London Postal History Group

Numbers 74 and 75
December 1985*

NOTEBOOK

IN THIS ISSUE.....

page 2 London Walks
3 Twopenny Post : Privatisation Reversed
A modern Foreign Branch Mark
4 The " Dulwich " Type Handstamp
5 Overseas Daily Mail : Precancellation Stamps
6 Twopenny Post Handstamp, Late Use
7 Attempted Re-Use of Adhesive
8 The Postal History of Dulwich
16 A Classification of the London " Milled Edge " Postmarks
18 The Manuscript Receivers' Marks
25 London F.S.
26 The Dutch Scheme
28 A Looking Glass For London

© 1985 Contributor/L.P.H.G.

Editor: Peter Forrestier Smith
24 Dovercourt Road, Dulwich, London SE22 8ST

COMMENT

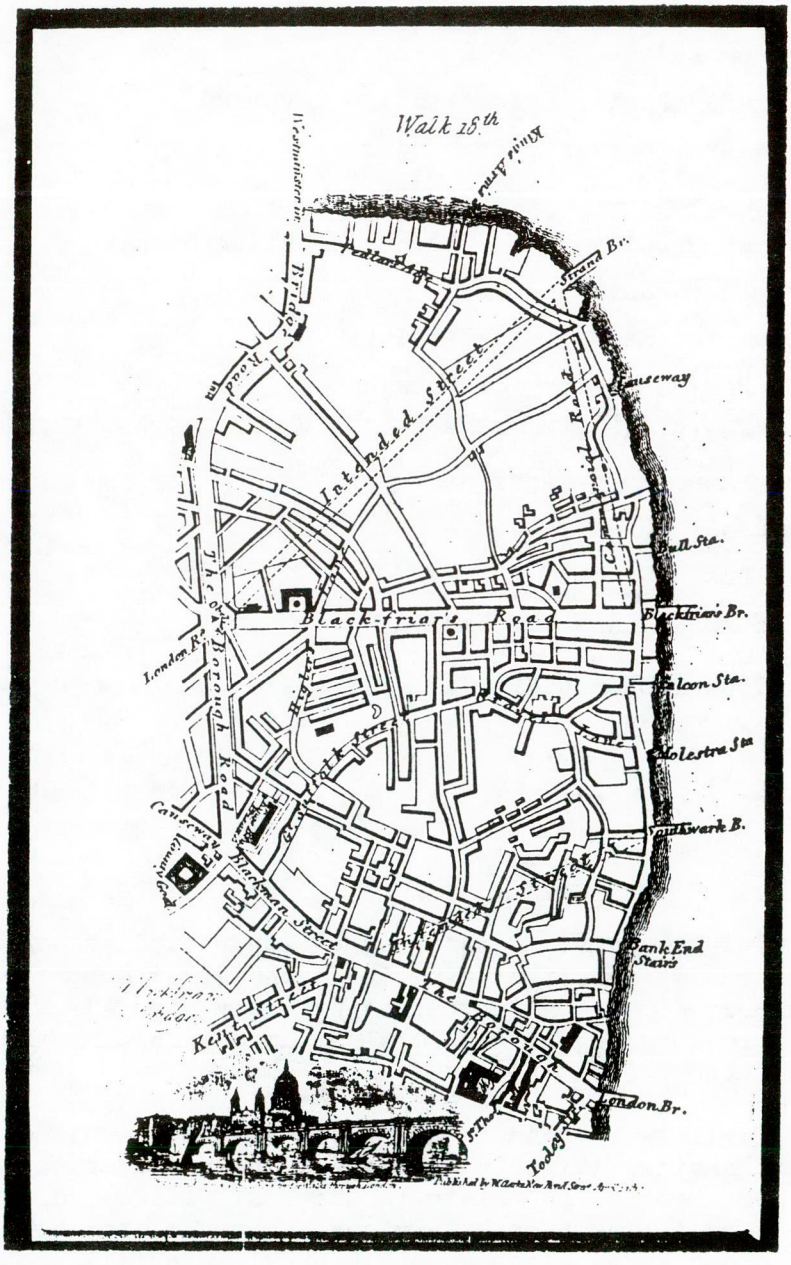
In case you think the worst of the Post Office, * indicates the dating is still nominal, the actual production being in March 1986. Keep the material for publication flowing. We have a further major study from Alf Kirk on Dulwich and would ask that readers engaged in local studies pass on their accumulated knowledge via " Notebook ".

The final long article in this double issue was the result of applying the well known Icelantic saying, slightly modified, " Having started the article, I'll finish it ". It appeared to relate to the Post Office and, indeed, there are several references to the Postal Services. However, the bulk of the tale is transport in London which although of interest is hardly postal history. Nover-the-less it does provide a social backcloth to our studies.

Stampex has come and gone. The Editor acquired a number of interesting items which provide some copy for the next issue. Many L.P.H.G. members were seen prowling the stands and making purchases : why not share your finds with all of us ?

-o-o-o-o-o-o-o-o-o-o-

A print and map shop, now unhappily closed, used get a visit from time to time from the Editor (question : cause and effect ?) in the hope of adding something to the collection. One fine day, a superb book of London Walks was produced. Although the main map was missing, a framed separate copy was on offer. The more we discussed the book, the more interested the owner became and concluded by deciding to keep the book for himself (no wonder he went broke). However, there were one or two maps from another volume which had been broken up, not by the dealer let it be said. This is Walk 18th and shows the site for Waterloo Road, the present Waterloo Bridge being shown as Strand Bridge.



The inscription reads " Drawn and Engraved by J. Craig for the Walks through London " published by W. Clark New Bond Street April 2 1817

-o-o-o-o-o-o-o-

WANTED

LONDON MARITIME MAIL: for research purposes, photocopies of Robertson S41 - 44, the Post Paid types. There are several sub-clasiifications to these which are to be shown in the Handbook and more information is required. If not clear, please show the date.

TWOPENNY POST : PRIVATISATION REVERSED

The Post Office always was very jealous of its power of monopoly of the mails and regarded the efforts of individuals to provide a missing service or, even worse, to provide a better or cheaper service to one already existing under their control, as a matter of the gravest concern.

In some cases, it was the activities of private persons which caused the Postal Authorities to provide their own version of the service. In 1802, around Ilford was such a case. No doubt brought to the attention of the Postal Persons by one who objected to paying a little extra for delivery of his mail, the Twopenny Post reached other parts of Ilford no other official service reached. Mr. Johnson's report to Freeling gives the facts.

Two py Post Office
Sep 20 1802

Dear Sir,

Adjacent to the Road leading to Romford there are Districts which together contain a great many houses, but they lay so wide that the letters were never delivered there by any Letter Carrier. They used to be left at Ilford for a chance delivery until about two years back when two Boys undertook to deliver them for an extra charge upon each Letter. This they still continue to do, but as some of the In - habitants will not pay that charge the friends of the Boys paid it to be not worth their trouble and talk of putting them to some other employ. In that case I fear the Letters must again be left at Ilford as before. But these Boys will continue to deliver them if, in aid of such extra pence so they may still not collect, they are allowed Sixpence per day from the Office. I am therefore humbly of opinion that it would be adviseable to grant them that allowance namely Three Shillings and Six Pence pr Week each for delivering the Letters once a day at Barking side, Padhall Corner, Chadwell and parts adjacent which are the districts in question.

The same districts are also in want of a Receiving House. I therefore beg to re - commend likewise for their Lordships approbation that a Receiving House be appoin- ted at Chadwell Street, that being the most convenient situation and that a Salary of £2 a year be allowed to the Letter Receiver. By this means, tho the allowances proposed are extremely low, there will be a regular delivery and collection of the letters in those parts, but I don't think at present they are sufficiently numer - ous to warrant a greater expense.

I am Dear Sir etc etc

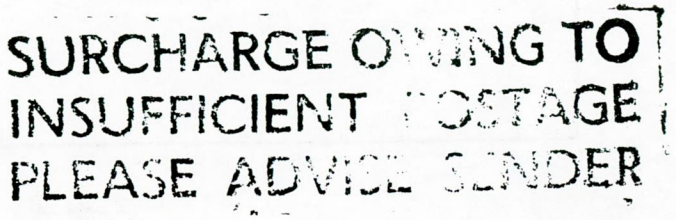
In his covering letter dated 29th. February, Freeling repeated most of Johnson's report and the Postmasters General duly authorised the proposals.

-o-o-o-o-o-o-o-o-o-o-o-o-o-

A MODERN FOREIGN BRANCH MARK by A.J. Kirk

Is this a new type of mark ? It would appear to be used on incoming Foreign Mail that is underpaid. Has any reader seen examples ; please advise dates and other detail.





THE ' DULWICH ' TYPE HANDSTAMP by A.J. Kirk

Browsing through some material of the late Maurice Bristow, I was reminded of an article by Peter Bathe, ' Dulwich ' Type Handstamp Codes (Notebook 37/12) in which he referred to the Sydenham handstamp with the District No. 25 in the base. He also mentions Herne Hill which shows the numeral 52, once more the District Number. In addition, to the above two examples I have found in this material the mark for Brockley with, once again, the District No. 23 in the base. Whilst on the subject of Brockley, fig.1 shows an unusual ' Dulwich ' type, the diameter of which is bigger than normal and the letters thinner: this is the only one I have seen for the S.E. District of London.



fig. 1

Another example of the larger mark is shown in fig.2, this for Peckham. The letters and figures are sans-serif, all are 4mm high whereas the normal marks show them at 3mm.



fig. 2

The ' Dulwich ' Type Handstamp.....

Another variation mentioned by Peter Bathe is the Maltese Cross in the base and amongst this material I have found such marks used at Eltham, Norwood, Peckham, West Norwood and Woolwich.

These marks are also found with ' S.E. ' in the base instead of a number. In addition to those mentioned by Peter, I have seen Catford, Forest Hill and Norwood. It has been noticed these marks do not have the ' SE ' repeated after the name of the office.

In the original article there is also mentioned a single circle handstamp, identical to the dated portion of the Duplex mark. These I have found used at :

Anerley	1906, 1907, 1910, 1911
Greenwich	1906
New Cross	1910 and 1911
Rotherhithe	1905
South Norwood	1906 and 1906
West Norwood	1906 and 1911

As Peter Bathe says, these may have been one off cancelling of cards which had otherwise missed the normal processing.

One cannot but wonder at so many variations of cancelling stamps in use concurrently.

To add to the interest of these marks I have one on cover from America which was addressed only to my postal code number. The at first appears to have puzzled the Post Office and this is difficult to understand. On the obverse of the en - velope is the usual missort mark with 65 for Camberwell but then my correct address was put on the envelope and marked with an obviously very worn ' Dulwich ' type mark with 5 in the base. This would appear to have been issued in the early 1900s. The date of my envelope is 1978!

-o-o-o-o-o-o-o-

OVERSEAS DAILY MAIL : PRECANCELLATION STAMPS by Peter Forrestier Smith

For many years the precancellation of the adhesives or printed stationery on the wrappers containing the weekly issues of the Overseas Daily Mail was by means of a coded LONDON FS datestamp. I have a number of these, purchased some time ago, mostly on piece. It seems very few of the complete, rather large, wrappers survived beyond their journey to far away places. As far as I am aware, there were two types of cancellation employed, the ordinary double ring without slogan and the exceedingly rare type with the " BUY / BRITISH / MADE / GOODS ", the latter being recorded in use from 1925 to 1932.

Dealing with the straight forward cancellation, from my rather slight accumu - lation I can make out two patterns of coding. From the illustration it can be seen there was no attempt at actual dating in the clear, rather a code system was employed. For some time during 1913 and 1914, code letters A, B, C, and D were used to signal the week of despatch within the month. Thus B / 11 / 13 would be for 14th. November, 1914. This can be proved by some fortunate double stamping with a full dating device being employed as well as the coded stamp. Quite how the system coped with the fifth week is not revealed by the sequence in my own small collection, which for 1913 run through to D / 12 / 13. Perhaps as the result of selective saving, the only stamp identif-



Overseas Daily Mail : Precancellation Stamps....

ication code at this time is F.S. 27. However, by May 1914, others were in use. From that date till September 1925, stamps with F.S. 24, 25 and 26 I have, with code letters up to K being shown, this signalling a change in the four/five week cycle of coding.

In 1925, according to " Slogan Postmarks ", the slogan type was brought into use. Although my own collection is limited, it seems clear the dater and slogan were one piece. The lettering of the slogans differing slightly with each code and, for all I know, with differences in the slogan even when the dater die number is the same. Dater codes used, from my own notes, are F.S. 24, 25, 26 and 27. The same method of dating was employed, code letter / month as a number, 1 to 12,and the year in two figures. The one shown here is copied from " Slogan Postmarks ", and it appears to be the same as that shown in " Philatelic Magazine " for October 8, 1959 in an article by Stitt Dibden, which, I understand, he copied from something by Brumell ! The reason why my own examples are of little value is shown by the tear-making display below. Code letters again are recorded up to K but nothing before letter F.





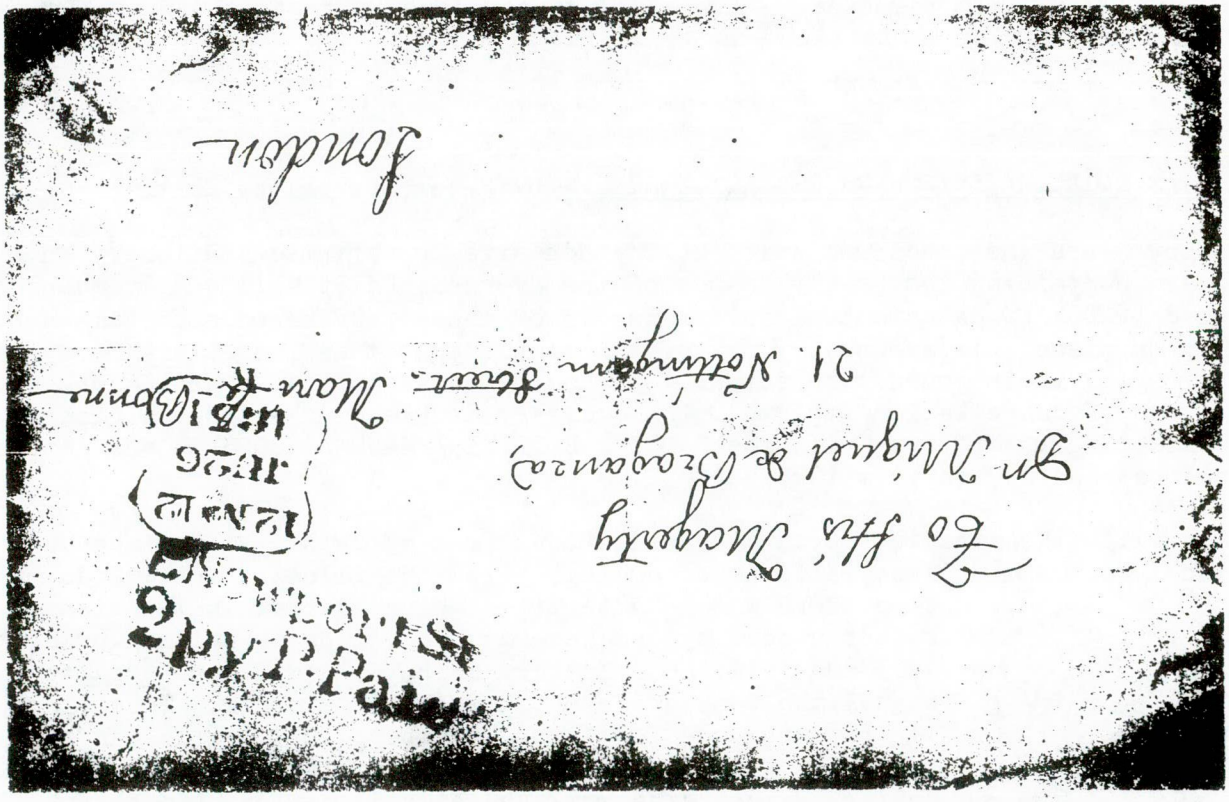


Type 22

A record of any of these two difficult stamps would be much appreciated.

-o-o-o-o-o-o-o-o-o-o-o-o-

TWOPENNY POST HANDSTAMP : LATE USE by Terence Jeram



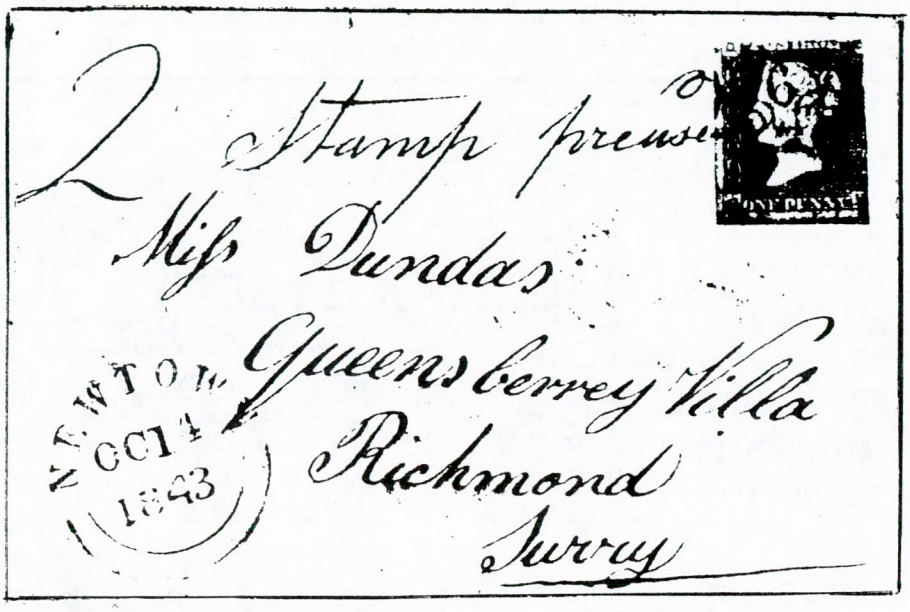
The photocopy shown here may be of interest to collectors of both Twopenny Post and District Post. Type L 507 for Little Newport Street is not recorded in the London catalogue and with an 1851 dating is seemingly the latest for the type. The stamp is struck in a blackish-blue.

-o-o-o-o-o-o-o-o-o-o-o-o-o-

ATTEMPTED RE-USE OF ADHESIVE

The article has become detached from the contributor's covering letter and appears without correct acknowledgement.

The cover shows an attempted re-use of the Penny Red Imperf. Unfortunately the deception was tried on a letter being sent from a small village in Wales to Richmond, Surrey. The already cancelled adhesive was cleanly struck with a Maltese Cross showing the 6 of the London Chief Office. Obviously the perpetrator of this fraud was not a philatelist or postal historian.



The letter was handled by the Post Office as an unpaid letter, the recipient being charged two pence and the letter endorsed ' Stamp pre used ', which just ties the adhesive to the entire.

The contents of the letter may help to explain why the writer would take the trouble to avoid the postage. The letter is requesting Mifs Dundas to authorize the continuation of a lease which had been drawn up by her brother, Sir William Dundas, who was by then presumably dead. The writer, Robert Lewis, has lost his copy of the lease,which was good for his lifetime, in a fire which totally destroyed his cottage. Lewis desparately wants to save the expense of re-establishing his right to the leasehold through the court to allow him to rebuild his cottage on the leased land.

The letter was written at Lower Eskin, Llanbadarnfyndd, Montgomery on October 4th. A London receiving stamp for the 16th. is struck on the reverse. There is no indication of how the letter went to Newtown, a distance of about 15 miles.

-o-o-o-o-o-o-o-o-o-o-

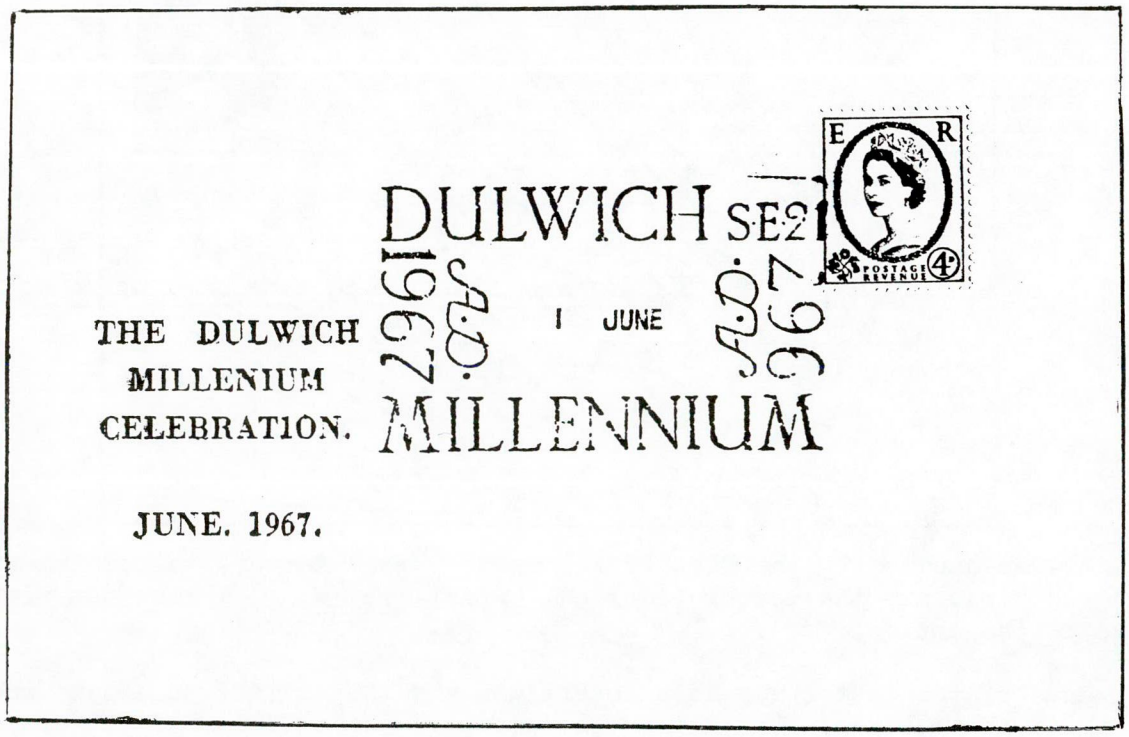
THE ' O S ' Handstamp.....

As an afterthought to this contribution, can a reader provide an example of the ' O S ' (Old Stamp) handstamp which was applied to such covers ?

-o-o-o-o-o-o-o-o-o-o-

THE POSTAL HISTORY OF DULWICH by A.J. Kirk

Dulwich is another of those London Villages which, over the years, does not seem to change very much. It lies on the road from London to Beckenham, four miles, seven furlongs from London Bridge. Whilst it has a very long history, it has always been, and still is, a very quiet place, almost rural. We first hear of it in A.D. 967 when it is recorded how Edgar the Peaceful ' granted Dilsihs to one of his thanes '. The name of Dulwich seems to have been spelled many ways; some twenty or thirty are known. Thus : - Dwllige, Dullag, Delewicke, Dylways, Dyhwyhe and many others. The village held a millenian celebration in 1967 and the illustration shows a special envelope and handstamp used.



Dulwich did not get a mention in Domesday Book but Henry I (1068 - 1135) made a present of Rotherhithe, Dilwice, Waddon and a few acres of Southwark to the Priory of Bermonsey in 1127. In 1357 the Priory leased Dilwysshe to Thomas Delsaly, a pepperer.

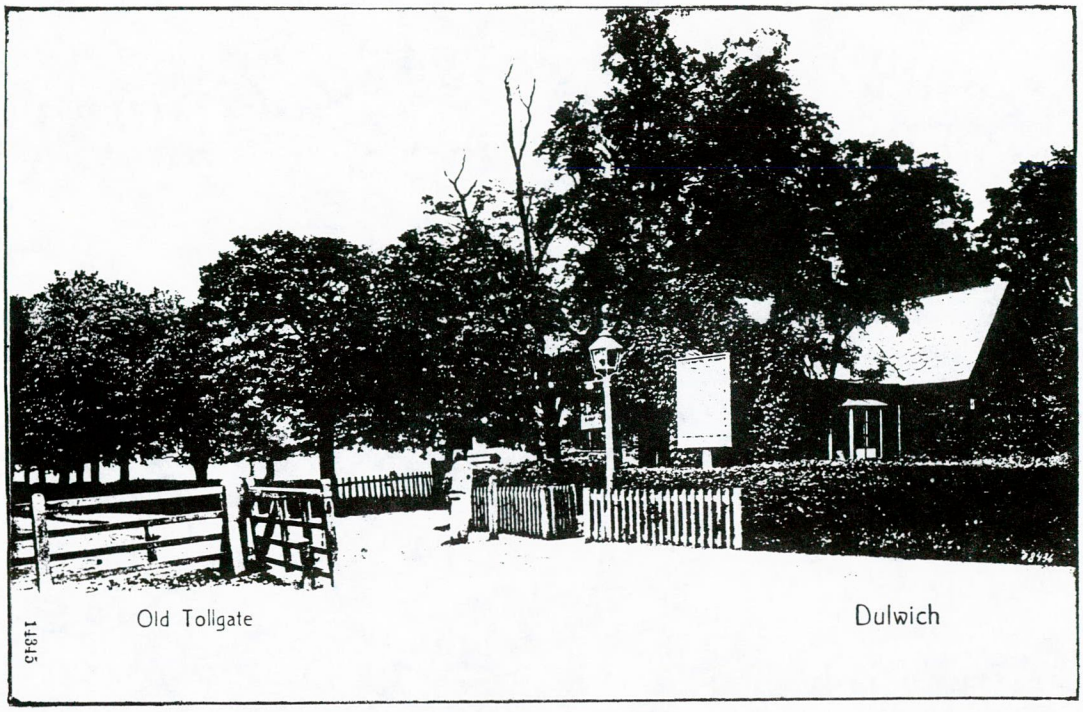
The village is, of course, famous for Dulwich College, founded by Edwin Alleyn in 1619. This was originally a home for six poor brothers and six poor sisters and a school for twelve poor scholars. The illustration shows the Old College in 1842, the present college, on a new site, being built in 1870. One other item of interest in the village is the Toll Gate. This was erected about 1788 and is still in operation today; we believe the only one in the London area.

The earliest record of a Receiving House in Dulwich is in 1692, when the Vade Mecum published the times of departure of the mails for the London Penny Post. The letters from Dulwich were sent to the main office at Southwark Precinct, Fowl Lane in the Boro, twice a day at 8 am and 2 pm.

In 1732 we read that Dulwich and Dulwich Common had one delivery a day. The number of houses must have been very small, much of the correspondence no doubt going to the College. By 1794 the deliveries had increased to two a day.

The Receiving House would appear to have been in what used to be called Dulwich High Street but, since 1913, has been known as Dulwich Village. A map of 1862 shows the Post Office to the south of the Crown Inn, now the Greyhound and it is still in the same vicinity to this day. The first Receiver of whom we know was a Miss Elizabeth Breamsley, or Breamsby, who held the post from 1822 to 1855. We are told it was in a grocer's shop and she was a ' prim old lady with a mob

The Postal History of Dulwich...



cap and bib '. She employed a lame old postman by the name of Poucher, who wore a swallow-tailed coat and a high hat covered with leather, no doubt to keep the rain out. He was joined in 1840 by a man named Burgess.

The earliest postmark known is Penny Poft/Pd 2d/Dulwich (L.450) on a letter from Dulwich to Wandsworth, dated 1798 (fig. 1). No more postmarks have been found until 1810 when a Two Py Poft/Unpaid/Dulwich (L.501) is known used (fig.2), this is on a cover to Edinburgh, dated 27th.March. The postal charge would appear to be 8/2 !!! The next mark known does not appear until 1839 and this is the Dulwich/ 2d PAID (fig.3). This appears on a cover to Chelmsford posted 11th.October. So far a framed TP/Dulwich (L.504) has not been seen used but the unframed type is known used in 1845 (fig.4).

The last handstamp to be used by the redoubtable Miss Breamsley was the straight line Dulwich stamp, which has been seen used in 1855 (fig.5). To give some idea of the scarcity of these marks, all those, so far mentioned, have been seen once only.

Dulwich was situated on the ride from Camberwell to Beckenham via Sydenham and when the Post Office agreed to allow mail to be sent direct from one place to another on the same ride, Dulwich was issued with a Country Sorting Office mark on 27th. July, 1811. It is surprising to find that although Dulwich was such a small place it had so many different types of this mark. The first one, known used, is 35mm in diameter, dated 14th.July, 1812, with EV for Evening Duty, (fig.6). By 1834 the mark had been reduced to 30mm in diameter and this is known used 3rd.January, 1834, with MG for Morning Duty (fig.7) and with EV 1st.February,1837 (fig. 8). A further change was made in this mark, being reduced to 28mm in diameter and with the figures for the year in a straight line. This is known used 26th.April, 1841 (fig.9). So far all these marks had serif characters but in 1848 the mark is recorded with sans-serif characters (fig.10).

In 1837 Dulwich was also responsible for the collecting and delivery of mail for Norwood and for this five letter carriers were employed. There were three deliveries a day, 7.15 am., 10.15 am., and 4.45 pm. and two collections at 9.30 am. and 4.30 pm. The mail was delivered to Dulwich in the morning by the Bromley cart. This cart also served Sydenham and Beckenham. It was scheduled to cover 8 miles per hour, so it would have taken just over half an hour to travel from the Chief Office to Dulwich.

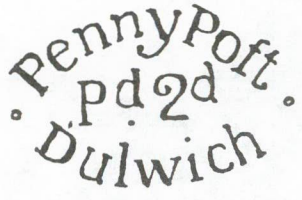


Fig.1

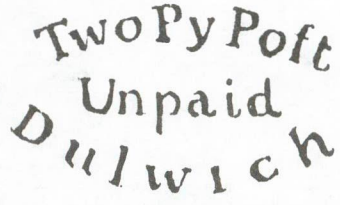


Fig.2



Fig.3

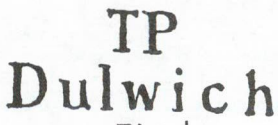


Fig.4

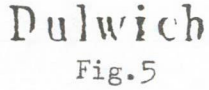


Fig.5



Fig.6



Fig.7



Fig.8



Fig.9



Fig.10



In the afternoon the delivery was made by horse only. No doubt the cart and the horse picked up the mail on the return journey. For her efforts on behalf of the Post Office in 1837 Miss Breamsley was paid £12 per annum.

Whilst in the London District Ride with Sydenham (25) and Beckenham (26), Dulwich was given number 24 and this it kept right through until the advent of the machine cancellations in the early 1900s.

Once again it is surprising to note the number of marks issued for Dulwich but few of them have been seen used. Fig.11 shows the first one to be issued in 1844 but this, so far, has not been seen used. A later type, with thicker lines, was issued in 1870 but once again it has not been found used. The first duplex mark (fig.12) was issued in 1876, with the time in code and this is known used 1890 to 1894. Later this mark was issued with the time in clear and this is recorded 1896 to 1908. The times of collection are surprisingly large, 1.15 pm., 3.30 pm., 5pm., 10 am., 11.15am., 5.15pm., 9pm., 7.45pm., 3pm., and 9.45am. A further duplex mark with bars 3.5.5.3 in the obliterator was issued in August 1876. In June 1883 another with 2.5.5.2 bars in the obliterator appeared. A single ob - literator with 2.4.4.2 format was issued in September 1889. Of these, only the issue of 1883 has been seen used.



Fig.11



Fig.12



Fig.13

After over thirty years rule by Miss Breamsley, the Receiver seems to have changed much more often. From 1860 to 1862 John Smith (a fine old English name), a grocer, was in charge and he was followed, in 1865, by a clock and watch maker named James Lawrence. From 1876 to 1880 John Smith was back in charge again. Be- tween 1882 and 1890 the Receiving House was part of a baker and confectioner's shop, run by Frederick Lassam. Still a baker and confectioner's shop the Re - ceiver's name is shown as Richard, who held the post from 1891 to 1902.

Returning to the postmarks, we find the small undated back stamp was issued to Dulwich in February 1858. This type, as the name was short, shows it across the stamp and not round the dge as longer names required (fig.13).



Fig.14

The next postmark to be issued was the well known double circle combined date stamp and obliterator. This was issued to Dulwich in 1894 and thus gave the name " Dulwich Type " to all subse - quent issues. This first issue had the Dulwich ' 24 ' in the base (fig.14). Four other places in London had this type of mark, with the place number in the base of the mark, Highbury (15), Brockley (23), Sydenham (25) and Herne Hill (52). If there is a special reason for this type of mark it is not known. Subsequent issues of this mark to Dulwich had the num- bers 1, 2 and 3 in the base. The well known quartered circle Missort mark was issued to Dulwich, whilst in the Southern District, with the letter ' G ' but here again this has yet to be recorded in use. When Dulwich was transferred to the South Eastern District in 1868, the distin - guishing letter was changed to ' H ' (fig.15) and this has been seen used in 1879.

In December 1888 a counter stamp was issued to ' Dulwich High St. ' and this is

The Postal History of Dulwich.....



Fig.15

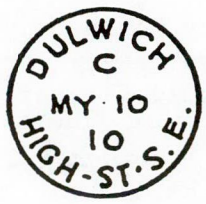


Fig.16



Fig.18

known still in use in 1910 (fig.16). On 17th.May 1895, a Registered Mail stamp was issued to Dulwich S.E. (fig.17) and this is known used well into the 1900s.

There would appear to have been only two charge marks issued to this office. On 21st.November 1899 the well known upside down stepped mark ' Liable to Letter Rate / 24 ' was issued (fig.18). On 10th. November 1899 the same type mark with ' Prohibited Enclosure / 24 ' (fig.19) appeared. Neither of these has, so far, been seen used: in fact the second one I have never seen though, as a type, they were issued widely.

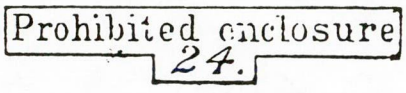


Fig.19

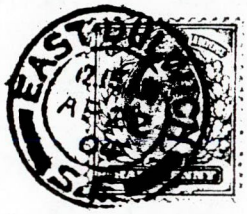
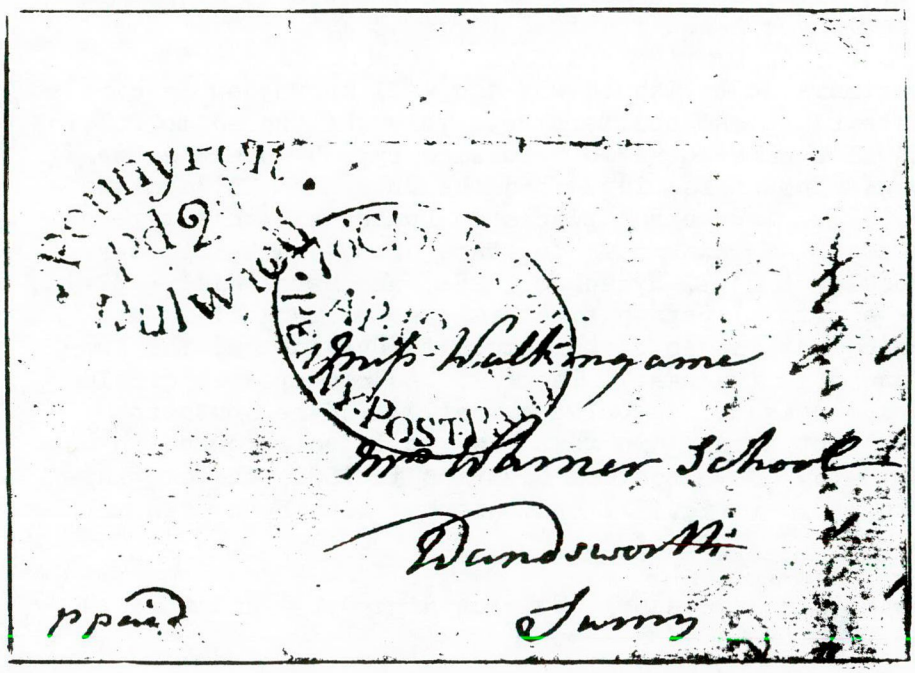


Fig.20



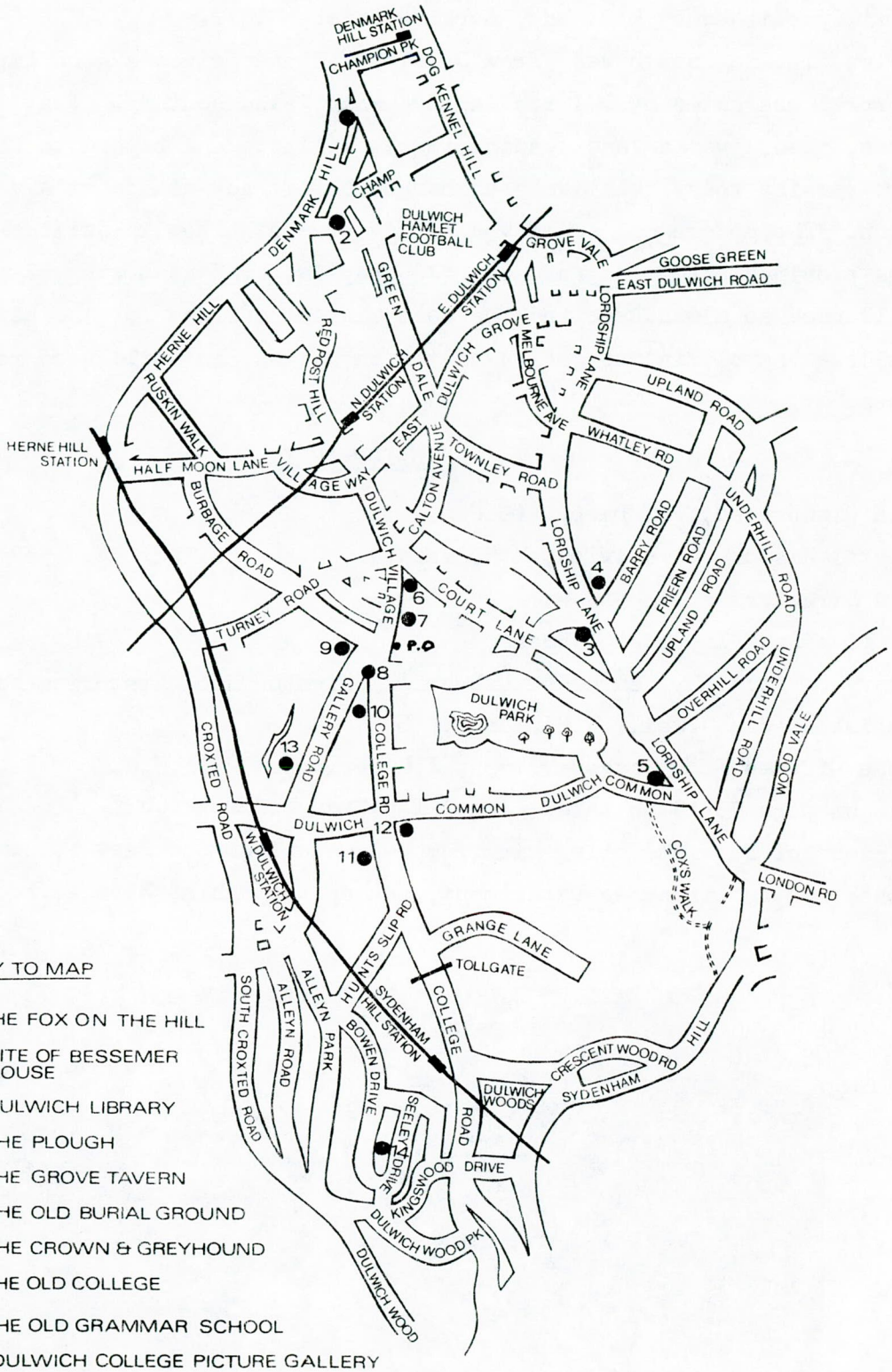
Fig.17

To give some idea of the slow growth of the Dulwich area one has to realise there was only one Receiving House up to the late 1800's, when a new office was opened in Lordship Lane, East Dulwich. In 1880 this was at 4th Parade, Lordship Lane, run by Charles Francis Butters, a stationer. This office was given the number 77 but up to the end of the of the nineteenth century, I have been able to fine only two marks issued for it. These were the two inverted step marks mentioned above (figs. 18 and 19) but with 77 in the base: both were issued 10th.November 1899. By this time the Receiving House was at 93 Lordship Lane, run by James H. Herbert, a grocer. In 1901 this office was issued with a ' Dulwich ' type mark with ' S.E. ' in the base (fig.20). Later this mark was issued with number 1 or 2 in the base; these are known used 1903 - 1913.



ENTIRE LETTER DATED 18 APRIL 1798 FROM DULWICH TO WANDSWORTH SHOWING RED OVAL DATESTAMP OF THE CHIEF OFFICE FOR THE SAME DATE AND WITH THE PREPAID HAND-STAMP OF DULWICH.

The Postal History of Dulwich...



KEY TO MAP

1. THE FOX ON THE HILL
2. SITE OF BESSEMER HOUSE
3. DULWICH LIBRARY
4. THE PLOUGH
5. THE GROVE TAVERN
6. THE OLD BURIAL GROUND
7. THE CROWN & GREYHOUND
8. THE OLD COLLEGE
9. THE OLD GRAMMAR SCHOOL
10. DULWICH COLLEGE PICTURE GALLERY
11. DULWICH COLLEGE
12. THE MILLPOND
13. BELAIR
14. KINGSWOOD HOUSE

The Postal History of Dulwich....

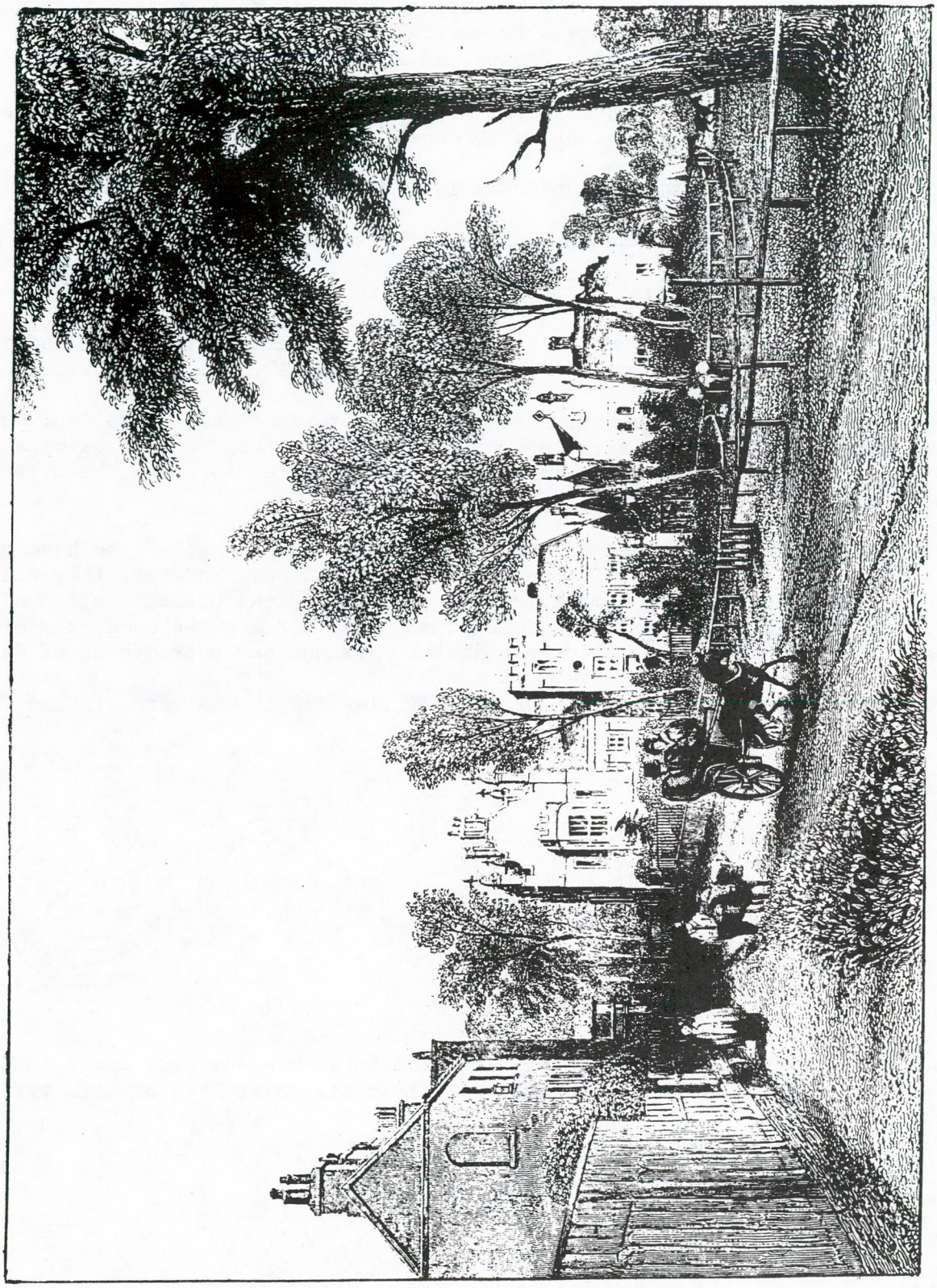
DULWICH COLLEGE 1842

Engraved by T.A. Prior after a drawing by D. McKewan for Brayley's ' History of Surrey ', published by R.E. Ede, Dorking October 1842.
This view, looking south west from Dulwich Village, gives a good impression of the quiet rural character of Dulwich in the early 19th. century. What is now College Road was, then, just a lane leading to the tollgate and beyond to Penge. The Old College remains today relatively unchanged but it now stands at a very busy traffic junction. The modern college moved to its present site, in College Road, in 1870 and now provides education for some 1400 pupils. The east wing of the Old College is still used as almshouses and the west wing as offices for the Estate Governors. The College Chapel, in the centre of the engraving, is still used regularly for services.

BIBLIOGRAPHY

Dulwich Discovered, Wm. Darby, 1966
The Postal History of Dulwich, M.H. Bristow, Stamp Collecting, 1967
Kelly's Directories
Post Office Date Impression Books
The Story of Dulwich, Southwark Libraries Neighbourhood Histories No.2
The Parish of Camberwell, W.H.Blanch, 1875
Suburban Offices From December 1856, J.C.Parmenter, L.P.H.G.
The map on page 75/13 is taken from " The Story of Dulwich "
The picture of Dulwich College is from " Scenes from the Past ", series 3, no.12, published by the Libraries Department, London Borough of Southwark, 1977





Dulwich College. 1842

A CLASSIFICATION OF THE LONDON " MILLED EDGE " POSTMARKS

by Michel Letaillieur

The London " Milled Edge " postmarks, most of them have been employed as pre - cancels, were used during nearly 100 years. As a result, classifying them is a complex task as during this long time these handstamps were subject to several alterations, varying in importance. As a first step, we have classified the whole of these postmarks into four groups, as J.H. Chandler has done.

Group A : " LONDON " along an horizontal line in the upper half of the circle; one or two code letters, capital or lower case, above " LONDON ".

Group B : As above but with only one code letter below the date line.

Group C : As above but with a numeral code below the date line.

Group D : " LONDON " in an arc inside the upper part of the circle.

In most cases the number of bars is the same in each quarter of the same hand-stamp. This number will be noted for each type : e.g. A7, B9, C8, etc.....

In the rare instances when the number of bars is not identical in the four quarters, we have assumed it was a variant of a type; e.g., the Group A postmark with 9, 9, 10 and 10 bars respectively in NW, NE, SE and SW quarters will be type A9a and the Group C with 9, 9, 10 and 9 bars will be type C9b.

Other variants in the diameters of the circles, sizes of the codes etc have not been separately identified within the type classification. However, they will not be ignored when studying each type with a chronological classification of every code. In all cases, we shall demonstrate that for a given code, the alt - erations undergone by a type follow one another without any overlapping of dates.

We have drawn up the classification of the " Milled Edge " postmarks in the fol - lowing way :

GROUP A



A9



A9



A9a



A9b



A7

We assume the Type A9b, unrecorded as far as we know, respectively shows 10,10, 9 and 9 bars in the quarters. The only one clear strike we have of this type is an incomplete one.

GROUP B



B7



B7



B6



B9

A Classification of the London " Milled Edge " Postmarks

GROUP C



C9



C9a



C9b



C8



C7



C6

The Type C9a shows 9, 9, 8 and 8 bars respectively in NW, NE, SE and SW quarters, as C9b shows 9, 9, 10 and 9 bars.

GROUP D : only one type



D8

We wish to thank our friend Maurice Barette for his assistance. We would be most grateful to readers for any remarks, suggestions and information, particularly details of the examples in their possession.

Please send to Michel Letaillieur
115, rue Descartes,
62100 Calais, France.

A detailed study of these postmarks will be published as a section of the Handbook in due course.

-o-o-o-o-o-o-o-o-o-

THE MANUSCRIPT RECEIVERS' MARKS
A Further Report from A.J. Kirk

Following my preliminary report, Notebook 69, I have received a number of further names which have added to my previous list. I thought it might be of interest if I listed all the names I have so far received, under their respective Head Office Dockwra marks. The columns are : Name, Date, where known, Address from which the letter was sent and Comments.

Whilst the information given in the third column does not tell where the Receiv - ing House was, it does give a general idea of the district in which it was situ - ated. Of course letters brought into London before being put in the post do not give us any help in this respect and you will see I have indicated such letters.

This raises a doubt in respect of ' Grape / Stationer '. This is noted, in Jay catalogue as being a Receiver in Chobham. All the ' Grapes ' so far reported have a ' G ' Dockwra and some of the letters are superscribed Chobham. As Chob- ham was well outside the London Penny Post area and in view of the Dockwra mark, I would suggest this Receiving House was, in fact, in Central London.

As I mentioned in my previous report, it is sometime difficult to decipher the names and when this happens I have put a note of interrogation. This mark also appear where the date is not certain. ' H.S. ' indicates ' Hand Stamp '.

Chief Office

' B ' for Bishopsgate up to about 1730 and then ' G ' for General Office. It handled letters to and from places northward and eastward, Winchmore Hill, Edmon- ton, Chigwell Row, Ilford and beyond Barking. The office was always in the Bis - hopsgate / Threadneedle St. area.

Bishopsgate ' B '

Andrews ?			
Flower	c.1730		
Holland	1722 & 1732		see ' G '
Johnson			see ' G '
Marshall	Before 1706		

Chief Office ' G '

Bailey	?	Little Bell Alley	
Burnard ?	1773		
Blower ?	1747		
Clarke	1740/50 ?		
Colebath	1737	New Broad St.	
Dane or Dean	1772	Enfield	
	1789	Southgate	
Gilbert	1771		
Gough	?		
Grape	1764 & 1772		
Grape/Stationer (H.S.)	1769-1773	Chobham	Brought into London
Hare	1775	Chigwell	
Harwood	1771		
Holland	1734		
Hughes	1771	Woodford Green	

The Manuscript Receivers' Marks.....

' G ' Continued

Jenkins	1779	Dewsbury	Brought into London
Johnson	17??	Channell Row	
Landy	1769	Edmonton	
Lane	1771	Hoxton Square	
Lewer	1770		
Love	1736		
Mann	1736		
Mordey/Monday	1772	Stoke Newington	
Newbett	1764	Waltham Abbey	
Parr	1772	St.Pauls	
Poor	1778	Stratford	
Ralph	1772	Doctor's Common	See Westminster
Range	1765	Edmonton	
Rickard	1728	Mincing Lane	
Roper	1774		
Scott	1746		
Smith	1786	Craven St	
Spinks	1738		
Warren	1754	Greenwich	Brought into London
Watts	?	Blackfriars	
Webb	1765	Millbank	
Wickes	?		
White	1774	Brentwood	Brought into London
White	1771	Fleet St.	
Williams H.	1724		

Hermitage ' H '

This was a small office on Little Tower Hill which handled letters to and from Blackwall, Stepney, Limehouse and the Isle of Dogs.

Bishop	1793	Poplar
Blanch	1746	
Brotherton	1767 & 1777	
Harridge	1787	
Homborne	1777	North Woolwich
Johnson	1754 & 1776	
Jones	1697	
Juld ?	1767	
Niclive ? Nicholl	1734	Clapton
	1737	Plaistow
Perry	1782	Abridge
Sanders	1783	Wapping

Brought into London ?

The Manuscript Receivers' Marks...

' H ' Continued

Scriver	1789	Sunninghill	Brought into London
Surridge	1765	Shadwell	
Turner	1778	Shadwell	
Wood	1775	Cuckfield	Brought into London

St. Pauls ' P '

This office was in Queen's Head Alley, Paternoster Row and was closed about 1765. It dealt with letters to and from Holloway and Islington.

Blackwall	1716		? Place name
Beard	1752		
Bruce	1765	Leyton	? Brought into London
Cock ?	1701	Oxford	Brought into London
Dongsworth	1759		
Dunn ?Dorre	1729 & 1732		
Fouchs	1735		
Garround	1763		
Gilbert	1721		
Hanford	1755		
Hatton	1707		
Hopton	1717		
Jolley	1736	St.Albans	Brought into London
Malcken	1728		
Otto ?	1720		
Parr	1772	St. Pauls	
Payne	1732		
Pullen	1727	College of Arms	
	1729		
Ralph	1765	Doctors Commons	See ' G '
Wills	1733	Cheapside	
Yardly	c1700		

Southwark ' S '

This, after the Chief Office, was one of the largest. It was situated in and around the precinct of what is now Southwark Cathedral. It covered the whole of the area south of the River Thames, from Woolwich to Mortlake and south to Wimbledon, Morden and Mitcham.

Andre	1747		
Allen/Stationer H.S.	1767, 1768		
	1772, 1791	Greenwich	
	1769	Charlton	
	1776	Woolwich	
	1776	Woolwich Yard	
	1786	Blackheath	
Bonnit	1785	Southwark	
Brooks	1740	Lincolns Inn	

The Manuscript Receivers' Marks...

' S ' Continued

Baxter, S.	H.S.	1784	Eltham Lodge	
Bull	H.S.	1788	Clapham	
		1787	Clapham	
		1777	Clapham	
		1779	Clapham Common	
Cater		1716	Stockwell	
Clapham		1766	Clapham	? Place name
Collins		1743	Charlton	
		1744	Woolwich	
Cork		1776 & 1777		
Crumb		1719		
Deniss		1724		
Doyal		1734	Cheam	Brought into London
Deyne		1782	Mortlake	
Eltham	H.S.	1775	Eltham	? Place name
Fryoer		1777	Deptford	
Gardner		1751		
George		1766	Eltham	
Grange		1746	? Greenwich	
Hean		1725	Well Hall	
Hurst		1720	Eltham	
		1725		
Holmes		1768	Great Queen St.	
Latham	H.S.	1779		H.S. unframed
Mortlake		?		? Place name
Nixon		1782	Camberwell	
Recker ?		1770	Steatham	
Pollock		1783		
Runners		1778		
Rushworth		1758 & 1768	Eltham	
Siblet ?		1766	Blackheath	
Stone		1777	Mitcham	
Furner		1768		
Wissett ?		1777		

Temple ' T '

This was another small office in Chancery Lane. It dealt with letters to and from Hampstead, Hornsey and Finchley.

Ayes	H.S.	1779	Crown Office	Oval frame H.S.
Bennett		1769	Finchley	
		1773 & 1777	Totteridge	
		1779		
Bigg		c 1715		

The Manuscript Receivers' Marks....

' T ' Continued

Brown, John		1732		
Burch		1734	North St.	
Brown	H.S.	c1760		
Barleton		1765	Masons Yard	
Claridge		1757	Totteridge	
Conway		?	St.James St	
Draper		1784		
Druce		1793	Hampstead Heath	
Duncome		1787		
Davies	H.S.	1774	Crown Office	Framed H.S.
		1786	Crown Office	
Eaglton ?		1729	College of Arms	
Gill ?		1791	Pump Court	
Hay		1782	James St	
Hooper		1772	Missionary in Africa	Brought to London
		1780	Charthouse	
Hayward		?	Lincolnc Inn	
Hailstone	H.S.	1783	Grays Inn	Framed H.S.
Jones		1745	York St	
Jull ?		1683		
Line		1773		
Low		?		
McCullock		1766		
Mills ?		1734	Holborn	
Morgan	H.S.	1777		
Nicholson		1767	Chiswick	? Brought into London
Nicholson	H.S.	1771	Bahamas	Brought into London
Phelps		?		
Price		1720	Windsor	Brought into London
		1786	Hampstead	
Pryce		1766		
Rice		1764		
Ridout		1745		
Richards	H.S.	1783	Ely Place	
Scorton ?		1753	Canfield Hall	
Sheffield ?		1708		
Short		1791		
Shand		1738		
Stevenson		1778	Lincolns Inn	
S---OD	H.S.	1770		Framed H.S.

The Manuscript Receivers' Marks....

' T ' Continued

Stacey	H.S.	1772	Bow St	Framed H.S.
Williams, H		1750	Grays Inn	See ' G '
Wright		1786		

Westminster ' W '

Another of the larger offices, situated first near Charing Cross and then, in 1772, moving to Coventry Street, Piccadilly. This office dealt with mail between such areas as Brentford, Ealing, Hendon, Kilburn and Paddingotn.

Allan		1782		
Adair		1788	Kingston Bridge	Brought into London
Bannister		1743	Brentford	
Bateman		1752	Woolwich	? Brought into London
		1767	Upper Grosvenor St	
		1769	Southampton	Brought into London
Beer		1769	Hammersmith	
Bishop		1771	Berkley Sq.	
Booth		1787	Kensington Gravel Pits	
Brook, J.	H.S.	1789	Portman Sq.	
Ball ?	H.S.	1779	Quebec St	
Cearcy ?		1760		
Chandler		1774		
Chathird		1765	Holborn	
Chirley		1794	Deptford	? Brought into London
Coleman		1767		
Dull or Wall		1762	Chertsey	Brought into London
Davis or Dove		c1725/32		
Drummon		1775	Cavendish Sq.	
Ealing		1734 & 1737	Ealing	?Place Name
Ellis			Holborn	
Easterley	H.S.	1782		
Finley ?		1765	Suffolk	Brought into London
Frith		1729	Westminster School	
Farrell	H.S.	1781	Curzon St.	
Frith	H.S.	1779		
		1780	Curzon St	
		1779		
Giff		1773	Cavendish Sq.	
Gladwin ?		1755		
Hawkins		1738	George St.	
Hinton		1764	Albermile St	
Hurley		1775	Berners St	
		1789		

The Manuscript Receivers' Marks.....

' W ' Continued

Hodgson	H.S.	1784	Wimploe St.	
		1791		
Jackson		1756		
		1776		
Jeffery		1785	Stoke Newington	
Jenkinson		1759	Soho Sq.	
Jones		?	Grosvenor Sq.	
Jontel ?		1689		
Juld ?		1767		
Kemp		1742		
Kingston		1791	Kensington	
		1793		
Lawson		1762	Strand	
Loshock ?		1760	Church St.	
Machins ?		?1750		
Mackay		1764	Berkeley Sq.	
Munkey		1765	Wellbank St.	
Monson ?		?	Berners St	
Morris		1775	Felbridge	Brought into London
Newcomb		1774	Canon Row West	
O'Niell ?		1790		
Palmer		1782	Hammersmith	
Palington		1765		
Powell		1774	Westminster	
Pritchard		1776	Leicester Fields	
Ralph		1765	Doctors Commons	' G ' & ' P '
Rice		1783	West End	
Robinson		?1756		
Royal		1785		
Reeve	H.S.	1770	Grosvenor Sq.	
Smith		1776	Harley St	
South		1776	Harley St	
Shaw	H.S.	1783	Blythe	Brought into London
Solden	H.S.	1791	Lisle St	
Test ?		1760		
Thrale		1777		
Wall ?		1793	Camberwell	
Watt		1762	Chertsey	Brought into London
Willan		?		
Willerton ?	H.S.	1774 before 1786	Bruton St.	

The Manuscript Receivers' Marks....

' W 'Continued

Williams	H.S.	1785	St. James Sq.	Double circle H.S.

With the following names the Dockwra letter is not decipherable :

Crawford	?	Warwick St.
Hay	1782	St. James St
Pollock	1783	
Rodney	1765	Camberwell
Rogers	?	
Stokes	1738	

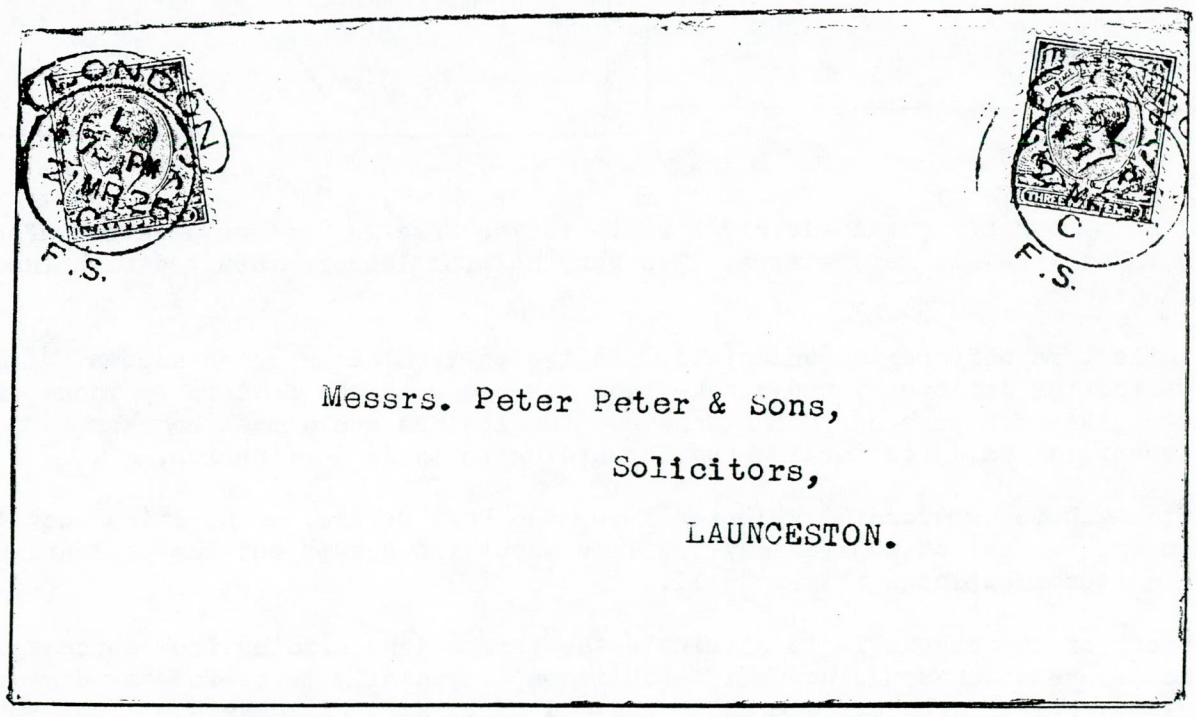
In addition to the hand stamps listed in my last article there is the following:

Dalton	H.S.	1791

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

LONDON F.S. from Malcolm Gascoyne

As you can see from the photocopy of the cover, it is a late fee item dated 2nd. March, 1926. The extra halfpenny is affixed to the upper left and it, with the three halfpenny, is cancelled with a fine hooded circle with the F.S. below the rim.



According to information from Simon Kelly, this use on an item to Launceston is unusual; it should be reserved for mail overseas. The die C with FS at the base was brought into use in the EC Section on the 13th.October, 1925 for cancelling foreign late fee letters. On April 18th., 1928 it was transferred for use at the Branch Office itself.

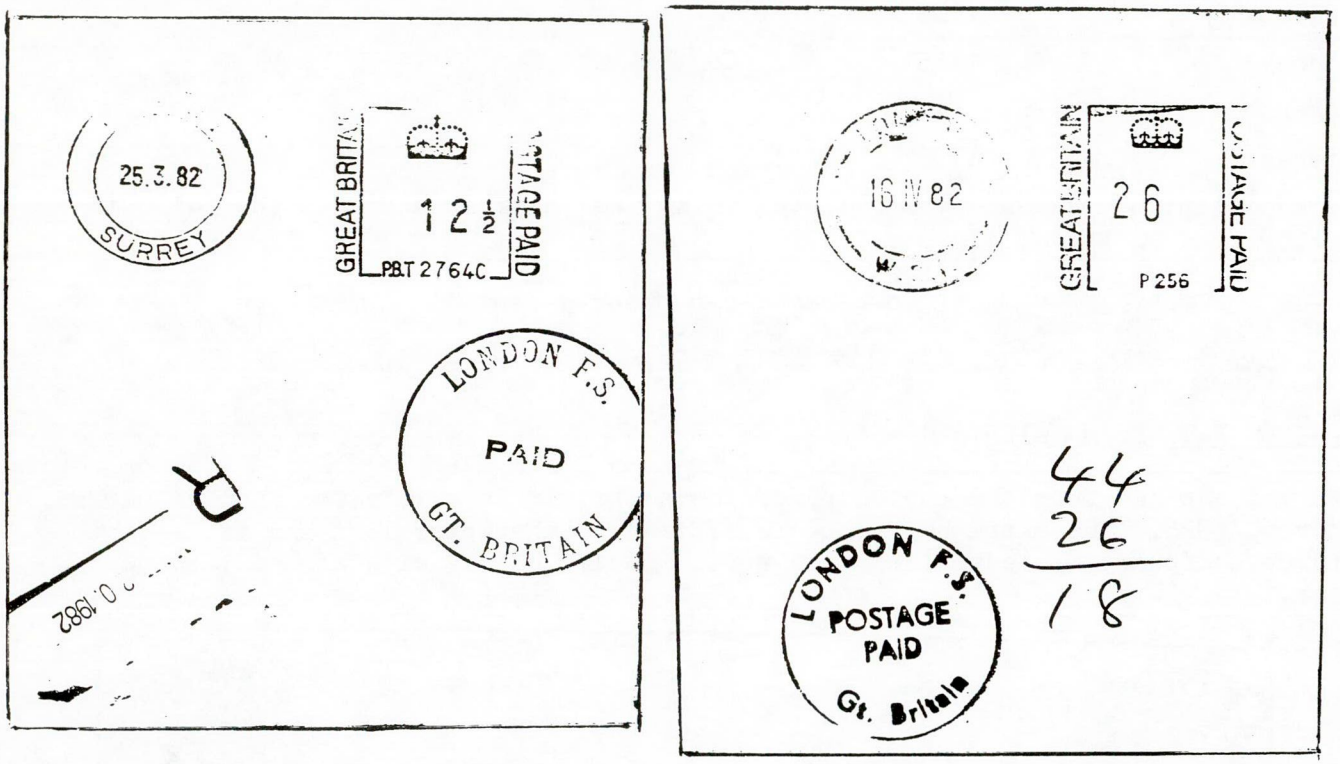
The Editor has the same mark for Christmas Eve 1930 on a cover to Vienna and a number of rubber hand-stamps on piece, also with FS below, these being dated for 1928 and 1929.

-o-o-o-o-o-o-

THE DUTCH SCHEME by Peter Forrestier Smith

On an away visit for my local society I was browsing through some material on sale when I came across two envelopes with two different undated LONDON F.S. PAID stamps struck in red.

Both were apparently intended for transmission by air mail and both appeared to be under franked.



Acting on my own oft given advice, I wrote to the Foreign Section seeking information on these (new to me) stamps. Two very helpful letters resulted with the following advice:

The two letters were posted underpaid. As the posters had a meter account with the Post Office the deficiency would have been cleared with the posters by phone and collected later through our Dutch Scheme. The letters would then be stamped to show they were fully paid for sorting and forwarding to their destination.

The Dutch scheme is operated voluntarily by the Post Office, at no extra cost to the sender. We do not publish any leaflets about the scheme but the postcard sent to the customer explains it very well.

The object of the scheme is to eliminate the irritations arising from surcharging and the delays which would occur if such itsms, especially those for far distant countries, were sent by surface route instead of by air. It covers all underpaid and unpaid air mail letters, irrespective of weight, which bear the name and add - ress of the sender. Excluded are air letter forms, postcards, European " All-up " or surface mail.

The Dutch Scheme is so called because it was first started in the Netherlands and at the present time is operated in about thirty countries. The scheme is agreed by the member countries of the Universal Postal Union and is explained in the current Post Office Guide in the following terms :

An underpaid unregistered air mail letter on which more than 50 per cent of the air mail postage rate has been paid is forwarded by air and charged on delivery with the amount of the deficiency plus the surcharging fee, but one on which less

The Dutch Scheme.....

than 50 per cent of the air mail postage rate has been paid may be forwarded by surface route and, if not fully paid for transmission by that route, charged on delivery with the amount of the deficiency plus the surcharging fee.

The Post Office

Do not affix Postage Stamps if posted in
Gt Britain, Channel Islands, N Ireland
or the Isle of Man

1

London Foreign Section
(Dutch Scheme)
King Edward Building
King Edward Street
LONDON
EC1A 1AA

The Post Office

Please write today's date in ink across the stamps

19

Dear Sir/Madam

You recently posted an air mail letter to

which was prepaid only at

The correct postage was

If we had forwarded the letter underpaid your correspondent would have been faced with a surcharge equivalent to the deficiency plus a collection fee. We were sure you would not have liked that to happen, so we made up the postage to the correct amount and sent on your letter fully stamped.

You now owe us

We should be grateful if you would stick postage stamps or franking (postage meter) impressions for this amount in the space on the right and post this card back to us.

You may like to have for reference the enclosed copy of our current leaflet which sets out the postage rates to countries overseas. If you require more information please ask at any Post Office.

Yours faithfully

for Manager

P2435X(Spl)

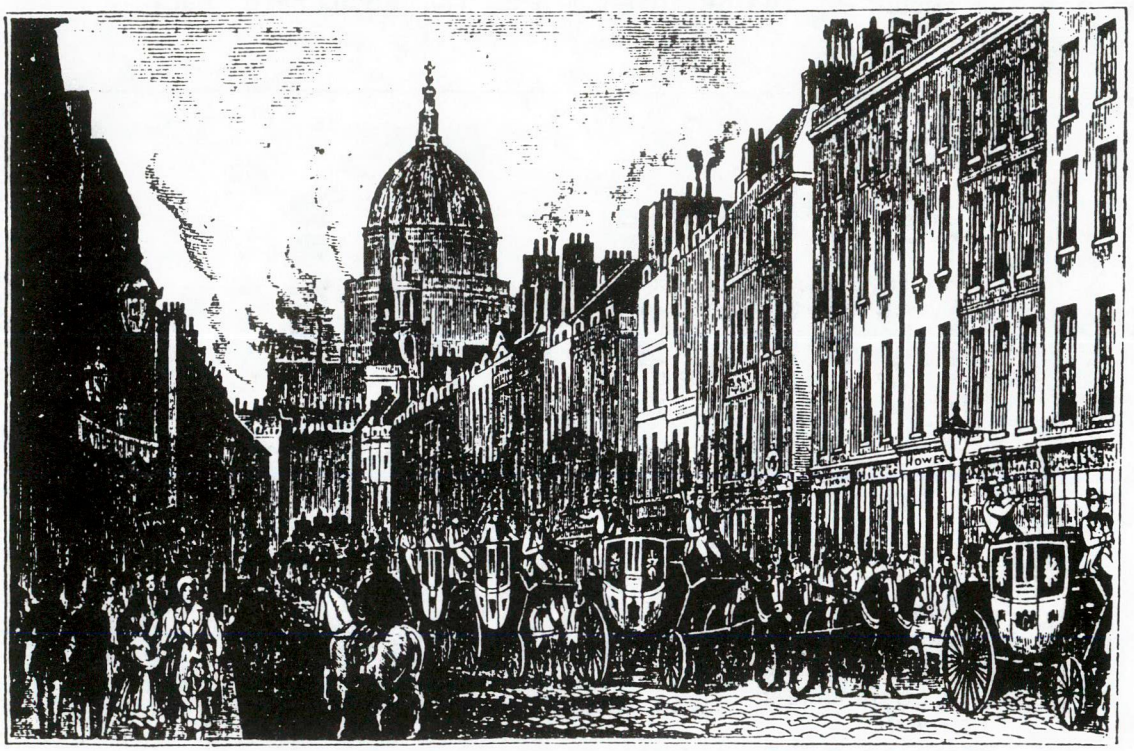
CR/215/9/84

It is clear from the Post Office Guide, the Dutch Scheme is a major benefit to both writer and recipient. What a pity some enterprising Post Office Official does not put returned, stamped and cacelled cards on sale: it might make a profit !

-o-o-o-o-o-o-o-o-o-o-o-o-o-

A LOOKING-GLASS FOR LONDON

The following is reprinted from " Monthly Supplement of The Penny Magazine of the Society for the Diffusion of Useful Knowledge " February 28 to March 31, 1837.



[Fleet Street—Procession of Mail Coaches on the King's Birth-day.]

One of the most interesting chapters in the history of our civilization and pro - gress as a nation is afforded by the various means of intercourse and communica - tion in use at different periods. The time is so recent when roads were rough and perilous - when vehicles for travelling were clumsy, unusual and expensive affairs, - when a journey any little distance from home was a serious and important event, - that in looking back at what our grandfathers endured, and comparing it with what we now enjoy, we cannot but wonder at the rapidity and completeness of the alter - ation. Scott's picture of the journey of Jeanie Deans, on foot, from Edinburgh to London, in the reign of George II., gives us an idea of what was then the actual state of things. He exhibits his single-minded and resulte heroine pursuing her way from one country to another as if she were passing through different and dis - tinct nations - her person and appearance occasionally a wonder or a laughing-stock and, he adds, with genuine Scotch feeling, her dialect at times mocked in dialects infinitely more barbarous.

We have already given in the ' Penny Magazine ' (In Volume the Third there are some statements respecting the number of inns two centuries ago in London - the history of coaches and travelling on the continent a hundred years ago - and the history of the Post Office, with an account of the origin and history of our pre- sent mail - system. In Volume the Forth a variety of particulars are introduced, illustrative of travelling in England in the seventeenth century.) various partic - ulars respecting the state of travelling and communication in England at former periods. We need not, therefore, at present, go over similar ground. But, without looking farther back than the beginning of the nineteenth century, it may be re - marked, that the thirty-six years that have elapsed present us with some striking contrasts. Who now shrinks from travelling in a stage-coach by night, from the fear of its being stopped and robbed on the highway ? In 1811, it was stated before a committee of the House of Commons that the only coaches which were then considered safe to travel in by night were the mails, the well-armed guard being regarded as protection. Cabriolets and omnibuses, those useful vehicles that now throng our streets, seem, from their numbers, as if they had been in use for a long period - a century at least. Yet the cabriolets were only introduced in 1820, the omni - buses in 1830. In that short interal they have assisted in effecting great chan- ges. They have contributed powerfully to advance the expansion of the metrolis into the surrounding countryside. So far from the merchants of the " city "

living over their counting-rooms or warehouses, their clerks can afford to go out of the smoke of London and yet their business is attended as promptly as if they resided on the spot. There is an old reputed prophecy which speaks about certain evils that shall befall the realm of England when Highgate stands in the heart of London. The period when this will be seems remote enough - yet we are making advances towards it. " Merry Islington " is a populous and rapidly increasing constituent of the metropolis; Hampstead is drawing nearer every day. What further changes will be effected when railroads have knit together the extremities of the empire and steam-coaches are in active operation, we need not conjecture.

One of the most pleasing of the outside shows of London is that of the daily departure of the MAIL - COACHES. They start every night, at eight o'clock, from the Post Office, except on Sunday evenings, when they go off an hour earlier. A few of the mail-coaches, which start from the " west end " of London, do not come up to the Post Office, the mails being conveyed to them in mail carts. All the rest arrive, a short time before the hour of starting, from their respective inns - the Blossoms, Lawrence Lane; the Swan with Two Necks, Lad Lane; the Spread Eagle, Gracechurch Street; the Belle Sauvage, Ludgate Hill, &c, &c. Most of the names of these inns are ancient and carry with them interesting associations - we shall have another opportunity of speaking of them.

The yard round the Post Office, from which the mail-coaches start, is separated from the street by an open iron railing, through which the spectators can see the process of packing the mail-bags. Each mail-coach takes the mail-bags of the various towns and places on its route and also the mails for places in the neighbourhood of the route, from whence they are conveyed by cross mails. When eight o' clock has arrived, they all prepare to start; the guards secure their valuable packages, the coachman seize the reins and, one by one, the mails set off, issuing by the gates on either side of the Post Office. There is no confusion or irregular bustle, yet there is no delay: in a few minutes they all disappear and the twanging of the horns is lost in the noise of the streets - before midnight the total number started have run, in the aggregate, upwards of 1000 miles.

The daily regularity of this proceeding is one of the triumphs of modern civilization. The inhabitants of the remote Orkneys or Shetlands can calculate on receiving the news of this great metropolis (and all that it has gathered during the day from every quarter of the world.) in little more than a hundred hours; - the Highlander, whose country a century ago was nearly as much a " land unknown " as is now the interior of Africa or Australia, obtains ample intelligence in as it once took weeks, or even months, for vague rumours to reach the Border. But notwithstanding the highly improved state of our present mail system, the increase of the population,and of trade and commerce,demand additional facilities of communication. The Commissioners of Post Office Inquiry have recently recommended the establishment of day mails; and it is very probable that this improvement, which has been much called for, will be adopted shortly. To which, it is to be hoped, will be added a large reduction in the rates of postage.

The following table gives a view of the principal places of the great thoroughfares to which the mails are despatched daily :-

MAIL-COACH ROUTES

	Length of Mail Route in Miles	No of Hours in which the Mail Travels H	M
Dover, with the continental Mails	73	8	57
Hastings	67	8	37
Brighton	55	7	26
Portsmouth	73	9	10
Southampton	80	8	30

A Looking-Glass For London....

	Length of Mail Route in Miles	No of Hours in which the Mail Travels H	M
Poole	116	13	18
Devonport (Plymouth) through Bath and Exeter	243	26	5
Falmouth, with foreign and Colonial Mails, through Exeter and Devonport	279	29	5
Exeter, through Salisbury	173	18	12
Pembroke, through Bristol and Carmarthen	273	29	9
Carmarthen, through Oxford, Cheltenham, Gloucester, &c	224	24	0
Ludlow and	146	16	24
Worcester	115	12	20
Stroud, through Abingdon, Cirencester, &c.	105	11	47
Holyhead (with the Irish Mails) through	261	26	55
Coventry	92	9	18
Birmingham	110	11	8
Shrewsbury	154	16	0
Birmingham and	119	11	56
Stourport	148	15	3
Chester and	190	20	16
Liverpool	206	22	23
Liverpool through	203	20	50
Lichfield	119	12	2
Portpatrick through	424	48	8
Manchester	187	19	0
Leeds, through Nottingham, Sheffield, &c	197	20	52
Halifax, through Leicester, Nottingham, Chesterfield, Sheffield and Huddersfield	196	20	5
Wells (on the Norfolk coast) through Cambridge and Lynn	133	14	43
Hull, through Peterborough and Lincoln	177	18	40
Louth, through Boston	148	15	56
Norwich through	113	11	38
Ipswich	70	7	12
Norwich, through Newmarket, Bury St. Edmunds, &c	118	13	5
Yarmouth, through Ipswich	124	13	30
Glasgow through	396	42	0
Carlisle	302	32	17

The Edinburgh mail carries a large portion of the Scotch Mails. It runs through Doncaster and York, through Durham and Newcastle-upon-Tyne and through a number of border towns, such as Morpeth, Alnwick, Berwick and Dunbar. The Scotch Mail carried are Perth, Dundee, Montrose, Aberdeen, Elgin, Inverness, &c., on to Wick, 762 miles ; then crossing the narrow peninsule of Caithness, to Thurso, 783 miles, which is run in about 96 hours.

A Looking-Glass For London.....

The following table is taken from a pamphlet, just published, by Rowland Hill,Esq. on " Post Office Reform : - its Importance and Practicability : "

Estimate of the cost of conveying a Letter from London to Edinburgh, a distance of 400 miles.

Mileage On The Whole Mail	£.	s.	d.
From London to York, 196 miles at 1 9/16d. per mile	1	5	6¼
From York to Edinburgh, 204 miles, at 1½d per mile	1	5	0
	2	10	6¼
Guards' Wages - Say Six Guards, one day each at 10s6d per week	0	10	6
Allow for Tolls(which are paid in Scotland) and all other expenses*	1	18	11¾
Total cost of conveying the Mail once from London to Edinburgh, including the Mails of all intermediate places	5	0	0

The average weight of mail conveyed by the London-Edinburgh mail-coach is about	8 cwt
Deduct for the weight of the bags, say	2 "
Average weight of letters, newspapers, &c	6
The cost of conveyance is therefore per cwt	16s 8d

Per ounce and half, the average weight of a newspaper, about one-sixth of a penny.

Per quarter of an ounce, the average weight of a single letter, about one thirty - sixth of a penny.

" If any doubt is entertained of the accuracy of this result it may be tested thus: Suppose 1000 letters to be made up into a parcel and dispatched from London to Edinburgh by coach : at the estimate above given, the weight of the parcel would be about 16 lbs., and the charge for its carriage about 2s.4½d.; a rate of charge which, upon a contract for nearly half a ton per day, will furnish an adequate re - muneration to the coach-master. It appears, then, that the cost of mere transit incurred upon a letter sent from London to Edinburgh, a distance of 400 miles, is not more than one thirty sixth part of a penny. "

The fastest coaches now travelling are between -

London and	Shrewsbury	154 miles	in 15½ hours
	Exeter	171 "	in about 17 hours
	Manchester	187 "	in about 18 hours
London and	Manchester (mail)	187 "	in 10h. 0m
	Holyhead (mail)	261 "	in 26 55
	Liverpool (mail)	203 "	in 20 50

The Edinburgh, the Leeds and the Devonport or Plymouth mails are also very rapid.

There are fifty-four four-horse mails in England and forty-nine pair-horse mails. The greatest speed travelled is ten miles five furlongs per hour; the slowest speed six miles; and the average speed eight miles seven furlongs per hour. The average mileage paid for four-horse mails is 1⅞d per mile. The number of four - horse mails in Ireland is thirty and in Scotland ten.

* " In strict fairness the English tolls ought perhaps to be included, as the ex- emption may be considered part of the price paid by the public for the conveyance of the mail. On the other hand, at least part of the coach duty, which for the mails is twopence for every mile travelled, should be deducted from the estimate. Sir Henry Parnell is of opinion that exemption from this duty would, under good management, be a compensation in full to coach proprietors for the conveyance of the mail. He says: ' Without going into particulars and attempting to prove

what is the right course that ought to be taken, I should say generally, that there would be no difficulty, with a proper plan of management, to have the mail-coaches horsed by allowing the stamp duty only - without an exemption from paying tolls - that is 4d. a (double) mile - provided that the proprietors were allowed to carry an additional outside passenger, which would be equal to 3d., and that coaches of the best possible construction were used "
Abstract from Seventh Report of Commissioners of the Post Office Inquiry, p.98

There is an annual procession of mail-coaches on the King's Birthday, both in London and in Dublin. Von Raumer, in ' Letter from England ', speaking of the London procession, says, " Such a spendid display of carriages and four as these mail-coaches and their horses afforded could not be found or got together in all Berlin. It was a real pleasure to see them in all the pride and strength which, in an hour or two later, was to send them in every direction with incredible rapidity to every corner of England. "

The following statements respecting the expenses of running stage coaches are taken from the ' Penny Cyclopaedia ', article COACH, in Vol. VII :-

" The stage-coaches usually belong to a coachmaker, who contracts with the speculators who ' work ' them for the supply of new carriages at certain intervals and is liable to the expense of all repairs: for this he receives 2½d or 3d for every mile they travel. There is a duty per mile according to the number of passengers to be carried, rising from 1d. a mile for 4 persons to 4d. a mile for 21. For each coachman a duty of 1£ 5s. is annually paid and for each guard, excepting those of mails. The expense of horsing a four-horse coach running at the speed of from nine to ten miles an hour, may be stated at 3£. a double mile for 28 days (a lunar month); so that a person horsing ten miles of a coach passing backwards and forwards each day, should earn or receive by way of remuneration 13 times 30£, or 390£. a year for his work. This may be considered a high rather than a low esti - mate, unless in a district where wages and rent of stables are high, and hay and corn dear. In a cheap neighbourhood, or where a large number of horses are kept, the expense will not be so great. Nevertheless, a great many articles are to be provided : harness, which for four horses costs from 16£ to 20£: horses, of which, for ten miles of ground, at least eight in summer and nine in winter will be required: their price will be from 5£ to 20£ each: corn and beans, of which each horse will eat little less than two bushels a week, together with hay and straw cut into chaff. Straw, shoeing, physic, and farriery, must also be reckoned, as well as stabling utensils, and horsekeepers' wages, which for each man are from 12s. to 15s. a week. The firm must also defray the wages of coachmen, who re - ceive about 10s. a week, unless they drive backwards and forwards, and take fees from two sets of passengers each day, when they get no wages. The charge for washing the coaches must also be reckoned. To this long list must be added the heavy item of turnpikes. Mails are exempt from turnpike tolls, but a tax is paid for them to the government, and mileage to the contractor for the use of the coach."

The Post Office allows the mail-coach contractors from 4d. to 6d. a mile for conveying the letters, according to the speed of the coaches, and the country through which they travel. In return for this, the contractors must submit to the Post Office regulations, as to number of passengers, time of starting, speed, &c. The guard of each mail is the servant of the Post Office.

The limits of the Twopenny or rather the Threepenny Post would appear to be a natural division between long and short stages, or journeys and trips. But this would throw into the class of journies, or long stages, several places, such as Uxbridge, about 17 miles, Hampton, about 16, and even Windsor, about 22, to which places there is a constant resort for pleasure or business. If we take, therefore, a wider range, we shall find that there are about 600 STAGE-COACHES, licensed to run between London and places more than 20 miles distant. The mails are licensed to carry six, seven, or eight passengers each: the stage -

coaches generally from twelve to fifteen. If we assign them, on an average, only seven passengers each, it will give more than 4000 individuals entering and leav - ing London daily of these long stages.

To prevent misunderstanding, it must be borne in mind that the number of coaches licensed to run any particular road, does not imply that number run permanently.



[Holborn from Middle Row, looking East—Omnibuses.]

Each year pays a yearly license; but the mileage duty is only exacted for the actual number of miles run. In summer there are always more coaches running than in winter; and it is probably a rare occurrence that all the coaches which are licensed on a great thoroughfare are actually running to and fro at the same time as permanent stage coaches; still, if we allow only 400 out of the 600 as running permanently, and assign to this 400 an average of nine passengers for each journey, it will give 3600 as the number entering and leaving London daily by these stage coaches.

The immense traffic and intercourse between London and the suburban districts within the limits of the Threepenny Post (about twelve miles round St.Pauls) is an interesting object of contemplation. In the mornings, from the hour of eight to ten, the various short stages and omnibuses are pouring in, bearing with them the merchant to his business, the clark to his bank or counting-house, the subordinate official functionaries to the Post Office, Somerset House, the Excise, or the Mint, the Custom House, or Whitehall. An immense number of individuals, whose incomes vary from 150£ to 400£ or 600£, and whose business does not require their presence till nine or ten in the mornings, and who can leave it at five or six in the evenings; persons with limited independent means of living, such as legacies or life-rents, or small amounts of property; literary individuals; mer- chants and traders, small and great; all, in fact, who can, now endeavour to live some little distance from London. This feeling is extending itself rapidly, as OMNIBUSES multiply. Even those who cannot afford, or grudge the daily sum of one or two shillings for conveyance out and in, according to the distance, endeavour to accommodate the matter - they walk in fine weather, and calculate on the omni- buses for the foul. Thus from Stepney and Mile-end on the East - from Camberwell and Peckham,and Walworth,and Brixton, on the south - from Chelsea, and Brompton, and Hampstead and Highgate, on the west and north-west - from Hackney, and Clapton

and Homerton, on the north and north-east, and the many streets and terraces, and rows, that are springing up all around, and beginning to join hand in hand to gird the metropolis, - there is a constant and incessant in-pouring and out-pouring. Then the great lines of streets - those which, coming down from the east end of the city, from the East India House, the Bank, and the Royal Exchange, lead to the west end, through Cheapside, Ludgate Hill, Fleet Street, and the Strand, to Charing Cross, and up the Haymarket to Regent Street and Piccadilly, or striking from Cheapside down Newgate Street, through Holborn and Oxford Street - are constantly crowded with omnibuses passing to and fro. The worst defect of many of the omnibuses is their alternate rapid driving and halting. The driver and he who hangs behind - who opens the door and received the money, and whose name, borrowing from the French, is " conductor ", or, in the vulgar tongue, " cad " - are not satisfied with having their long box packed full of passengers at the first starting. The original occupants may nearly all leave the vehicle on its route, their business calling them out at different points. But driver and conductor are seldom disposed to move rapidly on with a half-empty omnibus. The one holds up his whip significantly, the other scans the pavement on either side, to see is he can detect among the passengers any willing to fill the vacant places in his machine. The person who entered at the Bank to go to Piccadilly or Oxford Street may thus be considerably delayed. This evil is somewhat remedied through the competition between the increasing and rival vehicles; and it would doubtless be more to the advantage, both of proprietors and the public, if the imnibuses were all to select certain fixed points, at particular places in the streets, between which they would run without halting - starting from them successively at short intervals. The road from Paddington to the Bank is tolerably well regulated in this respect, there being time-keepers appointed by the proprietors, who make the omnibuses move on: the time allowed, though not always strictly kept, is three minutes. There are time-keepers at various other omnibus stations - but an improvement would be beneficial to all parties.

Within the limits of the Threepenny Post, there are about 850 short stages and omnibuses plying, some making two to six journeys daily, but the majority eight, ten, and twelve. If we allow them, on an average, eight journeys each, it will give 6800 journeys daily; if on each journey they carry ten passengers (which is surely a moderate average), it will produce 68,000 persons availing themselves of these conveniences every day; the fares are, for all short distances, 6d., but in other cases 1s., 1s.6d., and 2s. when to Richmond,&c. If these 68,000 individuals pay, on average, 9d. each, it will give 2550£.per day, which to each short stage and omnibus is exactly 3£ a day. This sum shows an expenditure of about three-quarters of a million annually upon the new mode of conveyance.

Bishopsgate Street, in the city, is a well-known gathering place for SHORT STAGE COACHES. In Gracechurch Street, also, which is a continuation of Bishopsgate Street, there are stands from whence sixty-four stage-coaches and eleven omnibuses ply chiefly to places on the south side of London, in Surrey, such as Camberwell and Clapham, Dulwich, Peckham, Norwood, Mitcham, &c., and to Deptford, Greenwich, Blackheath, Lewisham. &c., in Kent. Bishopsgate Street and Gracechurch Street intersect Cornhill and Leadenhall Street. The whole neighbourhood is literally swarming with stage-coaches and omnibuses, starting at all hours of the day to every quarter of London and its neighbourhood. The omnibuses have, in some measure, superseded the stage-coaches. We borrowed the idea of the omnibus from the French, - though at least fifty years ago an advertisement appeared in a London paper, announcing the intended starting of a new-constructed vehicle, which was to carry passengers, in a way not unlike the omnibus, at a fare of sixpence each. It does not appear that the project was ever carried out. There were numbers of omnibuses plying in the streets of Paris in 1829; and in 1830 they made their first appearance in London. They were tried on the New Road, from Paddington to the Bank, but soon spread to all the great thoroughfares.

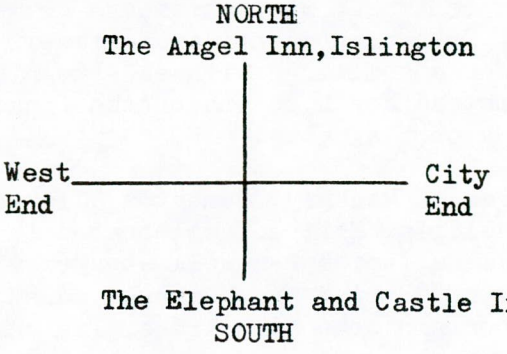
Some vigorous efforts have been made to establish a steam-carriage on the road

from Paddington to the Bank, but hitherto without success, for the attempts have not been persevered in. Last year a steam-carriage was run for a considerable time on the Stratford, Islington, and Paddington roads. It was at once startling and amusing to see the ponderous machine wheeling along, as if by magic, carrying from fifteen to twenty persons (the last started steam-carriage had seats for twenty - two), and travelling at the rate of from eight to ten miles an hour. From what - ever cause, the experiment was abandoned.

Von Raumer, speaking of the omnibuses of London, says " In the great omnibuses six or seven persons sit sideways, opposite to each other, and entrance is from behind. They have names of all sorts, from ' Emperor ', ' Nelson ', and such lof- ty titles to the names of the proprietors or of animals. Every ride, long or short costs sixpense, or five silver groschen. The carriages are, however, much longer than those in Berlin, and the profits much greater. It is to be hoped they will soon be imitated among us. "

In the following statements it is important to remark that the number of short stages and omnibuses which are mentioed do not always and daily run. There may be more one day than another. But as all are licensed for the particular routes men- tioned, there can be no question but the proprietors run them as often as they see opportunity. On the road from Paddington to the Bank and Royal Exchange (a great thoroughfare, which, passing by Islington, connects the west end of London with the city), there are at present fifty-four omnibuses licensed to run. The dist - ance is reckoned at four miles and a half, the number of passengers allowed to each vehicle is fifteen, and the number of journeys made in a day ten and twelve. The fare is sixpence each, but it is the same whether the passenger travels all the way or only part of it. As each omnibus stops a few minutes at Islington, there is always a change, more or less, of passengers. The omnibuses will thus sometimes have thirty passengers each on a journey, instead of fifteen. If the fifty-four on this line of road make ten journeys a day, and take each journey eighteen passengers, they will carry 9720 individuals, and earn in sixpences 243£, about 4£.10s. each.

In order to enable the reader who may not have visited London to understand the direction of the routes which are occupied by the short stages and omnibuses plying in the neighbourhood of the metropolis, and through its streets, let us take the following method of explanation. The Thames flows from west to east. In passing through, or rather by, London, its course is somewhat circuitous. The Surrey side of London, or the south side of the Thames, is very populous - the parliamentary boroughs of Southwark and Lambeth containing upwards of 300,000 inhabitants. But it is chiefly on the north or Middlesex side of the Thames that the wealth, fash - ion, and business of London lie. The Thames, in coming down from the west, makes a great sweep from south to north, forming a bend, in which is contained the Houses of Parliament, and the government edifices of Whitehall, as described in the last Supplement. From Charing Cross eastwards the river keeps a rather straight course, so that the Strand and Fleet Street, which run parallel to it, may be represented (not literally) but comparatively, by a straight line. Keeping this in mind, let us take the following diagram for illustration :



Supposing the cross line to represent the thorough-fare running from the west end by Charing Cross, through the Strand, Fleet Street, Ludgate Hill, and Cheapside, to the Bank, Royal Exchange and Man- sion House, let us direct our attention to the north and south points. The mail and stage-coaches going by the north roads generally call at the Angel Inn and the Peacock Tavern, which are close to each other, in Islington; and those going south call at the Elephant and

Castle Inn, in Newington. These two northern and southern points, therefore, are great gathering places and stations for short stages and omnibuses. Between the Angel Inn at Islington and the Elephant and Castle Inn there are seventeen omni - buses plying. These vehicles start from Islington, taking generally a supply of passengers for the city, there being but few who require to go the whole way to the Elephant and Castle. There are two roads, meeting at a point at the Angel, which lead into the city - one called the City Road, which leads direct to the Bank and Royal Exchange; the other termed the Goswell Street Road, which keeps a little more south than the City Road, and leads into St.Martin's-le-Grand, past the Gen - eral Post Office. This road the omnibuses take which ply between the Angel Inn and the Elephant and Castle Inn. A number of passengers generally leave the veh - icles at the Post Office; they then, passing down Newgate Street run through Farr- ingdon Street, past the front of the Fleet Prison, and across the Thames by Black- friars Bridge. The length of this route is about three miles. In addition to the omnibuses plying between the Angel Inn and the Elephant and Castle Inn, there are three plying between the latter and Charing Cross, at the west end.

Here, on the south side of the river Thames, are a great number of districts and villages which, a few years ago, presented fields and lanes between them ; but which are now, by the filling up of there interstices, beginning to lose all ap - pearances of country. Along the banks of the river, in Southwark and Lambeth,are the tanners, and dyers, and hatters, and hop merchants, colourmen, and druggists, with their factories and warehouses: farther south lie Camberwell and Walworth, Newington and Kennington, Peckham and Brixton. At the Elephant and Castle Inn vehicles presenting different shapes and varieties may be found - the long close omnibus; the fly, a gig-like thing hung round with curtains; the stage, that once, perhaps, run long journeys, now condemned to short - all awaiting the pleasure of the holiday-maker, or the will of the man on business. Some are for Norwood, with its Spa and its gipsy parties; others for Dulwich and its picture gallery; or Streatham, where resided the hospital brewer and his literary lady, whose house was so long a home to Dr. Johnson. Here, too, but more south-west, are Putney, and Kew, and Richmond; and south-east, in Kent, Deptford, and Greenwich, and Lewisham, and Blackheath.

The Angel Inn at Islington presents a busy scene. A road, called the New Road, comes up from the West End, and just where this inn stands, joins the City Road. Here, between the West End and the Bank, ply fifty-four omnibuses. Through Is - lington, too, pass a great number of vehicles, to Holloway, Highbury, Hornsey,&c. Hornsey Wood, a favourite spot for excursions, is supposed to preserve in its name a relic of the great forest which once stood on the north side of London, and which abounded with bears, wolves, and wild boars. Away, north-west, rise the high grounds of Hampstead and Highgate, much resorted to by those who seek to escape from the fogs of London to a purer air. The country in this direction is dotted over with villas and villages, and affords some delightful views. Indeed the environs of London are, speaking generally, admirable. That weeping atmosphere which in win- ter keeps the city in darkness, and the pavement perpetually moist and miry, imparts in summer a green and refreshing verdure to all the fields around the metropolis. And thus the pent-up citizen, whose business or means will not permit him to visit the brown plains of France, need not fret himself for that. He can take an omnibus to Hampstead, and for a shilling, with ease to himself and profit to his carrier, look down from Hampstead Heath on one of the finest prospects to be had in the neighbourhood of any capital city.

The populous villages of Hackney, Homerton, Clapton, Edmonton, immortalized by the adventures of John Gilpin, Enfield, celebrated in former days for its chase, (a large tract of woodland, which was well stocked with deer, but has been disfor - ested,) and farther off Epping and Henhault forests, which together cover about 10,000 acres, and contain some fine trees, lie on the north and north-west of Lon- don.

At the city end of London, in Bishopdgate Street and Gracechurch Street, in Corn- hill and Leadenhall Street, from the Bank and Royal Exchange, are to be found veh-

icles running to the various places we have named. It has been stated on good authority that about 1600 trips or journeys are made every day through Cheapside by short stages, omnibuses, hackney-coaches, and cabriolets.

Let us now pass from the east end to the west, by one of the two great thoroughfares which branch off at St.Paul's, from the bottom of Cheapside - either down Ludgate Hill, by Fleet Street and the Strand, to Charing Cross and Pall Mall, or down Newgate Street, by Holborn and Oxford Street, to the upper end of Hyde Park. Piccadilly is a gathering place for omnibuses and short stages, and from it start the mails and stages that run the western roads. The villages and places that lie beyond this, from the banks of the Thames, northwards, are Chelsea, Brompton, Fulham, Hammersmith, Chiswick, &c.

To Blackheath, from Charing Cross, which is reckoned between seven and eight miles, (that is, the length of the route which the vehicles are licensed to run,) and from Gracechurch Street, which is between six and seven, there are fourteen vehicles plying.

From Piccadilly to Blackwall, reckoned about six miles and a half, and from the Royal Exchange about four miles, there are forty-one vehicles.

From Chelsea to Leadenhall Street, five miles and a half, and to Mile-end Gate, six miles and a half, there are twenty-seven vehicles.

From the Bank to the Edgeware Road at the West End, between four and five miles, there are fifty-three vehicles.

To Hampstead, from Charing Cross, the Bank, and Holborn, the distance varying from four to between five and six miles, there are nineteen vehicles.

From the Bank to Pineapple Gate, at the West End, (the greater part of the route being the same as the Paddington Road, and the licensed distance which the omnibuses run the same,) four miles and a half, there are twenty-five vehicles. The number on the Paddington Road has been mentioned already.

Such is a specimen of the way in which the omnibuses and short stages now occury the great thoroughfares of the metropolis. At all hours of the day they are perpetually passing to and fro; the street resounds with the announcements of the conductors, calling out " Charing Cross!" " Piccadilly! " " Oxford Street! " or the " Bank! " according to the direction in which they are moving. A great enjoyment and convenience they are, undoubtedly; and if they were a little better regulated in their movements, if the characters of drivers and conductors were raised a little higher (efforts are making towards this), and less cause of complaint given by furious driving, or by uncivil conduct, or by attempts at imposition, they would form one of the most satisfactory of our social improvements which have been introduced in modern times. And even comparing the conduct of conductors and drivers with what was the conduct of stage and hackney-coachmen some twenty or thirty years ago, it cannot be said that the former are very far behind their age.

The duties on the stage-coaches, under which head omnibuses are included, are collected under the 2 and 3 Wm IV.,c.120, and 3 and 4 Wm.IV.,c 48. By these acts, every stage carriage is required to be licensed, either at the Stamp Office, or by a distributor of stamps, before it is used. Every original license is charged with a duty of 5£. Every supplementary with a duty of 1s.

Every stage carriage is also chargeable with a mileage duty, according to the number of passengers carried, viz -

A Looking-Glass For London.....

		Duty per Mile
If such carriage shall be licensed to carry		d
not more than 4 passengers		1
More than 4 and not more than	6	1½
6	9	2
9	12	2½
12	15	3
15	18	3½
18	21	4
And for every three additional passengers an additional duty of		0½

Coaches let for hire were first established in England in 1625. They did not stand in the streets, but at the principal inns. In 1637 - two centuries ago - there were in London and Westminster, fifty HACKNEY-COACHES. Hackney-coach-stands originated in 1634. In a letter, dated April 1st.,1634, in the first volume of Strafford's ' Letters and Dispatches ', it is said ;- " I cannot omit to mention any new thing that comes up among us, tho' never so trivial. Here is one Captain Baily, he hath been a sea captain, but now lives upon the land, about this city, where he tries experiments. He hath erected, according to his ability, some four hackney-coaches, put his men in a livery, and appointed them to stand at the May-Pole, in the Strand, giving the instructions at what rates to carry men into several parts of the town, where all day they may be had. Other hackney-men, seeing this way, they flock to the same place, and perform their journeys at the same rate; so that sometimes there is twenty of them together, which disperse up and down, that they and others are to be had everywhere, as watermen are to be had by the waterside. Everybody is much pleased with it, for, whereas before, coaches could not be had but at great rates, now a man may have one much cheaper."

Hackney-coaches and sedan-chairs were, until the beginning of the present century, the only public vehicles in use in the streets of London. The sedan-chair has almost entirely disappeared. " In the time of Hogarth it was considered as a court - ly vehicle, and in one of his plates of the ' Modern Rake's Progress ', we see his man of fashion using it to go to St. James's. It continued at a much later period, and does not appear to have been generally laid aside until the beginning of the present century. About five-and-twenty years ago a sedan was very commonly seen in the hall or lobby of gentlemen's houses, no longer used, but laid like a ship in ordinary.

" It is stillused rather extensively in Edinburgh, where the chairmen are all Highlanders born, and a very curious and humourous body. It is pretty commonly seen in the streets of Bath, and not unfrequently in those of Cheltenham, Brighton, and our other watering places. In Brighton, however, it is being superseded by a vehicle called a ' Fly-by-night ', which is made in the body like a sedan-chair; but goes upon wheels, and is dragged by one or two men. "

Sedan-chairs were introduced by Charles I on his return from his visit to Spain. When the Duke of Buckingham, who received two of the three sedan-chairs which Charles brought from Spain, used them in London, a great clamour was raised against him by the populace, that he was reducing free-born Englishmen and Christians to the offices and condition of beasts of burden.

A life of Jonathan Wild lets us know that many of the expert thieves in his employment used to dress themselves as chairmen. " A couple of them meeting together, stole the young Duchess of Marlborough's chair as she was visiting in Piccadilly, her chairmen and footmen being gone to a neighbouring ale-house. One of her servants thought immediately of applying to Mr. Wild, who told him that if he would leave ten guineas he might have the chair next day. The man made some difficulty of leaving the money beforehand, but Mr. Wild told him he was a man of honour, and scorned to wrong him; and, indeed, his character was by this time established as a man that dealt honourably in his way, so that the man ventured at last to leave the money : wherefore Mr. Wild bade him direct the Duchess's chairmen to

attend the morning prayers at Lincoln's Inn Chapel, and there they should find the chair, which the fellows did accordingly; and they found the chair, with the crimson velvet cushion and damask curtains, all safe and unhurt. "

After the hackney-coaches had existed two centuries, cabriolets came to dispute possession of the ground with them. Cabriolets were long in use in Paris, where the reckless driving of them through the ill-paved streets had frequently created a clamour. An expression is attributed to Louis XV., which expresses the spirit that would suppress instead of trying to improve - " If I were lieutenant of pol - ice I would prohibit cabriolets. " Cabriolets made their appearance in London in 1820. They were painted uniformly of a chocolate colour. In 1823 the number of cabriolets was greatly increased, and gigs and other vehicles began to be sub - stituted for them; and they became of all colours. Side-seats for the drivers were also universally adopted, an arrangement not existing in the Paris cabriolets.

Von Raumer thus describes our hackney-coaches and cabriolets :- " The coaches with two horses are exactly like ours, and have no peculiar character, as the one - horse cabriolets have. In Vienna there is nothing of the kind; and as to our droschkes, I need not describe their virtues or defects. In Naples there are small two-wheeled carriages, but quite open. The driver sits sideways, at the feet of the gentlemen or lady, and drives, leaning all the while to the right. In Paris, the driver sits in the cabriolet, by the side of the person he is driving. Here the latter sits alone in the carriage, and the driver has a very narrow seat on the right hand, stuck on the main body like a swallow's nest. "

The original cabriolets were very generally complained against as unsafe vehicles, and indeed they have an insecure look. The horses were generally worn-out broken down creatures: when a passenger hired a cabriolet, he was usually in a hurry to reach the quarter of the town to which he wished to be conveyed, and at all events it was the driver's interest to earn his fare as soon as he could. The poor horse, whipped to its utmost speed, frequently slipped, in spite of all the dri - ver's efforts to hold him up; and if he fell, the passenger might be shot out of the cabriolet on the street, like an arrow from a bow. Last year, an improve - ment intended to remedy this defect, was introduced; the body of the cabriolet is swung low, between a pair of high wheels, and the driver is perched on the top. A fresh improvement has recently been introduced: the cabriolet is converted into a snug little close-body coach, both on two and on four wheels, - the entrance of some from behind, as in the omnibus, and of others on the side. But these newly-improved cabriolets are not very numerous, though they are increasing in number: the old cabriolets still abound in the streets.

In 1826 the number of hackney-coaches and cabriolets in the metropolis was 1150, paying a duty of 2£. per lunar month for each, which produced, including fines, 29,392£. In 1827 and 1828 the number was exactly 1200; and in 1829 and 1830 (in the latter year omnibuses were introduced) the number was 1265, producing a yearly duty of 32,000£. By the Hackney-coach Act passed in 1831, the number was directed not to exceed 1200 until the beginning of 1833, but after that period licenses were to be granted without limitation as to number. The number of hackney-coaches and cabriolets at present licensed in the metropolis is 1707. It would be difficult to arrive at a proper idea of the number of persons who use them, or the amount of money earned by them daily. It is understood, however, that the proprietors require from a guinea to twenty-five shillings per day from the drivers.

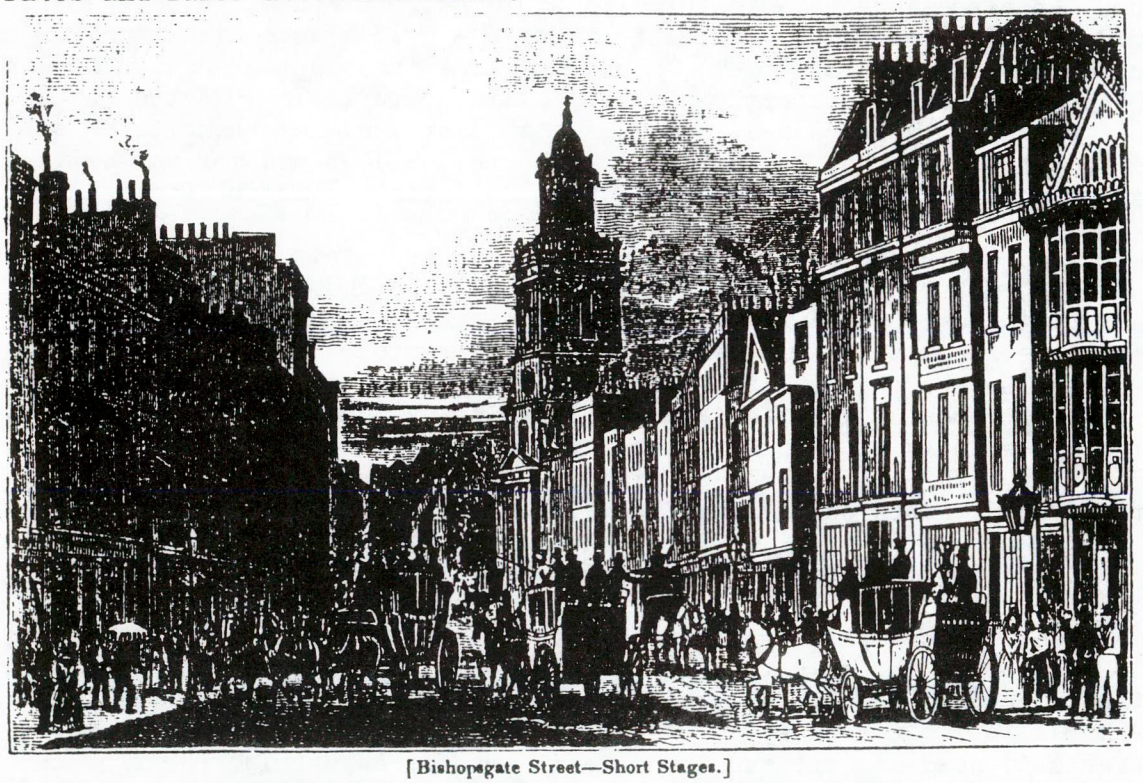
All vehicles, whether on two or more wheels, plying for passengers in any part of the metropolis, within five miles of the General Post Office, with the exception of those licensed as stage-coaches, are deemed hackney-carriages within the pro - visions of the Act of 1831.

Fares according to Distance - For every hackney-carriage drawn by two horses any distance not exceeding one mile, one shilling, and sixpence for every additional

half mile, or fractional part of half a mile.

Fares according to Time. - For every hackney-carriage drawn by two horses any time not exceeding half an hour, one shilling, and sixpence for every additional quarter of an hour, or fractional part thereof.

For every cabriolet, or other hackney-carriage drawn by one horse only, two-thirds of the rates and fares above mentioned.



[Bishopsgate Street—Short Stages.]

From the immense number of public vehicles of every description which throng the streets of London, it cannot but happen that complaints will arise, and that frequently these complaints are just. The conduct of drivers and others connected with stage-coaches and hackney-carriages, is far from being perfect. Public opinion is, however, operating on them; and really when we consider the temptations to drinking to which these men are exposed, under the varied changes of the atmosphere, - their defective education, which is wholly of an external kind, scarcely ever leading them to reflect, we cannot altogether wonder at their occasional deficiences in the proprieties of behaviour. Mr Alderman Mathew Wood has endeavoured, in each Session of Parliament during the last two or three years, to get a bill passed for the regulation of stage-coaches, omnibuses, hackney-carriages, and cabriolets in the metropolis. He has hitherto been unsuccessful. The objections made in Parliament to his bill were, that the existing law was sufficient for the purpose, and that many of the provisions of his bill were too stringent, calculated to abridge the comfort and enjoyment of the public in these useful machines, and to lay too heavy a burden on the drivers and others ministering to the pleasure and convenience of thousands, who, if they could not get a cheap drive, must otherwise walk. The following table, however, will show that some regulations are necessary : -

Number of complaints made in 1833 and 1834 in the different London police offices against drivers and proprietors of short stages, omnibuses, hackney-carriages, and cabriolets : -

	Hackney-Coaches and Cabs	Short Stages and Omnibuses.
Mansion House, before the Lord Mayor	22	23
At the Guildhall	201	437
Townhall, Southwark	9	6

A Looking-Glass For London....

	Hackney-Coaches and Cabs	Short Stages and Omnibuses.
Bow Street	993	598
Hatton Garden	62	12
Lambeth Street	57	94
Marylebone	183	113
Marlborough Street	222	101
Queen Square	87	23
Thomas Police Office	11	6
Union Hall	177	59
Worship Street	24	16
	2048	1488

Being at the rate of eighty-five complaints or prosecutions a month against the drivers or owners of hackney-carriages and cabriolets, and twenty-four against stage-coaches and omnibuses plying in or about the neighbourhood of London. In about two-thirds of the entire number of cases, the offending parties were prosecuted to conviction, and fined in sums varying from 1s. 3£., and in a few instances as high as 5£. The other cases of complaint were either not proved or abandoned. The general character of the offences is - insulting behaviour, overcharges, drunkenness, obstructing the street or road, furious driving, and racing with each other.

-o-o-o-o-o-o-o-o-o-