the Earl of Lichfield, then Postmaster-General, to the Treasury, as early as August 1837, in which he argues the case for claiming on returned "refused" letters—

"... the liability is distinctly confirmed by the Act of the last Parliament, 1 Victoria Cap. 34 Sec. 2, which states that if the letter be refused or the party to whom it is addressed shall be dead, or cannot be found the writer or sender shall pay the postage. The practice hitherto has been... in fact to leave the sender of the letter the option of receiving it back or not. Our most experienced officers write in the opinion that to carry the law strictly into effect *compelling* the senders of undelivered letters to pay the postage originally incurred in forwarding the same would produce the greatest dissatisfaction on the part of the public, would lead to evasion and constant dispute and though however in the first instance some additional postage might be levied by such means, the interests of the revenue would eventually be injuriously affected by greatly restricting the number of circulars and other letters at present sent by post... I do not hesitate however to add that in my opinion it is far better and more expedient that the present practice should continue leaving it to the discretion of the Department to enforce payment of postage by the sender of an undelivered letter in such cases only where circumstances may render it proper to do so".

However, by 1846, Ady was again sending out circulars *without prepayment* and the following memo went to the P.M.G. on 8th April of that year:—

"I submit Mr. Ady may be informed that if these postages be not paid on or before the 25th April the law must take its course".

If the Post Office was successful in its attempt in April it certainly was not later in the year and reluctantly, in November, the Solicitor advised a prosecution.

Ady actually gave his own account of the proceedings in a long printed circular which he distributed after the event:—

"Thames Police, Nov. 21st, 1846.—Joseph Ady was placed in the Felons Dock charged by Mr. Bourne, President of the Inland Department of the General Post Office with obtaining money under false pretences". So far this was a rational statement of fact, but the circular then goes on for some hundreds of words pouring invective down on the unfortunate Bourne's head—"Bourne has now discovered that he is a Ruined Man, worse than a Beggar who is only Pennyless, whilst Bourne has placed all the savings of his whole life in a Hornet's Nest. Is become a partner with rebels knee deep in blood each of whom is liable to be tried for his life and also to have all in his Possession Confiscated to the Queen".

The extravagant caperings are typical of the period and Ady attempts to add to the dramatic effect and to justify his claims of innocence with

"A Nest of Plundering Hornets to provoke  
Calls thousands forth to urge their venom'd hate".

But the writing was on the wall. At Mansion House, in front of the very Lord Mayor whose name he had so often used in his circulars, Ady gave an assurance he would transgress no more.

Twelve months later in December 1847 the Secretary of the Post Office, advising a second prosecution, stated:—

"Mr. Ady's former promises, have been broken and cannot now be relied on", and a newspaper report dated 25th December has this to say:—

#### "ADY AND HIS LETTERS.

Joseph Ady appeared again to answer a charge of refusing to pay postage on 214 letters which had been returned to the dead-letter office, the postage of which amounted to £17.15s.8d. He made several objections to the summons, but was ordered to pay the amount.—Mr. Peacock, the Post-office solicitor, said since the present summons had been issued, 1,475 letters had passed through the government office from him in the same manner, and he would be required to pay the postage upon them also".

On 10th February a distress warrant was granted to the Post Office for Ady's debt to the Department and another memo from the Secretary dated 9th March 1848 brings the final move in the game:—

"I recommend your Lordships to try the effect of committing Joseph Ady to prison, such a course may probably induce his friends to pay the money due to the office. Mr. Ady's contumacious conduct places all consideration of clemency entirely out of the question".

From the moment he was put inside the unfortunate but sly ex-hatter petitioned for his release. Another memo from the Secretary dated 19th April, reads:—

“Judging from what has already passed I fear there is little or no reliance to be placed upon Mr. Ady’s promises and that should your Lordships show him any consideration and at once release him he would only pursue his former practice.

He has been but one month in prison and under all the circumstances I think, for the present at least his request should not be entertained”.

His release was approved through the Home Office in July 1847 and by September he was hard at it! A newspaper report dated 25th September 1847 states:—

#### “JOSEPH ADY AND THE LAW’S IMPOTENCE.

The following letter received by Sir Peter Laurie on Tuesday from a friend at Wheat-hampstead indicates that Joseph Ady is still labouring in his vocation—

‘Dear Sir Peter,—Your very laudable endeavour to expose the scoundrel Joseph Ady in his villanous attempts not only on the purses of the public, but also in the disquiet of their peaceful homes, induces me to strengthen your hand . . .’”.

Its continuous experience with Ady’s constant refusal to pay returned postages eventually prompted the Post Office to insert clauses in the 1847 Post Office Act that strengthened the hand of the courts and allowed anyone convicted to be imprisoned, and it was under this Act that Ady had his first few months’ taste of jail.



The REFUSED stamp introduced in 1847.

T. P  
Whitechapel

The London Two-penny post stamp  
of Whitechapel, used on his letters  
and circulars from August, 1840.

Another feature of the Act was the provision of special stamps, one of which is illustrated, which were issued on 9th October 1847 to the Dead Letter Offices situated in the three Postal Capitals, London, Edinburgh and Dublin.

As well as the REFUSED stamp three others were issued at the same time and lettered—

“The Party to whom this letter is addressed cannot be Found”.

“The Party to whom this letter is addressed has not called for it”.

“The Party to whom this letter is addressed is dead”.

It will be noted that the illustration is of an Irish stamp and is lettered “DUBLIN” at the base of the crown; those issued to London or Edinburgh bear those names respectively.

Meanwhile Ady was moving to the climax of his career. Called on to pay £19:0:0 on the 23rd April 1850 due on unpaid returned letters he defaulted again, was summoned at the Mansion House the following day, convicted and jailed.

As before he constantly petitioned the Post Office for release and this was still being refused as late as 19th September 1851. “I presume your Lordships will not think it necessary to take any notice of this petition”.

But in October Ady had the bright idea of writing to the Treasury pointing out that he was now an old and infirm man whose condition was being steadily weakened by incarceration in prison. The visiting justices of Giltspur and St. Compton at first refused to recommend his release on medical grounds but in April the report of the prison surgeon left little doubt that Ady’s days were numbered. The final memo from the Secretary of the Postmaster-General dated 9th April 1852, reads:—

“With reference to the enclosed petition for the release of Joseph Ady . . . a certificate from the surgeon of the prison is of the opinion that a promulgation of Ady’s imprisonment may be of serious consequences to his health and now recommends his release . . .”.

Ady died before the year was out.

My grateful thanks to the following friends who have relevant material in their collections :  
F. E. Dixon, T. E. Field, Sydney Raine, Martin Willcocks.

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G.P.O. Treasury Minutes, Various } by courtesy of H.M.P.M.G.  
G.P.O. Solicitors' Reports, Various }  
*Postal History Society Bulletin* No. 97, September 1958.  
"Joseph Ady". *Philatelic Adviser*, September 1849.
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### ELIHU BURRITT ON THE POSTMAN POET

EDWARD CAPERN, of Bideford, is a poet, and he is a postman, and both at once, and good at each. He is as faithful and genial a postman as ever dropped a letter in a cottage door, with an honest and welcome face, itself a living epistle of good will and friendly cheer. I can attest to that most confidently; for I went with him in his pony-cart two days on his rural rounds. That he is a poet who has written songs that will live and have a pleasant place among the productions of genius, I am equally confident, though pretending to be no connoisseur in such matters myself. Better judges have awarded to them a high degree of merit. Already a considerable volume of his songs and ballads has gone into its second edition; and he has sufficient matter on hand to make another of equal size and character. His postal beat lies between Bideford and Buckland Brewer, a distance of more than six miles. Up to quite a recent date, he walked this distance twice a day in all weathers; starting off on winter mornings while it was yet dark. Having grown somewhat corpulent and short-winded, he has mounted, within a year or two, a pony cart, that carries him up and down the long, steep hills on his course. It takes him till noon to ascend these to Buckland and distribute letters and papers among the hamlet cottages and roadside farmhouses on the way. Having reached the little town on the summit-hill, and left his bag at the post-office, he has three hours to wait before setting out on his return journey. These are his writing hours; and he spends them in a little, antique, thatched cottage in one of the village streets. Here, seated at one end of a long deal table, while the cottager's wife and daughters are playing with their needles, and doing all their family work at the other, he pens down the thoughts that have passed through the flitting visions of his imagination while alone on the road. Here he wrote most of his first book of ballads, and here he is working up his glowing rollicking songs for a new volume. Sometimes the poetic inspiration comes in upon him like a flood on his way. He told me that he once brought home with him six sonnets on six different subjects, which he had thought out and penned in one of his daily beats. When the news of the taking of the Redan reached England, the very inner soul of his patriotism was stirred within him to the proudest emotion. As he walked up and down the long hills with his letter-bags strapped to his side, the thoughts of the glory his country had won came into his mind with a half-suffocating rush, and he struggled, nearly drowned by them, to give them forms of speech. The days were short, the road was long, and hard to foot, and the rules of the postal service were rigid. He could not hold fast the thoughts the event stirred within him until he reached the cottage. Some of the best of them would flit out of his memory, if he delayed to pen them as they arose. So he ran with all his might and main for a third of a mile, all panting with the race for time, found he had caught enough of it for pencilling on his knee a whole verse of the song. Thus he ran and wrote, each stanza costing him a race that made the hot perspiration fall upon the soiled and crumpled paper, on which he brought home to a wife prouder than himself of the song, "The Lion Flag of England."

*Editorial note.*—Edward Capern was an intimate friend of Elihu Burritt, "the learned blacksmith" of America, philanthropist, and advocate of "Ocean Penny Postage." Burritt took walks with Capern in both the West of England and in the Black Country, which resulted in two most interesting volumes of home-travels. It was in 1864 that Burritt stayed with Capern in Bideford, which visit resulted in the above description of his host.

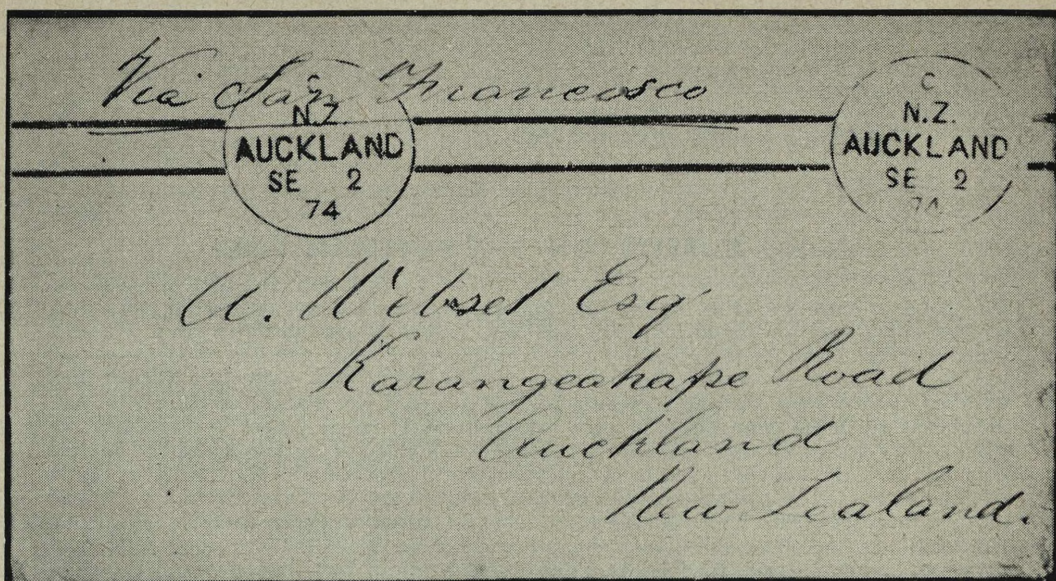
(Contributed by Foster Bond)

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### POSTAL HISTORY OF LANCASHIRE STUDY GROUP

A Postal History Study Group of Lancashire has been formed, with the intention of producing a book on the postal markings of Lancashire.

Information can be obtained from our Member, A. N. Saxton, 18 Chesterfield Road, Blackpool.



### Mr. VAILE'S STAMPING MACHINE — 1878

By E. C. Baker, M.B.E.

*Editor's Note.*—This was a surprise at the Open Meeting, on 11th July, 1962, and created much interest. The trial was very early, as Höster's was 1882-83.

WE have long sympathised with our colleagues in New Zealand for the disasters that have befallen their archives and the Post Office has again suffered loss recently: fortunately, if one can use such a word in this context, not before Professor Howard Robinson had taken an opportunity to work through them. I do not suppose, however, that his forthcoming *History of the New Zealand Post Office* is likely to contain a reference to Mr. Vaile. The only claim Mr. Vaile has on our notice is that he invented a stamp cancelling machine. That we shall ever learn more about him is unlikely.

Early in 1878 Captain Grant Suttie of the Royal Navy wrote to a relation of his, Lord Elcho, about a certain Mr. Vaile who had invented a stamping machine and he hoped that the Post Office could give the machine a trial. Lord Elcho brought Suttie's letter to the notice of the Postmaster General, Lord John Manners, on the first of March 1878. Lord Elcho was told that the inventor, who appeared to be visiting London, could call at the General Post Office when his rotary machine, which included a device for counting the letters stamped, would be given a trial.

A few weeks elapsed before Mr. Vaile put in an appearance but, one day in mid-April, the trial took place. His machine, referred to as a "motor," was affixed to a letter facing table and dummy mail, both letters and post cards, were run through it. These show the same office cancellation, Auckland, New Zealand, 2nd September, 1874. The pattern for post cards differs from that for letters in that it is composed of a trellis of three squares, and two squares alternately, the width from point to point of three squares being the same as the circle. A reasonable supposition is that Mr. Vaile had brought his machine to the notice of the New Zealand Post Office three-and-a-half years earlier but nothing appears in Post Office Records (E 2708/1878) on that point.

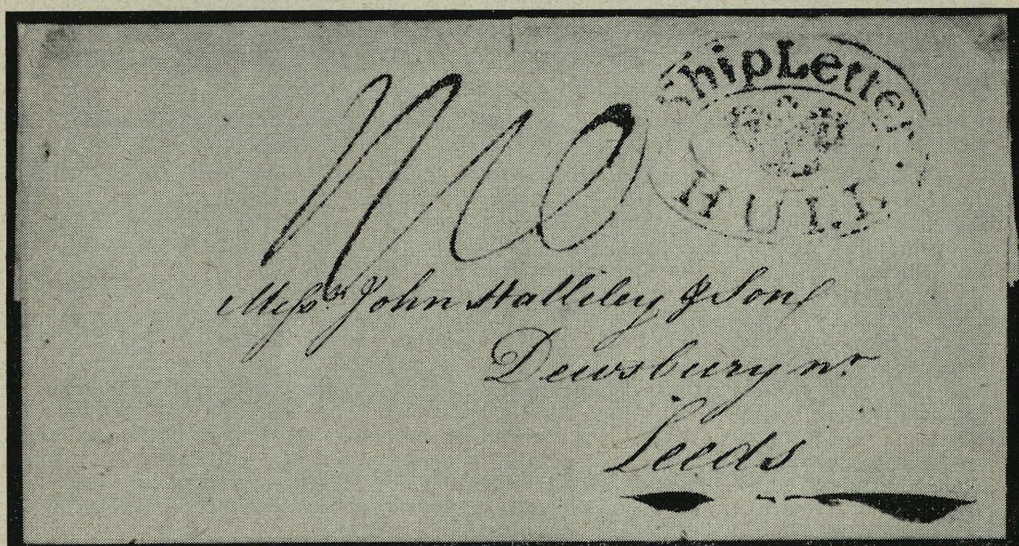
It would seem that Mr. Vaile had given some indication of the artistic possibilities of his machine by bringing along a variety of designs nicely drawn in india ink on dummy covers. Two for London are formal floral designs, one with St. George's flag carrying the office name and date, the other with a shield serving a like purpose. A design for York shows an attractive row of bishops' mitres on each side of a named and dated shield.

On the 2nd of May, Mr. John Tilley, Secretary of the Post Office, wrote to Lord Manners on the experiment. He thought that Lord Manners would not personally object to a defacing stamp running the length of his letters any more than would Mr. Tilley himself. "But," he continued, "it would be impossible for us to disfigure the letters of the Public in the way I believe they would consider them to be disfigured . . . whatever the device might be." He pointed out that writing above the address might be obscured, basing his judgment presumably on the specimen cover illustrating this article.

He went on to observe that the defacing stamp then in use in the Post Office was much too large and that the Controller of the Circulation Office was about to propose the use of a smaller stamp which would confine the mark to the postage stamp itself so that addresses might be "less disfigured than they are now." Lord Manners signified his acquiescence with Mr. Tilley's views and the last note in the papers is that, on 6th May, a decision not to adopt Mr. Vaile's invention was conveyed to his friend Captain Grant Suttie.

## THE OVAL HULL SHIP LETTER HANDSTAMP

By Alan W. Robertson, M.B.E.



This letter is headed within, "Philadelphia 13th. February 1807." The HULL SHIP LETTER is the only handstamp, and in the absence of any English transit datestamps, the writer is uncertain of the interpretation of the "make-up" of the total of 1/10 due from the addressee. Perhaps members of the Yorkshire contingent can solve this please?

THE extraordinary scarcity of Hull ship letters prior to 1816 has for many years remained a problem awaiting a satisfactory explanation. (The same problem applies to Newcastle, vide *Postal History Bulletin* No. 118, March 1962). Early shipping statistics for the port of Hull (particularly from the year 1774 when to supplement the accommodation of the ancient harbour, a new dock, later known as Queens Dock was built) record the great activity of a major east coast port. A great number of the merchant ships using the port were coastal trading vessels of small tonnage, but numerous larger ocean-going ships from overseas frequented the place. The theory that most ships from overseas called at south coast ports before proceeding up the east coast, and landed their mails at ports other than those of east-coast destination, offers the readiest explanation, but this is not entirely satisfying.

In the preface to the chapter on Hull in my *Maritime Postal History of the British Isles* I have invited further opinions on the subject, but none has been forthcoming. I also speculated upon the probable existence of the two standard early types of ship letter handstamp HULL SHIP LRE and the oval SHIP LETTER HULL which were unrecorded at the time of publication. In this respect my anticipation of the oval handstamp (provisionally numbered S.3 in the catalogue), was justified a few months ago, when the first example to

be recorded was discovered in the Gifford correspondence and was sold as Lot 289 in the Postal History Auction of December 6th, 1961. It was a weak impression, but on account of its extreme rarity it realized a substantial figure. Then happened one of those quite extraordinary coincidences which most serious postal history students have at some time experienced. A few weeks after the discovery in the Gifford correspondence, I bought a large collection of general maritime postal history material, formed by a collector in America over a period of many years, and on the last page of the eighth and last volume was the oval Hull Ship Letter illustrated herewith. The astonishing coincidence of recording two examples within a few weeks of each other in 1961-62 does not finish there however. The "Gifford" letter addressed to Driffield was written at Fatland Ford (Pennsylvania?) on February 8th, 1807. My letter addressed to Dewsbury was written at Philadelphia on February 13th, 1807. Unfortunately there are no English transit datestamps on either of the two letters, they presumably travelled "cross-post" and not via the London Ship Letter Office. There is no way of establishing proof, but I suspect that both of these letters to entirely different addressees, written in February 1807 were brought to Hull by the same private sailing ship, to be rediscovered 155 years later in entirely different circumstances within a matter of weeks!! Mirabile dictu!

## REVIEW.

### AUSTRIAN POST OFFICES ABROAD

#### PART ONE: AUSTRIAN LLOYD. ADRIATIC LINES. MEDITERRANEAN LINES

By S. D. Tchilinghirian and W. S. E. Stephen

(80 pp.  $5\frac{1}{2} \times 8\frac{5}{8}$  inches. Fully illustrated in line, with half tone plates. Stiff paper cover. 1962. The Austrian Stamp Club of Great Britain, 94 High Street, Abolour, Banffshire. 30/- (\$4.50).)

AUSTRIA is very popular both for its Philately and Postal History, on the Continent and in America. There are also outstanding collections in this country. No doubt inspired by the success of that great work *Postage Stamps of the Russian Empire Used Abroad*, which appeared in six volumes and which was awarded the Crawford Medal of the Royal Philatelic Society, London, the authors have entered a new field.

The latest work is well up to their high standard, but it is a pity the fault of very small type is perpetuated. As a result the book is difficult to read, and is a strain on the eyes. We well know the reason, the startling price of printing, which is always increasing. In a larger type (9 point is the minimum, as this *Bulletin*. We prefer 12 point, but the book is 8 point) at least double the number of pages would be necessary, with a corresponding increase in price. The collecting public is not yet educated to paying a pro rata price for a good book, and so our eyes suffer. It is a matter for comment that a luxury book, such as our Member Colonel F. W. Webb's *Hong Kong* is priced at £12.12.0, and cost more than £3,500 to print 500 copies, the outlay being underwritten by three leading societies. Various publishers are trying to compete with different methods of production to ease the burden. Duplicated typewriting is much in use, and photostat in America.

Having said this we carry on with praise. The Index, more correctly a list of headings, indicates the wide scope of the research done by the authors, which has resulted in this book. The primary concern is with civil post offices, and the Austrian Lloyd is very fully treated with lists of ships and very full data regarding the branch lines and handling of transferred mail. We notice in the check lists that the indication RRR occurs very frequently. The paucity of material demonstrates one of the difficulties confronted, and the authors are to be congratulated on the mass of information they have obtained from records and by the co-operation of other collectors.

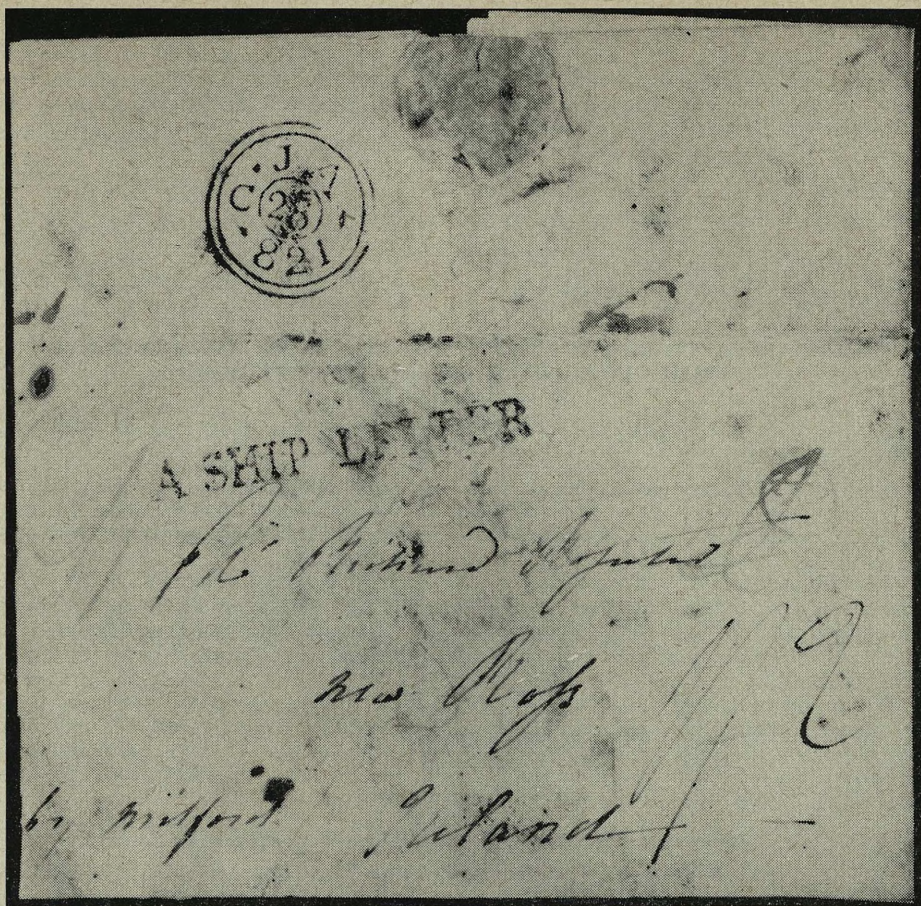
### FOR THE ANTIGUA RECORD

The last mail Steamer called at English Harbour on 17th May 1878. Reference *Antigua New Era* May 14th, 1878.

### SUBSCRIPTIONS

Subscriptions, £2. 2. 0., are due on October 1st. Members are reminded that the privilege rate for *The Philatelist* has been raised to 20/- and the earlier rate of 15/- no longer applies.

The category of Associate was abolished at the last A.G.M., so all subscriptions are now £2. 2. 0.



### AN UNKNOWN HANDSTAMP. "A SHIP LETTER"

By Alan W. Robertson, M.B.E.

CREDIT for the discovery of this newly recorded maritime handstamp is due to F. E. Dixon, who recently found two examples in an original old correspondence, from the owner of which I was able to acquire both letters. Neither of them is very photogenic, and the handstamp is not spectacular in design, but any addition to the record in the form of a new handstamp is now a mildly important event.

The letter was written in Paris on January 22nd, 1821 ; it was addressed to New Ross in Southern Ireland, and the sender obviously knew that the procedure of the General Post Office was to despatch mails from London for southern Ireland via the Milford Haven-Waterford "domestic" packet route, for he endorsed the letter "by Milford". The only datestamp is that of the London General Post (evening duty) dated J.A. C. 28. 821. A SHIP LETTER is handstruck in red ink (overall measurement 52mm. x 4½mm.) and there is a faint impression of the two-line four-point star inspector's handstamp also in red ink, indicating that the letter had either been posted out of course, or incorrectly charged. In this case it could apply to either of those two considerations but I suggest that it was probably "out of postal course". There is nothing to indicate just how the letter emanating from Paris came to be carried to England by a private ship, but this did happen on occasion when letters were brought across the Channel by a traveller or member of the crew of a private vessel. It appears safe to assume that this is a London Ship Letter handstamp, and not one used at an "out-port". The manuscript rate markings tend to confirm this. The first amount

of 1s. 2d. appears to cover the 272 miles inland from London to Milford, plus 2d. Milford-Waterford packet rate. This was crossed through and amended to 1/10 to include the concurrent incoming ship-letter rate, and again amended to a final 2/1 to include the Irish inland rate from Waterford to New Ross. (The handstamp will be listed as London No. S.35a. in my encyclopaedia, Supplement No. 4).

## REVIEWS

### VICTORIA: THE POSTAGE DUES

By J. R. W. Purves

(70 pp.  $7\frac{1}{2} \times 11$  inches with 8 full page plates. Cloth cover. 1961. Melbourne: The Royal Philatelic Society of Victoria. 63/- Aust.).

### THE POSTAGE STAMPS OF THE COMMONWEALTH OF AUSTRALIA CUMULATIVE INDEX OF SOURCE MATERIAL

By W. M. Holbeach

(110 pp.  $7\frac{3}{8} \times 9\frac{7}{8}$  inches. Stiff paper cover. 1960. Melbourne: The Royal Philatelic Society of Victoria. 35/- Aust.).

IT IS not our practice to notice books which are solely philatelic, but here are two outstanding works which have been produced by our very good Member John Gartner, and which he has been kind enough to send us. Moreover, although primarily concerned with adhesives, each has its quota of Postal History information.

The Postage Dues of Victoria have not been extensively treated before. J. R. W. Purves is the greatest of living Australian philatelists, and any writing of his is certain to be authoritative and thorough. He was elected to *The Roll of Distinguished Philatelists* in 1937 and was the youngest ever to have signed the Roll. We believe it is a fact that he is *still* the youngest on the Roll!

The Cumulative Index is a model of compilation, and has complete references up to December 1954 from *The Australian Philatelist*, *The Australian Stamp Journal*, *The Australian (and Victorian) Philatelic Record*, and *The Australian Stamp Monthly*. Collectors of Australian Commonwealth should be grateful, and they are many and widespread. We hope that it will be brought forward from 1954 in a Supplement.

### NEW ZEALAND POST OFFICES IN ENGLAND

By R. M. Startup

(41 pp.  $8\frac{1}{4} \times 10\frac{1}{4}$  inches, with a map and four pages of half tone illustrations of postal markings. Stiff paper cover. 1962. Published by the Author at "The Mail Coach", P.O. Box 275, Masterton, New Zealand. 10/-. 150 copies printed.)

### WESTERN SAMOA POSTAL HISTORY

By R. M. Startup

(26 pp.  $8\frac{1}{4} \times 10\frac{1}{4}$  inches with a map and four pages of illustrations. Stiff paper cover. 1962. Published by the Author as above. 7/6d. Both from Harris Publications Ltd., 27 Maiden Lane, London, W.C.2.

A FEATURE of the post-war present years is that there are quite a few students of Postal History, all of them in their earlier years, who have a steady output of interesting and helpful books which are the result of their researches. Our Review columns give evidence of this. Here in England we have amongst others, our Members W. G. Stitt Dibden and O. W. Newport. In pre-war days (when printing was cheap!) we can think only of our Founder, the late F. J. Melville. New Zealand is fortunate to have R. M. Startup, and here are two more works, making his total 19 to date. He follows the example of our own Special Series Publications, in that his writings are mimeographed, and the editions 150. The subjects are all connected with New Zealand, but are extremely varied.

The study of Post Offices in England is amazingly detailed, and makes us wish that those of us who study the Postal History of earlier campaigns could have half as much information.

The treatment of Western Samoa is from the British Occupation in 1914 to Independence in 1962, and is also extremely comprehensive. The list of Post Offices is of especial interest.

Both these publications are of a very high standard with regard to authoritative information. Collectors of New Zealand are fortunate to have these 19 works available, even though they are in limited editions.



