

IN THIS ISSUE.....

- * the notice on page 8 is by permission of Post Office Records.

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SHOOTERS HILL AND THE DOVER MAIL

An interim report by Peter Bathe

Although Brumell (1) lists a receiving house on Shooters Hill in 1794 and 1811, the first record I have so far unearthed of where exactly the receiving house was, and who was the receiver, is in a directory for 1827 (2) which lists one Alexander Henderson, postmaster, Shooters Hill, under the heading " Plumstead ", although no other RH is listed for Plumstead. Elsewhere in the directory, Henderson is listed as the publican of the Red Lion, Shooters Hill, which is in the south western corner of the parish of Plumstead and about $1\frac{1}{2}$ miles from Plumstead village.

Vincent (3) states that there was a tombstone in Plumstead Churchyard to Alexander Henderson, Shooters Hill, also dated 1827. Pigot's 1832 directory (4) gives Hannah Henderson (relationship to Alexander not yet ascertained) as both publican of the Red Lion and TP receiver.

In March 1835 (1,5) an arrangement was made at Shooters Hill to stop letters from the Dover Mail addressed to places short of London and it was probably at this time that Thomas Shelley (Shilley or Shelly), grocer, became receiver. He was listed as such in an 1838 directory (under Blackheath) (6), while Hannah Henderson remained landlady of the Red Lion until at least 1839 (&), although by 1842 (') a Miss Lam occupied the Red Lion.

Shelly was 55 at the time of the 1841 Census and both he and his wife, Mary, 50, were born outside the county of Kent - the Census is no more specific. He had no children living with him at the time of the Census.

The last record of Shelly as receiver was in a directory for 1855 (9) and in 1861, George Wood, grocer, was listed as receiver (10).

Shelley's post office, which was built probably at the time he became postmaster, but certainly by 1842 (8), still stands and was the Shooters Hill TSO until about 1972. The present TSO stands between the Red Lion (rebuilt 1902) and the main road.

The Dover Mail was one of the first 25 mail coach services to be set up between 1785 and 1791 and used the old Roman Road which ran over the crown of Shooters Hill. Copeland (11) reports that Kent's Original London Directory for 1815 listed the mail coaches leaving the city at that time; the coaches " set out every evening at half past seven...to Dover..."

The 1827 directory (2) says that at Woolwich mail from London arrived at 10.30 and 17.00 and was despatched at 9.00 and 16.00, while at Shooters Hill, mail arrived at 21.15 and was despatched at 8.00 and 15.00.

From these timings it would appear the mail for Shooters Hill came direct from London, probably by the Dover Mail on its outward evening journey (see below), while letters were despatched via Woolwich; the despatch times from Shooters Hill being just one hour in advance of those for Woolwich, which was by then a TP country sorting office.

In 1838 (6), after the practice of stopping letters on the inward Dover Mail had been introduced, details of deliveries at Woolwich show that " letters arrive from Dover and line of Road every morn 7; despatch even 7." Unfortunately, no details are given for Shooters Hill.

Shooters Hill and the Dover Mail, continued....

There are three other references to the Shooters Hill/Dover Mail link from other towns on the Woolwich TP ride in Robson's 1838 directory:

New Cross: " Foot post goes from Shooters Hill for Dover mail arrives 7 morn., leaves 6 even. "

Deptford: " Letters for Kent only, delivered morn.8, dispatched even 6. "

Greenwich: " A by post leaves Greenwich every even. $\frac{1}{2}$ p. 6 for France and line of road to Dover, &c. "

The directory also gives details of the arrangements at Dover:

" Letters from London arrive every morning at 5 and are despatched every night at $\frac{1}{4}$ before 10.

" Letters for Folkstone (sic), Sandgate, Hythe, Romney, Rye, Hastings and Brighton arrive (by mail-cart) every morning at a $\frac{1}{4}$ past 9 and are despatched every morning at $\frac{1}{4}$ past 5. Office hours : Opens in Summer at 7 in the morning; in Winter, at 8, and closes at 9 at night.

" Foreign Mails: To Calais (by steam packet) every Tuesday, Wednesday, Thursday, Friday and Saturday, and to Ostend every Wednesday and Saturday and arrive from Ostend same days. The French mails are brought by their own packets Sunday, Monday, Wednesday and Thursday. "

The timings of the ' local ' posts and the London mail suggest that connections were made, with the transference of bags from one mail to the other.

Pigot's 1839 directory (7) also mentions the Shooters Hill bye-post from Greenwich, Deptford and Woolwich:

Deptford: " A bag is also despatched to Shooter's Hill with letter for various parts of Kent, every evening (Sundays excepted) at six. "

Greenwich: " Letters for Dover &c are despatched every evening (Sunday excepted) at half past six and on Sunday at half past five."

Woolwich: " Letters for Dover and line of road are despatched every morning (sic) (Sunday excepted) at seven and on Sunday at six."

It is quite clear that ' morning ' is a mistake in the Woolwich section -- not only does it go against the timings for Deptford and Greenwich, but it also contradicts Robson's 1838 Directory.

Further it appears likely Robson made an error with the arrival time at New Cross (which came under Deptford). This is probably 8 o'clock (as at Deptford) and not 7 o'clock.

It is of interest to note both Brumell (1) and Jay (2) state the 1835 arrangement was for stopping mail FROM Dover, the directories of the period lay more emphasis on the bye-post facilities for sending mail TO Dover.

Indeed, if the coach from London stopped at Shooters Hill to drop a bag in 1827, the facility for sending mail to Dover from Shooters Hill may have been in operation before the 1835 arrangement to stop incoming mail.

By 1842 (12) there were two mails a day in each direction on the Dover road, the Morning Mails which left London at 9.15 and Dover at 8.30, reaching Dover at 16.53 and London at 16.08, and the Evening Mails which left London at 20.00 and Dover at 21.30. The coach from London reached Dover at 4.57 (or 5.07, the directory contradicts itself) while the Dover coach arrived in London at 5.47.

Shooters Hill and the Dover Mail, continued....

The Morning Mail ran from the Golden Cross, Charing Cross and the Spread Eagle in Gracechurch Street, while the Evening Mail went from the Golden Cross and Swan with Two Necks, Lad Lane.

Kelly's directory for 1842 (12) lists the times for the Morning Mails at Welling, Dartford, Rochester, Sittingbourne and Canterbury, but omits a time for Welling on the Evening Mails. From these times, it has been possible to calculate approximate times at Shooters Hill for each Mail :

Times at Shooters Hill:-

<u>Morning Mails</u>		<u>Evening Mails</u>	
<u>From London</u>	<u>From Dover</u>	<u>From London</u>	<u>From Dover</u>
10.25	14.58	21.20	4.35

It is doubtful if the Morning Mails were used for the Shooters Hill bye-post, but as yet I have not discovered a source of suburban London directories to cover the period between 1838 and 1847 (by which time the mail coach run to Dover had ceased), in order to ascertain if two mails were despatched each day from Woolwich to Dover.

The time of arrival at Shooters Hill of the Evening Mail from London in 1842 matches the time of delivery of the London mail in 1827. The Evening Mail from Dover left that place 15 minutes later in 1838 than in 1842 and so would have reached Shooters Hill at 4.50 in the morning.

With the coming of the railways, the mail coaches were phased out. The South Eastern Railway's line to the coast was opened in stages over the period 1842 to 1843 and was through to Dover by 7 February 1844 (13). Kelly's 1844 directory (14) continued to list the Dover Mail by coach, but the 1846 edition (15) gives details of the London & Dover Railway Mails. These left London at 20.30, arriving in Dover at 00.15 and left Dover at 1.30, arriving in London at 5.00. The Dover day mails left London at 10.00.

Bagshaw's directory of 1847 (16) states that the London despatch from Woolwich was at 9.00, 12.45, 15.45 and 20.00 and " to various parts of Kent and Sussex " at 18.45. While this last time might have been a reference to the old Shooters Hill link with the Dover Mail and the connection at Dover with the mail-cart along the coast to Brighton, it is probable that by this time the mail was railway borne, from Greenwich to London Bridge and then out again by the various lines operating from that station -- the South Eastern Railway and the London, Brighton & South Coast Railway. The mail was first carried to Brighton by rail in 1841 (11). The use of the Greenwich Railway for carrying mail dated back to the beginnings of that line.

Thomas (17) states : " The first mails to travel by train from London were carried by the Greenwich Railway and within a month of its opening a contract was entered into between the company and the GPO for the conveyance of ' an additional Post Office bag '. Unfortunately, Thomas does not say which opening -- the London to Deptford stretch on 14 December 1836, or the completed line to Greenwich on 24th December, 1838. He goes on:

" There was also under consideration a plan for sending the French mails from Greenwich,... ' by powerful steam boats every evening at 9 p.m. '. They would have reached Boulogne at 7 a.m. the next morning, and have been delivered in Paris thirty hours after leaving Greenwich. In June 1839 the Company '...agreed to take three bags per day at £60 a year for the Twopenny Post Office...' ".

It is doubtful if the French mails ever travelled by water from Greenwich and as the payment was to the Twopenny Post and not to the General Post, the additional three bags were probably for local mail.

Shooters Hill and the Dover Mail, continued.....

The S.E.R.'s North Kent line through Blackheath to Woolwich was opened in 1849 and a locally published directory for 1850 (18) says letters to London were despatched at 9.00, 12.45, 16.15 and 20.00 and letters for " the principle (sic) towns in Kent, Surrey and Sussex including the towns on the line of the South East and South Coast Railway can be posted at the chief office only till 20 minutes before 7 ". There was, however, no South East and South Coast Railway per se.

The railway line from Greenwich to Charlton, linking up with the North Kent Line through to Woolwich, was not completed until 1878 (13).

The use of the railways brought to an end the Shooters Hill bye post for the Dover Mail, an arrangement which probably lasted only 10 years. It is not until 1855 (9) details for postal arrangements for Shooters Hill are given: " Letters arrive through Woolwich " at 8.00, 11.00 and 19.00, despatched 8.00, 15.15 and 20.00 .

The times for Woolwich itself are: arrival at 7.00, 10.00, 14.00 and 18.00 and despatch: 9.00, 12.45, 16.15 and 20.00 and " for some parts of Kent " 18.40 .

Again there is the one hour difference between Woolwich and Shooters Hill for all connecting posts (except the final evening despatch) as in 1827. The final despatch time is probably the office closing time.

At Woolwich the four despatches and four deliveries of letters to and from London - together with the separate early evening despatch for Kent and Sussex - continued until at least 1861 (10).

The London deliveries and despatches remained virtually unchanged at least until 1874 (19) and although the separate collection for Kent was not mentioned in any directories after 1861, a special despatch ' for the night mails ' is recorded in directories from 1864 to 1870 as : " An extra post leaves Green's End and Royal Artillery post offices at 4.30 and the Church Street post office at 4.45 every afternoon in order to catch the night mails, but all such letters sent by this despatch must bear an extra stamp. "

The Church Street office was by then the head office for Woolwich and the mails would have travelled from Woolwich Dockyard station, which was quite close to the Church Street office. When the sub-district office was established in Green's End in 1874, the mail would travel via Woolwich Arsenal station.

When the barred oval obliterations were introduced in 1844, Shooters Hill, which was classed as a post town (1), was issued with number 771 in the Provincial series, although Woolwich had a London District Post series number 21. In 1873, however, Shooters Hill, by then dependant on Woolwich, was issued number 73 in the London District series. When the Woolwich Postal District was formed in April 1875 (3), Provincial series obliterations were issued to all the dependant offices, including Shooters Hill, which was given number 385 (20).

I would be most interested to hear of any Shooters Hill material members may have in their collections, or have recorded at some time and particularly any which appears to have used the bye-post for the Dover Mail.

references:

- | | |
|----------------|--|
| 1 G. Brumell | The Local Posts of London 1680-1840 (1938) |
| 2 Pigot | National London & Provincial Directory, 1827 |
| 3 W.T. Vincent | Records of Woolwich & District, c.1890 |
| 4 Pigot | London Directory, 1832 |
| 5 Barrie Jay | LPHG Notebook No.6 |
| 6 Robson | Commercial Directory of London and the Six Home Counties for 1838 |
| 7 Pigot | Directory of Kent 1839 |
| 8 | Schedule to the Plumstead Tithe Map, 1842 |
| 9 Kelly | Post Office Directory of Kent, 1855 |
| 10 Jackson | Useful Domestic Almanack & Woolwich, Charlton and Plumstead Directory, 1861. |

(continued at foot of next page)

THE TWOPENNY POST SHIP LETTER CARRIER, by Peter A Forrestier Smith

Readers may recall some time since Notebook featured a curious mark TP/S and sought explanations. Without being dogmatic it is safe to restate that the weight of evidence thus far suggests ' Twopenny Post Ship ' (Letter) is the answer, though to be quite fair, a Scotsman might prefer ' not proven '.

Whilst ploughing a dusty furrow at the Post Office Records, a series of letters came to light which strengthen my belief in the attribution, for that there was at least two paid and officially recognised Twopenny Postman charged with collection and delivery of letters to ships at Woolwich is clearly established.

All letter references are to PMG Reports.

Volume 31 p.71 No.18 of 1813:

(Johnson to Freeling)

Two py Post Office
Jany 13th 1813

Sir

At Woolwich there is no person employed by this Office to deliver the letters on board the Ships lying there, but they are transferred by the Principal Letter Carrier to the Receiver at the Sorting Office to be delivered by him when called for, and in consequence of which some lie there a considerable time before they are delivered, and many, being never called for, are returned to Town as Dead Letters and by which there is a great loss to the Revenue. I have repeatedly endeavoured to find some Waterman to undertake this service but could never meet with but one that would try it and this man shortly resigned. There is however now a man who has applied to do it and he appears to be a very proper person. He is Coxswain to Commissioner Cunningham who is about to remove from Greenwich to a house preparing for him next to the Dock Gates at Woolwich, and the man informs me that he has the Commissioners permission to offer himself for the situation of Ship Letter Carrier at that place. He adds that he is always disengaged at the time when he would be required to go off with the letters. At Deptford we employ a Waterman who is paid for the use of his Boat One Pound 9 shills pr week and is besides allowed to take a fee of one penny for every letter he delivers and receives on board. This man goes off two or three times a day, and in his way from the Sorting Office delivers without any fee, all the letters for the Dock Yard, which is a very useful service. At Woolwich one delivery a day to the Shipping will be sufficient, and this would be a very important and beneficial arrangement. I therefore humbly recommend it to their Lordships the Post Master General, and that the person above alluded to, whose names James Land, be allowed Ten shillings pr week and to take a fee of one penny for each letter he delivers or receives on board the Ships lying off Woolwich. This, as near as I can

Shooters Hill and the Dover Mail, references continued....

- | | |
|-------------------|---|
| 11 John Copeland | Roads & Their Traffic 1750 - 1850 (1968) |
| 12 Kelly | Post Office Directory of London, 1842 |
| 13 H.P. White | A Regional History of the Railways of Great Britain,
Vol. 3, Greater London (1963) |
| 14 Kelly | Post Office Directory of London, 1844 |
| 15 Kelly | Post Office Directory of London, 1846 |
| 16 Samuel Bagshaw | History, Gazetteer & Directory of the County of Kent,
1837 |
| 17 R.H.G. Thomas | London's First Railway, The London & Greenwich
Railway (1972) |
| 18 Edward Jones | Woolwich & New Charlton Directory, 1850 |
| 19 Kelly | Post Office Directory of London, 1874 |
| 20 H.C. Westley | The Postal Cancellations of London 1840 - 1890 |

The Twopenny Post Ship Letter Carrier, continued....

judge, may produce One Pound five shillings pr week, making with the allowance of Ten shillings from this office One Pound Fifteen Shillings pr week, which is to pay him for his labor and the use of his Boat and to insure a regular daily delivery of the Woolwich Ship Letters.

I am Sir,
Your Obedient Servant
E Johnson Comptroller

Woolwich Dock Yard
18th January 1813

Sir

In reply to your Letter of the 14th instant. I beg to acquaint you that I have no objection to James Land, my Coxswain, being employed to deliver Letters on Board Ships at this port, for the accommodation of the Twopenny Post Office; as he can perform that service without interfering with his duty in the Dock Yard.

I am
Sir
Your most humble Servant
C. Cunningham

Fras Freeling Esq
Secretary
General Post Office

General Post Office
20 January 1813

(to PMGs)

My Lords

I have the honor to inclose a Report from the Comptroller of the Twopenny Post recommending that 10s/- pr week be allowed to James Land Coxswain to Commissioner Cunningham for undertaking a Delivery of Twopenny Post Letters once a day on board the Shipping at Woolwich, Land being also permitted to take a fee of one penny pr letter above the postage.

There can be no doubt of the utility to the Revenue, and the Public of such a delivery, because we have had experience of a similar one at Greenwich, and it would have been recommended to your Lordships before if the Comptroller could have found a person to undertake the service. I thought it however right to know distinctly that Commissioner Cunningham would approve of his Coxswain being so employed and I enclose a letter from him by which it appears he has no objection, as Land can perform the service without interfering with his duty in the Dock Yard. I presume therefore your Lordships will approve his appointment for one year experimentally -

All of which is humbly submitted by F. Freeling

Vol.31 p. 483 No. 141 of 1814

(to Freeling)

Twopenny Post Office
April 6th 1814

Sir

Last February was a twelvemonth we engaged a Waterman to deliver the letters on board Ships at Woolwich: previous to which we never could get them delivered with regularity. They were left at a Receiving House for the chance of being called for and whilst lying there the vessels were paid off, the persons they were for left Woolwich, and

The Twopenny Post Ship Letter Carrier, continued.....

their address not being known they lost their letters and the office the postage upon them. The present Waterman has delivered them with great regularity, and the frequent enquiries and complaints respecting such letters ceased when he commenced this duty. As soon as a vessel arrives at, or near, Woolwich he goes on board and leaves with an Officer some of the enclosed printed notes, when such persons as expect that letters may come for them after their departure give him their new address and he redirects and forwards their letters.



IN Order to prevent Disappointment and Inconvenience
to Officers, and Others, for whom Letters may come directed
on board of Ship after the Vessel has been Paid off, or Sailed,
the Ship Letter Carrier, employed by the Postmaster-General,
will receive from them, if it be their Pleasure, Directions where
to send their Letters, and forward them accordingly.

This Waterman, who is a very steady and intelligent man, has taken the oath of Office and given the usual security of £50, as a Letter Carrier. He has been allowed for his Services and the use of his Boat, Ten Shillings pr Week and to take a fee of one penny on every letter he delivers on board. He has however now applied to me stating that this duty if properly performed is full employment for anyone person and that he should wish to continue it if it be made worth his while, but otherwise he cannot, as he could earn considerably more pr week than his present allowances by his business as a Waterman.

Some years since, the like regulation was adopted at Deptford in consequence of the frequent complaints of the delay and loss of letters from thence, and which that regulation effectually stopped. It was however found necessary to put the Waterman upon the footing of a Principal Letter Carrier, and he was accordingly allowed £1.3.0 pr week wages. I have referred to the Accounts of the Deptford and Woolwich Ship Letter Carriers charges and find they are about equal in amount.

For these reasons, and as the prompt and certain delivery of Letters on board of Ships at Woolwich is a very desirable object, I beg to recommend that the present regulation be continued, and that the person who performs this service be allowed for his labour and the use of his Boat, one pound three shillings pr week, as a Principal Letter Carrier.

Upon refering to the number of Dead Ship-Letters sent up from Woolwich, I find that

The Twopenny Post Ship Letter Carrier, continued.....

for the year of the experiment it was 234 less than that of the preceding year, being reduced from 537 to 303. In the last month there were only 8 Dead Letters.

I am Sir &c &c

(Freeling to Johnson: copy)

General Post Office
7 April 1814

Sir

I have rec^d yr report proposing that the wages of the Waterman employed to deliver letters on board ship at Woolwich, be advanced from 10s/- to £1-3s/- per week.

I really cannot venture to recommend an increase of 120 p cent to the Allowce particularly in the absence of any account of the produce of the pence taken by the Waterman, which it appears to be your intention that he should continue to receive.

Altho' in the Season now approaching a Waterman's gains may be less, they are little in winter, and any allowance made by this Office sho^d be with a view to its permanency.

I am &c &c.

(Johnson to Freeling)

Twopenny Post Office
April 14 1814

Sir

The proposed increase of Allowance to the Ship Letter Carrier at Woolwich is large in comparison with the present Wages, but that is owing to the latter being so extremely small and so very inadequate to the duty and the time which it takes to perform it.

Watermens gains certainly vary, and it is on that account we have never been able to get anyone to undertake this service for a constancy. It was only at their leisure, or when they had a fare to go off with, that they would take the letters on board, and then they always charged the price of a fare for every letter, in addition to the postage. It is with the view to a permanent arrangement and that no more than one extra penny pr letter should be charged by the Waterman that I have proposed the Wages in question. For many of the Letters which the Waterman takes on board he receives fresh directions and consequently no fee: but the amount of the fee upon those which he does deliver is about one pound pr week.

Upon referring to my Report of the 6th inst I find I have not stated the whole of the duty that is performed by the Ship Letter Carrier I have omitted to mention one part which was allotted to him some months since, and which forms a material portion of it, namely the delivery of the letters three times a day in the Dockyard. In consequence of the vast increase of inhabitants in Woolwich the duty of the Letter Carriers there has become so heavy that it was necessary to give them some relief. With the view therefore to avoid the expense of an additional Letter Carrier if possible, I allotted the Dockyard delivery to the Waterman, and he has since performed that service three times a day. By this arrangement the Letters for the Commissioner and the Officers of the Yard, amny of which are probably in the Public Service, are delivered much earlier than formerly, as the Waterman begins there and serves the Yard before he goes on board. On the Dockyard letters he receives no fee.

I have been to Woolwich to ascertain whether the Waterman could continue to do this duty, and I find he can. By this means the whole of the Delivery at Woolwich, both on shore and on board, will be amply provided, and I have no doubt properly performed.

I therefore humbly repeat my recommendation of the Allowance to the Ship Letter-carrier proposed in my former report and beg to submit that it take place from the 6th February last, at which date the year of the experiment was completed.

I am Sir &c &c

The Twopenny Post Ship Letter Carrier, continued.....

(Freeling to Johnson)

General Post Office
15 April 1814

Sir

I have your explanatory Report of the 14th, but I still have great Doubts upon the Principle of the arrangements you propose for the Woolwich Waterman. The matter must wait for a personal discussion with the Postm General and any retrospective additional Allowance will I think be out of the question.

Your second report explains that a great additional duty, not mentioned in the first, namely a delivery 3 times daily in the Dockyard is performed by the Waterman; surely t then I have great reason to hesitate on the proposed advance when the statement was deficient in so material a point.

I am &c &c

(Johnson to Freeling)

(Editor's Note: This appears to be largely a repeat of Johnson's letter dated the 14th. April and no doubt adds point to the tone of Freeling's reply on the 18th.)

Twopenny Post Office
April 16 1814

Sir

After the great difficulties to get the Letters delivered on board of Ships at Woolwich which had been experienced for so many years I considered that it would be better to give the proposed Wages to insure a regular delivery on board, independent of any other service, than to suffer that duty to remain totally neglected or so badly performed as it had been. When I wrote my first Report I should have alluded to the Dock Yard arrangement although it formed no part of the service for which the man was paid, but which was undertaken by him merely a an experiment, and it is since I wrote that Report that I have ascertained it can be made a part of his duty. Being now certain that this arrangement can be continued and that it will answer every purpose, I feel it my duty again to repeat my former recommendation and that the advance of Wages be retrospective as the Dock Yard delivery has been performed by the Waterman several months and it is an additional duty to that for which he was at first engaged. I am at the same time persuaded that the advantage to the revenue from this regulation will fully justify the Expense.

I am Sir &c &c

(Freeling to Johnson)

General Post Office
18 April 1814

Sir

I have received your third letter on the case of the Woolwich Waterman & Letter Carrier- I lose no time in acquainting you that I shall not be able to reconcile it with my Duty to recommend any retrospective increase to that person's Allowances - The whole shall be laid before the Postmr Genl the first opportunity but my opinion on that point remains the same.

I am &c &c

(Johnson to Freeling)

Two Py Post Office
April 19 1814

Sir

I flatter myself that you will pardon me for urging in reply to your letter of yesterday

The Twopenny Post Ship Letter Carrier, continued.....

the justness of the measure I recommend as to the retrospect allowance to the Waterman. I beg to observe that the whole of the duty that is now required of him he performed during a great part of the year of experiment. From the expiration of that year he is therefore as much entitled to it as at present, and the allowance proposed for the service performed is not more than is paid for the same quantity and kind of service in other parts. There are very few Watermen to be found who are proper people to be employed in this duty; I should therefore regret to lose this man who is so able and trusty, but is desirous of an early decision on this subject, and I should greatly lament the necessity of leaving it again to chance and uncertainty and all the evils which I have so long been anxious to remove.

I am Sit &c &c

(Freeling to PMGs)

General Post Office,
29 June 1814

My Lord

I must request your Lordship's perusal of the enclosed correspondence with the Comptroller of the Two Penny Post on a Proposition of his that the Woolwich Waterman or Ship & Dock Yard Letter Carrier shall have his Allowance of 10s/- per Week advanced to £1.3.0 and that the increase should bear date from 6th Feb: last.

Besides the 10s/- per Week the Waterman takes a penny on each letter he delivers which amounts to about £1 per week. His annual receipt is therefore £78. With the addition of 13s/- per Week proposed it would be £111.16.0 per an:- It is true he employs his Boat, an article now of very considerable expense, but he is not precluded from exercising his ordinary occupation of Waterman at Woolwich.

I have not been able to make up my mind to join in recommending your Lordship to consent to so great an advance, and as the whole case is stated in the Correspondence, your Lordship will be pleased to decide upon it.

All which &c &c

There are none of the often seen comments on any of the papers by the PMG, but one is signed Chichester, which could mean the increase was authorised. However, in 1817 when Europe was again at peace, conditions had altered in Woolwich.

Vol. 32 p 488 Number 77

(Johnson to Freeling)

Two py Post Office
April 4 1817

Sir

In consequence of the Anchorage at Woolwich having become obstructed by an accumulation of gravel, the Ships have been sent from thence to Deptford and Sheerness whilst the harbour is clearing. For this reason there are now very few Ship letters for that place, and there is not sufficient employment for a Ship Letter Carrier. I therefore beg to recommend that his Office be discontinued, until a return of Vessels and a Ship Letter correspondence adequate to the expense it may be found proper to revive it.

I am Sir &c &c

p.s. The Ship Letter Carriers wage is Ten Shillings pr week which during the discontinuance of his services will be saved to the Revenue.

The Twopenny Post Ship Letter Carrier, continued.....

(Freeling to PMGs)

General Post Office

April 1817

My Lords

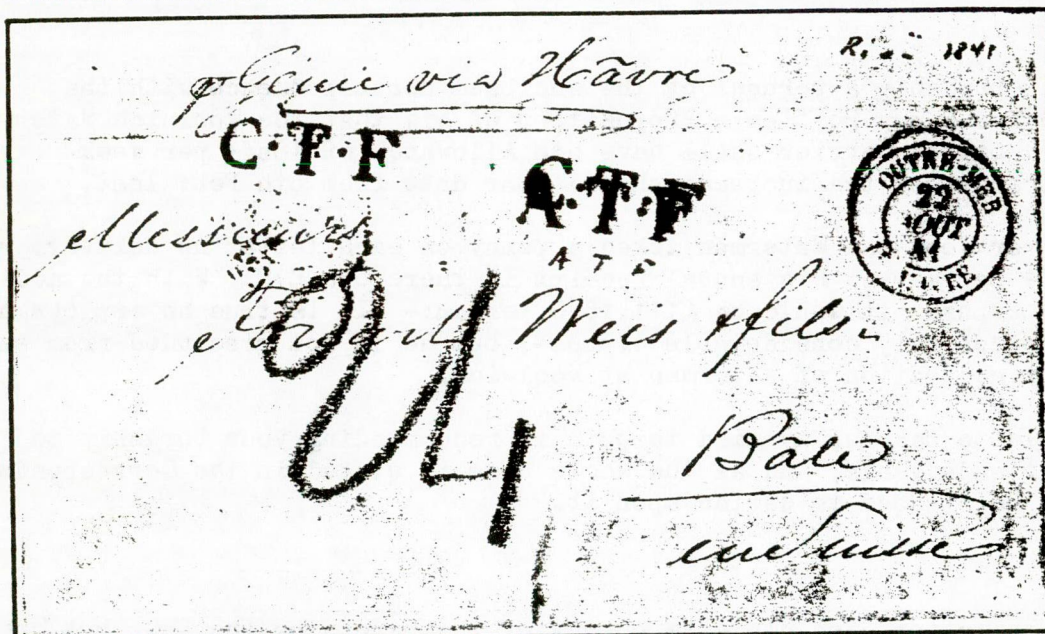
For the Reasons assigned by the Comptroller in the inclosed Report, I presume your Lordships will think it unnescessary to continue the Ship Letter Carrier at Woolwich, whose Wages of 10s/- per week may therefore be saved.

All which &c &c

-O-O-O-O-O-O-O-O-O-O-O-

A FOREIGN OFFICE QUERY, a response from Dr Wyttenbach

The cover illustrated below carries the A.T.F. cancelled by A.T.F. and the C.T.F.



then re-applied. This gives point to the explanation of the handstamp query by Alf Kirk on page 6 of Notebook No.26

This cover is from Rio de Janeiro to Basle; a wrongly applied A.T.F. (Angleterre Transit Francais) stamp is cancelled by the C.T.F. (Colonies Transit Francais) and this stamp then applied again to make the message quite clear.

-O-O-O-O-O-O-O-O-O-O-O-

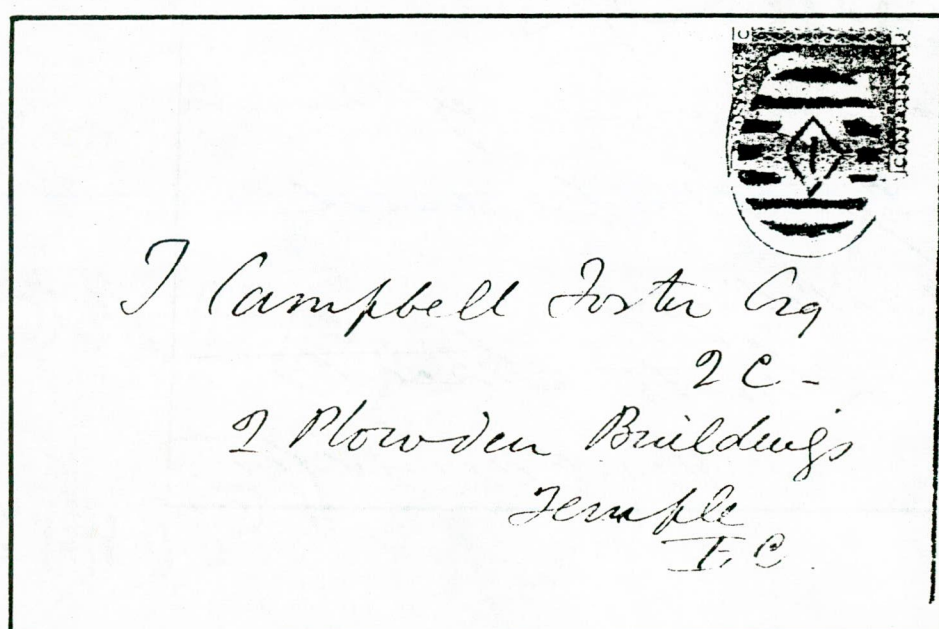
PAGE SIZES.....

Although most who have commented on the size of paper to be employed in the production of the London Postal History encyclopaedia - and as that word has been used more than once already for such publications, we need a replacement - favor the A4 for a variety of reasons. A5 is preferred only for its ' library size '. In short then, we shall settle on A4. There will be two bindings on offer. The first will be a standard four hole punching to fit into a file, the second plastic ring binding. The first has the advantage of total flexibility and ease up updating with the supplements and replacements that will be issued from time to time plus that it will be offered at about 50pence less than the plastic bound version.

Should there be a requirement from members to provide the necessary four ring files these will be available.

AN INLAND BRANCH RARITY

It is a delight to find the unexplained and/or unrecorded item turning up from time to time and one such was recently sent in by Dr. Wyttenbach. To say it was unknown to the Editor is not correct, since his attention was drawn to a very similar - or even the same - stamp last year at the Cafe Royal Showpex. However, due to a pressing need to actually pay for the item without the necessary to complete the transaction a note only resulted. It is with much pleasure, therefore, we print a copy of this



item and can describe it best in Dr. Wyttenbach's own phrases.

" A London local cover; an upright oval with 5 thick horizontal bars surrounding a small diamond with number " 1 ". The oval has an outer frame line. This single stamp is of very fresh appearance. The envelope and the letter sheet bear the seal " House of Commons ". From the backstamps it could be concluded that this mark was struck at the London Inland Branch Office. The letter was probably written by a member of the House of Commons. Used on 23 June 1876. Neither Dubus or Alcock give an explanation of this stamp. "

Can a reader assist in identifying any link with Parliamentary use; are there others in Inland Branch collections ? In short, it surely cannot be the sole survivor, or is it ?

TWO PUBLICATIONS.....the attention of readers is drawn to the enclosed notices on one recent and one proposed publication.

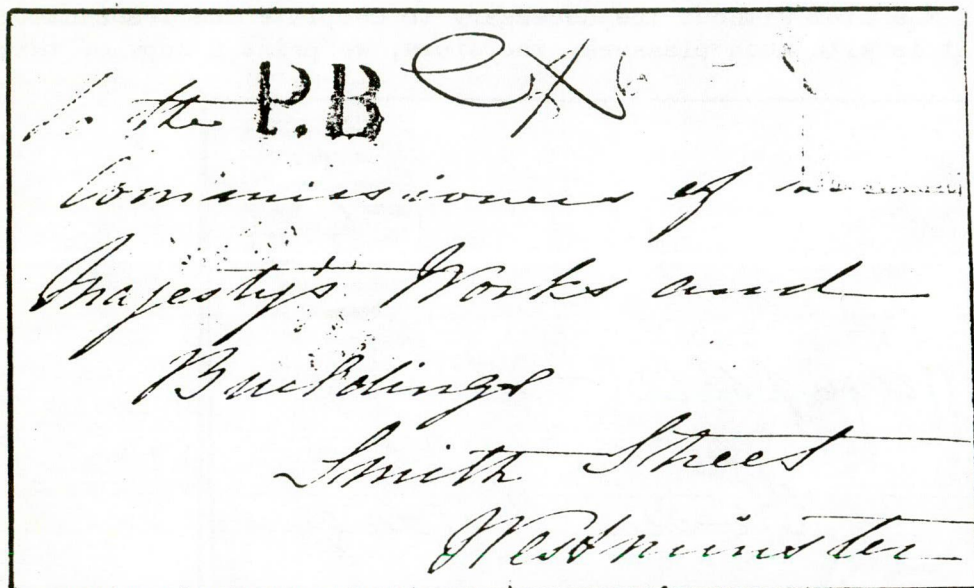
" Herewith My Frank..." by Jim Lovegrove is a must for anyone who collects postal history, even if franked covers are not a primary interest. Packed with information, not the least being a detailed enquired into that " 0 " frank, at £3.95 plus 50p. postage and packing it should not be missed. For those in London, Harris Publications carry a small (due to sales) stock.

POST OFFICE ACTS 1838...The Editor was fortunate in picking up an original of this very recently and has seen them offered at well over £50. For those who like to add a little ' history ' to our collecting, these collection at the full price is a life time investment for pleasure in research; at the introductory price it is a bargain.

In a few years time would be purchasers will pay many times the current price.

OFFICE INITIAL STAMPS OF THE LONDON DISTRICT POST

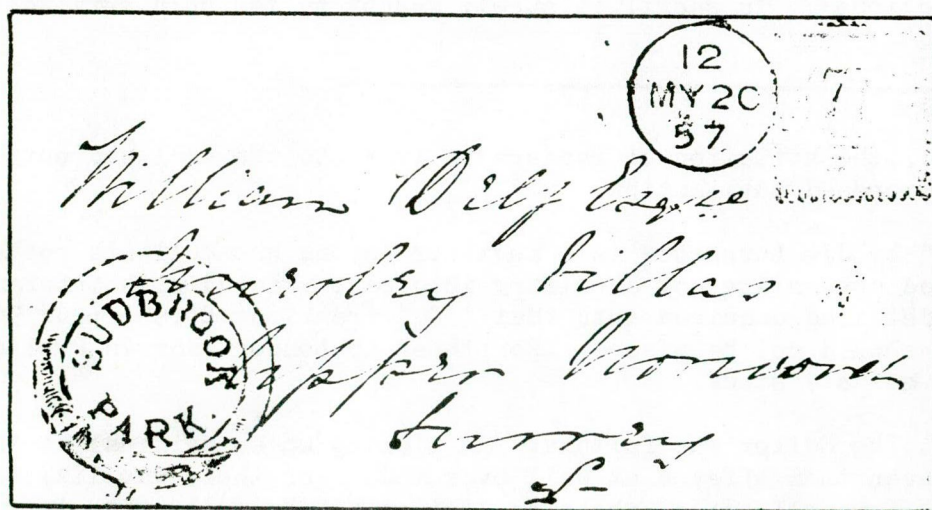
It is not too frequently that one comes across a fine example of these stamps, but such is the case with one of our members, P.J. Elkin.



This example of the Pimlico Branch is on a cover backstamped Upper Baker St (in blue) and is dated November 2nd 1852. Although this is not the earliest recorded, the dates running 30.7.1852 to 17.12.1853, it is early. How it found its way to Pimlico from Baker Street to Smith Street cannot now be known, but at least the Post Office were concerned to explain the delay. Can anyone offer suggestions as to any postal significance to the deleted 5 and 6 alongside at the top ?

A PRIVATE CACHET ?? from P.J. Elkin

Sudbrook Park was the seat of the Duke of Argyll and since the envelope carries on



the reverse the Petersham TP in blue (unframed step type) it most likely is a private cachet. Any evidence to the contrary would be MOST welcome!!

FORCES MAIL IN LONDON

The London double ring date stamp is one which, as you are aware, holds nothing new for the researcher, or does it?

One of the Forces Postal History members has propounded a most interesting query for London collectors to sort out and at the same time make some discoveries for themselves.

The proposition is quite simply that a group of these stamps were used exclusively on Naval mail. There are two 'sets' of numbers, 170 to 179 and 207, 208 with 209 as a possible.

The earliest group start well before World War I, this illustrated with a card from HMS Proserpine in the East Indies, addressed to England, the two adhesives cancelled with a double strike of 174 dated JA 19 / 12. These continue to the post war period. The second group starts with a Field Service Post Card (and that in itself is not too common for Naval mail) cancelled with a number 207 on 3rd November 1914; these carry through to 1935 or later.

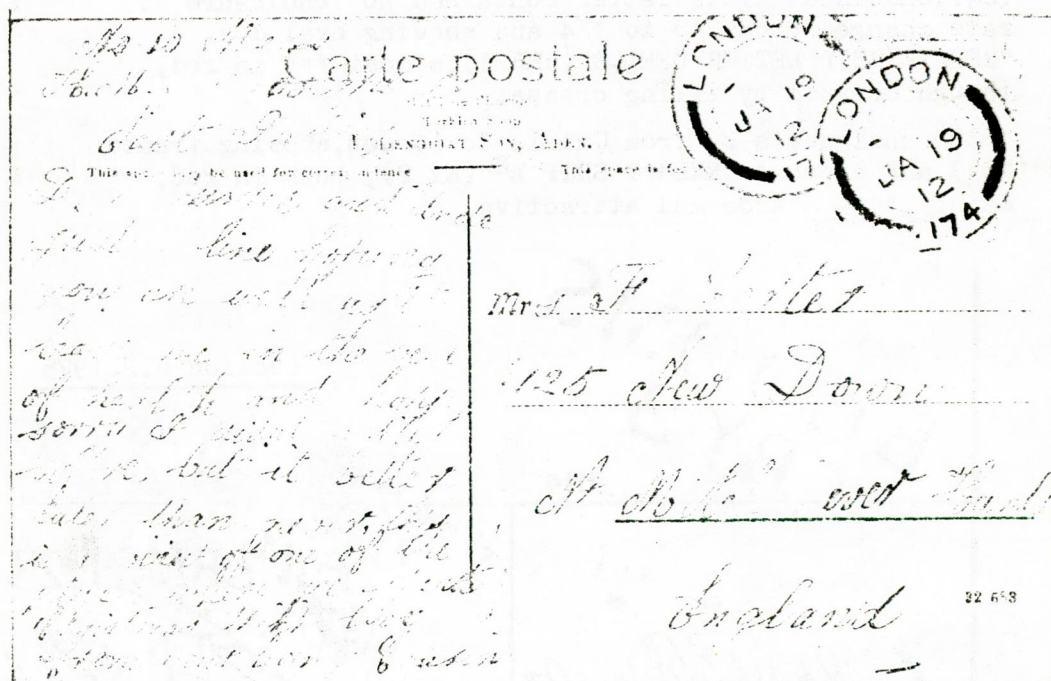
There is no record of these numbered stamps appearing other than on Naval mail.

A further handstamp peculiar to Naval mail is the single ring rubber stamps for use on small packets. It is thought code letters M and, possibly, V were for this use.

(The V is noted by the Editor on a card from Italy dated in London 5th October 1917 with a London address given by the writer as No6 Wing RNAS; this confirms the use of V in connection with Naval mail.)

NAVAL MAIL

LONDON / 174



HMS PROSERPINE

JAN 1912

WHAT THE AUCTIONS TELL

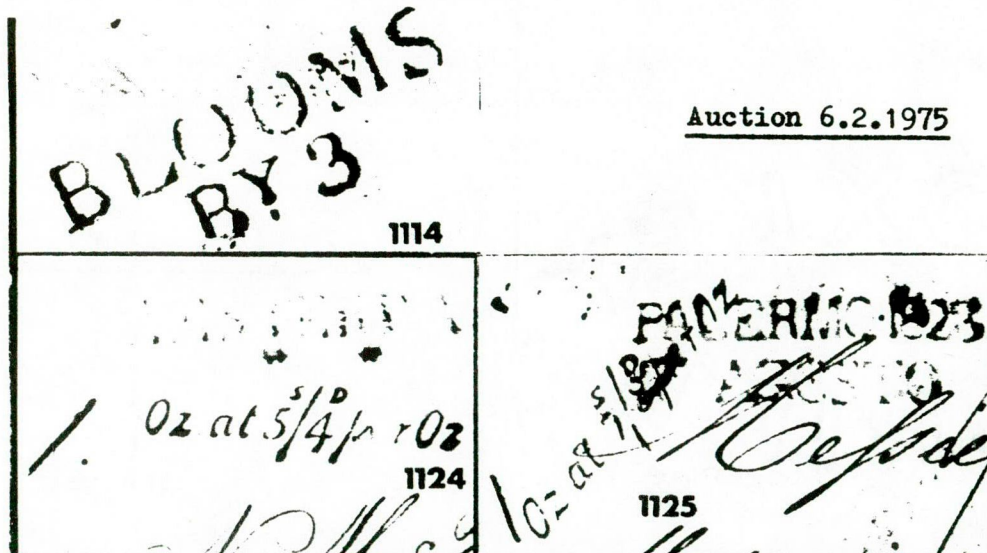
Those attending the various ' markets ' in London this year may have been struck by some of the marked price changes, usually to the benefit of those who already have all the material they want (if such a person exists!!). As we have not published realisations for some time, a selection from 1975, just to remind us of ' the good old days '.

All are Robson Lowe Auctions.

<u>6.2.1975</u>	<u>Description</u>	<u>Realisation</u>
1209:	1794 E. to Rothsay showing "LONDON/SHIP-LRE"(S5) * to ***	unsold Val£25
1114:	1797 E to Westminster showing large "BLOOMS/BY 3" mainly *** and, on the reverse, time stamp (W177) in red	£ 75
1123:	1818 E. from Nieuburg and 1830 E.L. from Stettin, both with filing creases ex. the "Huth" correspondence showing "Oz at 6/8 per Oz" unframed and framed respectively, mainly ***	£ 21
1124:	1819 E. to London with red "AMSTERDAM" and unframed "Oz at 5/4 per Oz" almost ***	£ 31
1125	1823 E.L. from Palermo to London showing "Oz at 7s/8d/per Oz" preceded by manuscript "1" with various transit h.s. including "L.F." (in red), "A.T." and "PALERMO-1823/7 AGOSTO" d.s. (in red), mostly ** to ***	£ 23

15.4.1975

1162	1810 E. from Amsterdam (?) to London showing the scarce "SHIP/LETTER" c.d.s.(S16) mainly ***	unsold valuation £100
1164	1814 E.L.(creased) from Burwalla, India, to Scotland showing the rare three line framed d.s. "LONDON/SHIP LETTER" (S32) in red, * to *** though crossed by light filing crease	unsold valuation £120
1173	1839 E.L. from Berbice to London with "MARGATE/SHIP LRE" (S4), endorsed " This letter contained no enclosure ", rate changed from 2/8 to 1/4 and showing oval d.s. "REBATE/SHIP LETTER OFFICE" (REB 1), almost *** in red, though crossed by filing crease.	£190
1179	1849 consignee's E. from Calais to London, showing framed "MB" (MB1) and crowned "EXEMPT SHIP LR" (Ex 2), both in red, mainly ***. Scarce and attractive.	£ 80



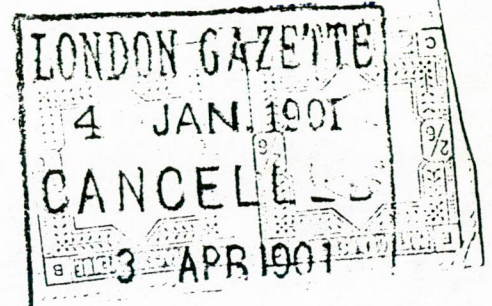
THE LONDON GAZETTE, a query from P.J. Elkin

Just what is this cancellation ?

I have examples on most of the Q.V. Jubilee issue but all on pieces, similar to that shown on the right, starting at 10d.

The details are:

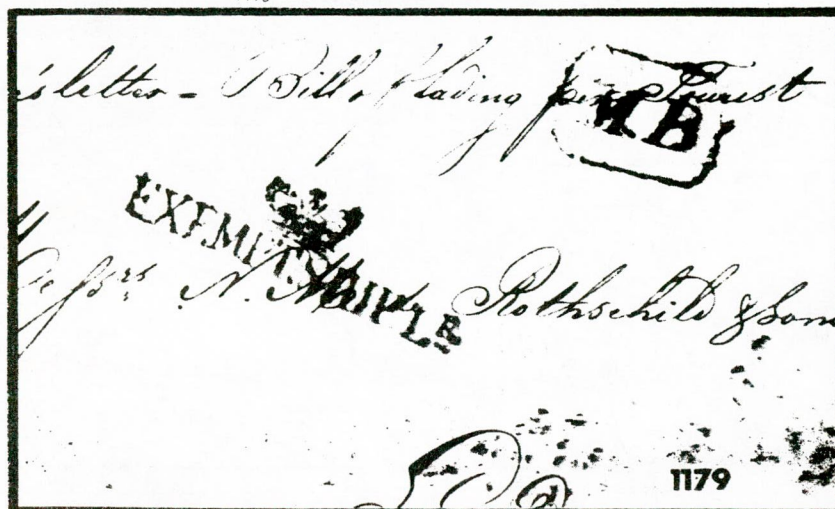
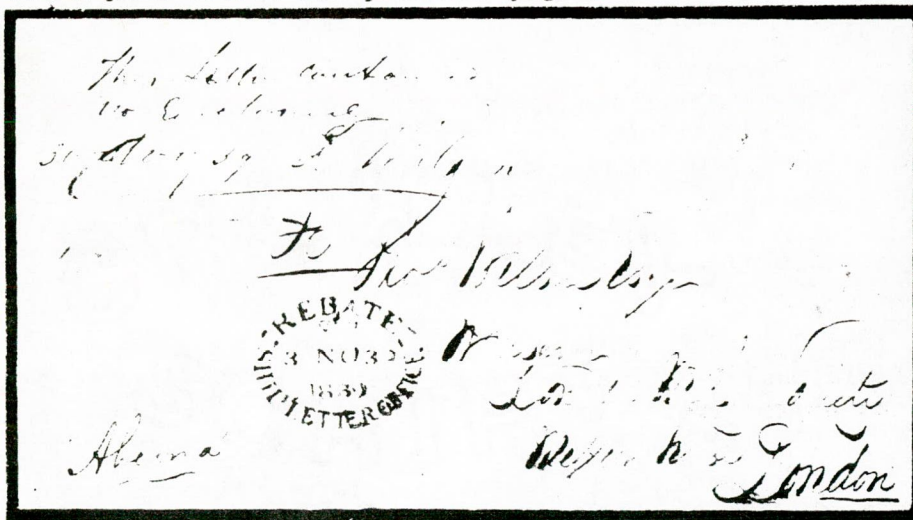
Pair 10d. (SG 210)	6 Apr 1901 (first date)
	5 Sep 1901 (second date)
Pair 1/- (SG 211)	6 Apr 1901 - 5 Sep 1901
Pair 1/- (SG 214)	4 Jan 1901 - 3 Apr 1901
Pair 2/6 (SG 178)	4 Jan 1901 (illustrated)
Single 5/- (SG 180)	4 Jan 1901 - 3 Apr 1901
Single 10/- (SG 183)	3 Apr 1901 - 2 Sep 1901
Single £1 (SG 212)	4 Jan 1901 - 3 Apr 1901



The span of dates is either for three or five months and it occurs to me this might represent some method of accounting for bulk postings during that period. Can a reader please supply chapter and verse on these ?

WHAT THE AUCTIONS TELL, continued.....

15th. April 1975 (see previous page)



London Postal History Group

Revenue Account: Year to 31 January 1976

	<u>1975/76</u>		<u>1974/75</u>	
	£	£	£	£
INCOME				
Subscriptions		207-75		187
"Notebook" - Sale of back numbers		44-98		4
Books and Other Publications - sales	162-02		84	
Less: production costs	<u>128-42</u>	33-60	<u>39</u>	45
Packet commission, less expenses		111-77		13
Auction commission, less expenses		13-09		15
Share of auction with EAPHSC		5-00		12
Donations		0-75		-
Interest, Building Society account		12-97		7
		<u> </u>		<u> </u>
TOTAL INCOME		429-91		283
EXPENDITURE				
Room Hire		15-00		21
"Notebook" productions and distribution				
5 Issues, Nos. 21 to 25	216-56		81	
Library	-		5	
Subscription B.P.A.	3-00		3	
Printing	33-60		13	
Postage, Stationery and Officers' expenses	34-87		7	
Advertisement	-		5	
Giro charges	7-70		5	
		<u> </u>		<u> </u>
TOTAL EXPENDITURE		310-73		140
SURPLUS FOR THE YEAR				
		119-18		143
		<u> </u>		<u> </u>

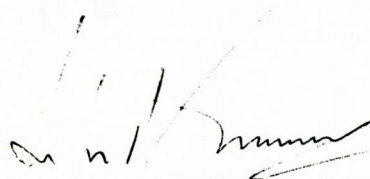
Schedule: Books and Other Publications

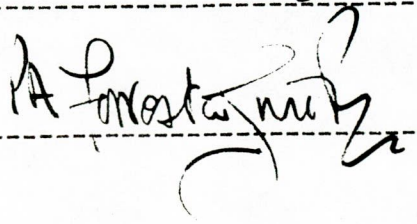
	<u>Costs</u>	<u>Less: Stock at 31/1/76</u>	<u>Net Cost</u>	<u>Sales</u>
	£	£	£	£
"Horizontal Ovals"	-	-	-	13-79
"Parmenter 3"	10-00	10-00	-	-
"Parmenter 4"	305-34	176-92	128-42	142-60
Other	-	-	-	5-63
	<u>315-34</u>	<u>186-92</u>	<u>128-42</u>	<u>162-02</u>

London Postal History Group

Balance Sheet as at 31 January 1976

	<u>1976</u>	<u>1975</u>
	£	£
ASSETS		
Deposit, Nationwide Building Society	54-02	111
In hand, National Giro account	185-01	354
Prepays: Room Hire	25-00	15
Packet Insurance	<u>10-00</u>	<u>10</u>
Library, at nominal value	1-00	1
Stock of books at cost	186-92	-
Stock of other publications, at nominal value	1-00	1
Debtors - book sales	112-00	62
Printing deposit	40-00	-
TOTAL ASSETS	614-95	554
Less LIABILITIES		
Subscriptions received in advance	34-00	20
Receipts from Packets not yet dealt with	155-46	234
Creditors: publication costs	26-65	21
other	<u>12-60</u>	<u>12</u>
	228-71	287
NET ASSETS	<u><u>386-24</u></u>	<u><u>267</u></u>
Represented by:-		
ACCUMULATED FUND		
Balance 1 February 1975	267-06	124
Add: surplus for year	119-18	143
	386-24	267


----- Hon. Treasurer


----- Chairman

London Postal History Group

Hon. Treasurer's Report on the Accounts

for the year ended 31 January 1976

At this time last year we were taking the decision to leave the subscription rates unaltered. In reaching that decision we were aided, or confused, by the Forecast for 1975/76 which was published with last year's Accounts. It may be of interest to see how our attainment compares with that forecast:-

	<u>Forecast for 1975/76</u>	<u>Actual results of 1975/76</u>
	£	£
<u>Income</u>		
Subscriptions	180	208
Packet Commissions	25	112
Books and Back Numbers	-	78
Other	30	32
	<u>235</u>	<u>430</u>
	-----	-----
<u>Expenditure</u>		
Notebook	220	216
Other	80	95
	<u>300</u>	<u>311</u>
	-----	-----
Forecast result: Loss	65	
Actual result: Profit		119
	=====	=====

It will be seen that the outcome is very much better than the forecast, due almost entirely to the excellent profit of Brian Smith's Packet, coupled with a good profit flow from books and back numbers of "Notebook".

In looking ahead for another year, I see continued increases in costs, those relating to "Notebook" being the most damaging, with uncertainty that Packet income can be maintained. Finance is tied up in the book publications and further Parts of the Parmenter catalogue have to be financed.

For these reasons I feel it my duty to recommend an increase in the 1976/77 subscription rate. With our membership of about one hundred, and with "Total Expenditure" this year at £311, the new subscription rate should be, I consider, £3.

John A. Grimmer, F.C.A.
Honorary Treasurer

London Postal History Group

" Notebook " is printed 5 times a year and is issued free to members.

Individual copies, where available, can be supplied at 50 pence each, UK post paid (air extra).

Publications, other than " Notebook "....

1. Classification of Types of Undated Namestamps of England, Wales and Ireland 1840 - 1860, by M.V.D. Champness (1973) 15 pence.
2. Horizontal Oval Cancellations of London, by John Parmenter (1974)
(Out of print)
3. London District Post Duplex Cancellations 1853 - 1857 - A Priced Catalogue, by John Parmenter (in course of preparation)
4. District and Branch Cancellations of London 1857 - 1900, Part I, by John Parmenter £2.40 plus 30 pence post and packing (Members £1.65 + P & P)

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EN5 1LJ

The Annual Subscription to L.P.H.G. is £3*; there is no joining fee.

There is a packet circulated to those who apply to:

Brian T. Smith,
41 Cranleigh Drive, Swanley, Kent.
BR8 8NZ

Contributions for circulation are always in demand; anything from a single item to a bundle of cards.

Members Bourse....

Every meeting starts with an opportunity to buy and sell. No ' table fees '.

* to be confirmed at the A.G.M. 1976