London Postal History Group

No.51 February, 1981

NOTEBOOK

POSTAL HISTORY IS THE STUDY OF THE OPERATION OF POSTAL SERVICES BOTH PUBLIC AND PRIVATE AND THE PUBLICATION OF THE FRUITS OF SUCH STUDY

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Editor: Peter Forrestier Smith, 24 Dovercourt Road, Dulwich, SE 22 8 ST.

EDITORIAL

We are now into our second run of 50 and by the time the hundred is reached we will all have enjoyed " 1990 " (there's a thought for the organisers!!). No doubt collectors will be crying over the ' good old days ' of the early '80 s when postal history was so cheap and wondering how on earth new collectors can still be attracted. It is not possible for us to see how matters will work out. Postal History is attracting more and more collectors and despite the efforts of some ' producers ' of modern material, the jam gets thinner all the time. That there are still areas of inexpensive research to be tackled today has been clearly shown by several of our members: there is yet much to be studied and the treasure to be examined in both Post Office Records and the many stores of documents has been scarcely touched, with apologies to the many who have been working away. Even they would admit there is still much to be done. The Editor is ploughing slowly through just one section for information on the Twopenny Post and expects to be hard at it many years from now.

We can all still enjoy what is available to both look at and buy; to study the records and publish our findings. In ten years time we will still be buying and some will still be researching, including many who are at present limited to school pocket money. Enjoy.

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R.L.O. DOCKET, from Martin Willcocks

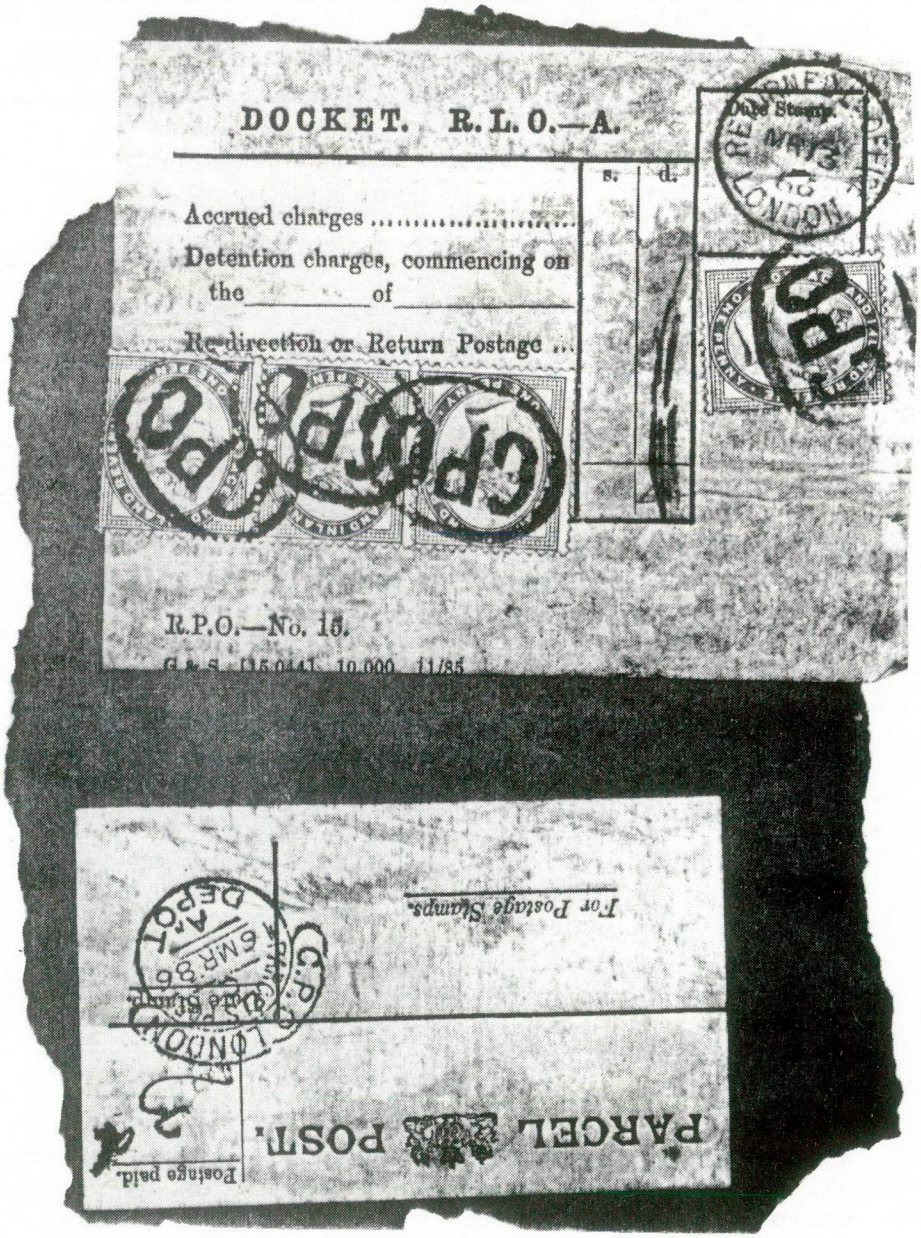
The survival rate for this type of marking must be low and even this is on a ragged piece kept, no doubt, as a little curious or even to support a Petty Cash voucher.

As can be seem there are a number of interesting fea - tures.

A very rare Parcels Depot handstamp on a label show- ing 3d Postage Paid in mss, but no adhesives.

On the Docket are three 1d. lilacs, presumably the 3d on the PP label. A further lilac, redirection ? charge and the RLO datestamp.

The GPO oval cancel must be near impossible to find in such use and one wonders why the clerk went to the bother of applying the RLO datestamp and then picked up another cancelling stamp for the ad - hesives. Could it be these were not put on at the same time. Look at the date on the PP label, three days later. The question remains who put the adhesives on? If the parcel is being returned who paid the postage 3d.plus 1d and when ? Was it treated as a collect charge, one presumes so and that the postman was responsible for ensuring the payment was made and accounted for on return to the office.



(The Editor has to accept responsibilty for the article; Martin provided the item and pointed out the various aspects: reader comment would be appreciated.)

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INFORMATION SOUGHT.....

Simon Kelly has been working away for some time on Hooded Circles/Scolls and is always pleased to receive news of any examples of the stamp, inparticular some of the less common items such as that shown above, though this is not to disregard those which might be regarded as " common ". As shown by John Parmenter work on Ovals and the District cancellations, some of these " common " items are extremely rare. Do write c/o the Editor.

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PEARSON HILL : A RECAP AND CODES AGAIN, by G.H.R. Homer-Wooff

At the risk of boring everyone, I would like to have a quick recap on the early Dies and dates of usage, leaving out the background information with is readily available. At last I have cracked the 1859 " Code ", which will simplify " inserting " new covers into the system.

The Dies

The ' M ' Cancel: Four or five copies known - all dated 17th.September, 1857
No office name.
Fig. 1.

P.H.1 Cancel: Earliest date 21st.September,1857 - latest 17th.February,1858
Codes A, M, 2, 3, 4.
Fig.2

Trial 1. Known March 10th.,12th.,13th, 1858
Codes CA - CB - CC, repeated (See Notebook Nos. 33 and 46)
Fig.3

Trial 2. Known March 23rd.,1858
Code CB - same sequence as Trial 1 (See Notebook No.33)
Fig. 4

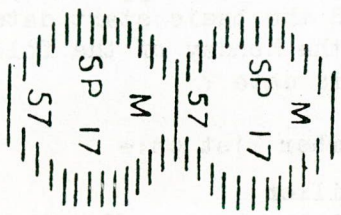


Fig. 1

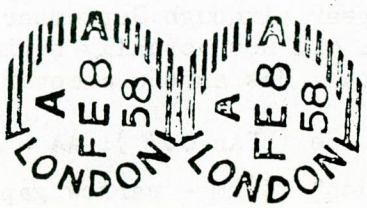


Fig. 2

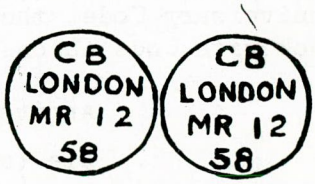
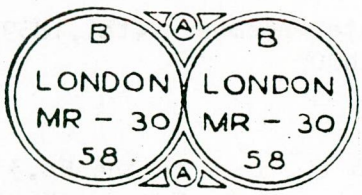


Fig. 3



Fig. 4



DIAGRAMMATIC:

Fig. 5



Fig. 6

P.H.2 Cancel: The " Opera Glass ": Earliest 24th.March - latest 9th.April,1858
Code B: Die in three sections (See Notebook No.46)
Fig.5

P.H.3 Cancel: " The Parallel Motion ": Earliest date May 13th.,1858 - latest March 19th.,1859.
Code BA - BB - BC in sequence (see Notebook No.46) from May to December 1858. From January 1859, Code AB only.
Die (a) Gap between cds / killer = 1mm:
(b) Gap between cds / killer = 1.75mm (circa Jan/Feb)
Fig.6

Pearson Hill : A Recap and Codes Again.....



Fig. 7



Fig. 8



Fig. 9

P.H.4 Cancel: Earliest date April 2nd.,1859 - latest date 20th.October,1859.
Code AB until September 20th: Error BA (September 12th.known)
Fig. 7

A gentleman from the Midlands produced a cover AK dated October 3rd and Mike Goodman one with AA for October 20th. These " out of character " codes led me to backtrack the system. Hill must have started on AA and, omitting "Q" and Sundays, it means he began his new Code on September 21st, not a date pulled out of his hat as it was the second anniversary of the introduction of his first robust machine - P.H. 1. Thus sequence AA - AB - etc to AZ began on this date and moreover ALL machines after this merely slotted into this Code, whatever their starting date.

John Parmenter has shown me a Code AB for the 24th.September, 1859 which apparently upsets the sequence. It would appear although September 21st. IS the basic start date for the Anniversary Code, the system did not actually begin until the Monday of the following week with Code AE on the 26th. Has anyone a cover from this date ?

Anniversary Code ("An Co"): AA - AZ September 21st on:-

Die (a) "London" 14½mm - narrow gap cds / killer
(b) "London" 16mm - 1.75mm gap cds / killer (circa May)

P.H.5 Cancel: Earliest date October 11th.,1859 - latest date February 3rd.
Code B - "ANCO"
Fig.8

P.H.6 Cancel: Earliest date December 24th.,1859 - latest date January 12th.,1860
Code A - "ANCO"
Fig.9

Although Code A is supposed to tie in with the No.3 in Diamond and B with No.4, on this occasion B-4 was already in use in P.H.5, thus A-4, which I had considered to be an error until now, is in fact merely the introduction of a new machine - I suspect Hill did not approve ! and probably explains its comparatively short life. The killer has NINE bars only.



Fig.10

P.H.7 Cancel: Earliest date January 27th.,1860 - latest date February 16th.
Code A - "ANCO"
Fig.10

With P.H.6 finished, A-3 now resumes its correct sequence. A NINE bar killer with the top of the 3 LEVEL with the 2nd. bar broken by the diamond. Loop of the base of the 3 extends below bar broken by the diamond. 'London' is 14¾ mm.

Pearson Hill: A Recap and Codes Again.....



Fig.11



Fig.12

P.H.8 Cancel: Only known date February 6th.,1860
Code B - "ANCO"
Fig.11

A mystery 10 BAR killer with the serif of the base of the 4 LEVEL with the bar broken by the Diamond..
Is this the re-issued P.H. 6 to a ' B ' Code ??
P.H.6, 7, 8 appear to be trials of P.H. 9. 10 to decide what a "standard" killer should look like. All have very short lives and and consequently are very scarce.

P.H.9 Cancel: Earliest date March 1st.,1860 - latest date October,1860
Code A - "ANCO"
'London' - 17mm , top of 3 NOT level with bar, base of 3 does not extend below, NINE bar killer.
Fig.12



Fig.13



Fig.14



Fig.15

P.H.10 Cancel: Earliest date March 1860
Code B - "ANCO"
'London' 17mm. Bottom serif of 4 NOT level with bars, Eleven bar killer.
Fig.13

Thus after killers of 9, 10, 11 bars, no, 3 stayed at NINE bars and No.4 returned to ELEVEN.

June 9th.,1860 Issue: C-87, D-88,E-89,F-90
changed in September to: G-87, H-88,I-89,J-90 Fig.14

July 7th.,1860 Issue: G-92, H-93
changed in September to: K-92, L-93 Fig.14

October 1860 Issue: A-1, B-2, c-3, D-4, E-5, F-6.
Cleared by the September change of 87 to G etc. Nos 3 and 4 retained their upright killers Fig.15

Pearson Hill: A Recap and Codes Again.....

February 1861 Issue: M-94, N-95, O-97

February 1861 Issue: New machine G-7; needed in sequence, therefore No.87 now starts at H instead of G and all letters move down one.

September 1862 on, Issue: R-100, S-101

This really ends what may be termed the " initial adjustments ".

Codes of all the above appear to follow "ANCO"

We know certain machines broke down and had to be replaced. G-7 has been reported with the cds of 19 or 22mm and with 9/10 bars. These are merely sub-types within the overall set pattern. I have H-8 so clearly the letters were re-allocated to adjust for this new machine. Errors do occur for I have a Y-4 instead of D-4 but they do not upset,in substance, Hill's painstaking efforts to keep everything in order.

I would ask all readers check their collection of these issues so any new information can be added before the publication of the Group's section of the Handbook on Machine Cancels, the above represents the most up to date information on the early Pearson Hill machines.

I include an " Anniversary Code " for the first important six months of issue to enable collectors to check their copies without laborious searching.

ANNIVERSARY CODE - ANCO

Notes: 1 - there are no. " Q's"
2 - No Sundays
3 - Code is for 2nd letter in cds,irrespective of initial letter.

Mon	1859	26-E	3-K	10-R	17-X	24-D	31-J
Tue	Sept	27-F	4-L	11-S	18-Y	25-E	Nov 1-K
Wed	21-A	28-G	5-M	12-T	19-Z	26-F	2-L
Thu	22-B	29-H	6-N	13-U	20-A	27-G	3-M
Fri	23-C	30-I	7-O	14-V	21-B	28-H	4-N
Sat	24-D	Oct 1-J	8-P	15-W	22-C	29-I	5-O
	Nov						
Mon	7-P	14-W	21-C	28-I	5-O	12-V	19-B
Tue	8-R	15-X	22-D	29-J	6-P	13-W	20-C
Wed	9-S	16-Y	23-E	30-K	7-R	14-X	21-D
Thu	10-T	17-Z	24-F	Dec 1-L	8-S	15-Y	22-E
Fri	11-U	18-A	25-G	2-M	9-T	16-Z	23-F
Sat	12-V	19-B	26-H	3-N	10-U	17-A	24-G
		1860 Jan					
Mon	26-H	2-N	9-U	16-A	23-G	30-M	6-T
Tue	27-I	3-O	10-V	17-B	24-H	31-N	7-U
Wed	28-J	4-P	11-W	18-C	25-I	Feb 1-O	8-V
Thu	29-K	5-R	12-X	19-D	26-J	2-P	9-W
Fri	30-L	6-S	13-Y	20-E	27-K	3-R	10-X
Sat	31-M	7-T	14-Z	21-F	28-L	4-S	11-Y

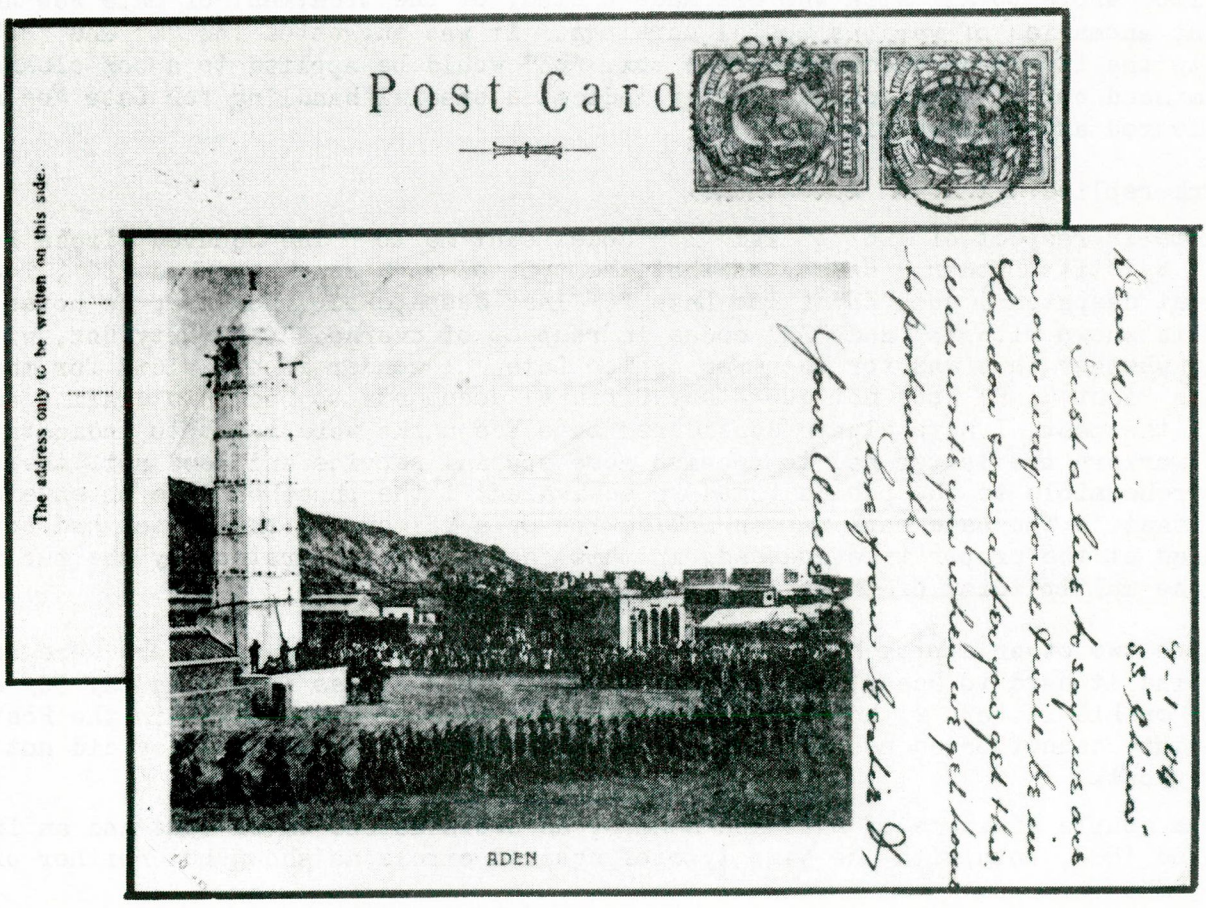
Pearson Hill: A Recap and Codes Again....

Mon	13-Z	20-F	27-L	5-S	12-Y	19-E	26-K
Tue	14-A	21-G	28-M	6-T	13-Z	20-F	27-L
Wed	15-B	22-H	29-N	7-U	14-A	21-G	28-M
Thu	16-C	23-I	Mar 1-O	8-V	15-B	22-H	29-N
Fri	17-D	24-J	2-P	9-W	16-C	23-I	30-O
Sat	18-E	25-K	3-R	10-X	17-D	24-J	31-P

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SHIP LETTER HANDSTAMPS, from Geoff Stevens

I suppose the use of the term " Ship Letter " is not accurate, though I believe even the Post Office used the term when entering impressions in the E.C. Impression Book; prehaps " Maritime Mail Handstamp " would be better.



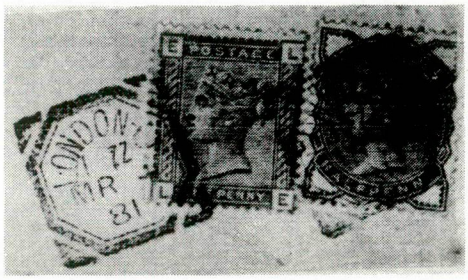
This example is addressed to Bedford England, thus meeting the basic requirement of positive overseas posting, though both the card and message, which are illustrated, leave no room for doubt.

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LATE FEE from G.H. Herridge

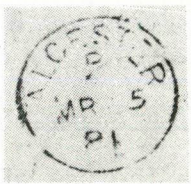
This is a query rather than a positive contribution but it may serve to make a point.

The part illustration is taken from a letter to Alcester which carries the 1880 ½d.green in addition to the 1d. Venetian red, that is the late fee of ½d. was paid. The adhesives are cancelled with the experimental squared circle of London EC (Stitt Dibden fig.8) showing the Too Late code "ZZ" - Too Late for last despatch. It reached its destination the following day.



Was the letter indeed posted so late it could nor be included in that night's last despatch to Birmingham, even though the Late Fee had been paid, or did the Late Fee allow it to squeeze in and catch that last despatch ?





The Editor wrote to Alf Kirk who has made a study of the treatment of Late Fee and the apparent anomalies of various postal markings. It was suggested the "Z" and "ZZ"" related to the time code on clearing the box. "ZZ" would be applied to a box clearance which missed normal handling but merely indicated special handling for Late Fee stamped mail cleared at the same time.

Alf Kirk replied:

Your note in respect of the "Z" and "ZZ" codes sent me to ' The Squared Circle Post - marks ' by Stitt Dibden. He states that the type of mark mentioned had "Z" (Too Late for first despatch) and "ZZ" (Too Late for last despatch). However, he notes his fig.12 is known with "Z" and "ZZ" codes in respect of overseas Late Duty Box, without stating whether this was for Late Fee or Too Late. I wonder if his claim for these codes is right ? He does not quote any Official documents to back his claim. As I have said in the past, I have always considered Late Fee marks were meant to indicate to Post Office workers the letter had to receive some special service and need not, therefore, be comprehensible to the public (modern equivalent : the phosphor dots on envelopes). In contrast, a Too Late mark was an indication of a reason why the letter had not been delivered at the proper time and had, in this case, to be understood by the public, hence the multiplicity of these stamps.

There are two other approaches to this question. Our Victorian ancestors were no fools and I find it hard to accept a hard-headed Victorian business man would pay 50% extra postage on his letters without expecting some extra service. Then again the Post Office even today, cannot be accused of charging extra for a service which they did not intend to carry out.

I have a couple of items of Late Fee stamps, an overseas one dated 1884 and an inland one dated 1888, both with the same type of squared circle as shown but neither of them show a "Z".

On balance I think your suggestion these marks are connected with the clearance of the Late Fee box and this,of course, would suggest they are Late Fee stamps and not Too Late ones. However, it would need more material to be seen before reaching a firm conclusion.

Another project for L.P.H.G. ??

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MACHINE CANCELLATIONS: A Response from B.P.Pask

May I be allowed to offer my comments on the notes on machine cancellations in the September 1980 ' Notebook ' :-

London S.E.1 etc

I am suspicious of suggestions these are trials. Probably only a detailed examination of date ranges of these and other dies from the same offices will throw any light on the matter. The only date I can provide is LONDON / S.E.1 with 5 wavy lines for 18th.September 1929. This seems to have followed a more conventional die LONDON.S.E.1/- which I have for 25th.March 1922 with six wavy lines and 23rd January,1926 with the ' British Goods ' slogan. There was also a sequence of dies with letter ' A ' from at least 1922 - 1931 and I have a ' B ' die for 1926. The indication is, therefore, S.E.1 had three machines for much of the period and it certainly did by 1930. I have very recently acquired an example of the LONDON N.W.1 die dated 25th.July,1930, with five wavy lines and have the more conventional LONDON N.W.1/- dies up to 14th.February, 1929 and again dated 25th.July,1932, so it must have had a very short life. Incidentally, a similar die but with arcs (i.e. LONDON/-E.1- ? was in use at E1 about the same time. I have 8th.May,1931 and 19th.August,1931, both with five wavy lines.

Hackney E.8

This was nothing more than a rather unusually laid out die. Hornsey N8 also had the type, I have 27th.February,1930 with six wavy lines and 15th.July,1931 with five. The Provinces had several such Universal machines in the late 1920's. The Hackney issue recorded for various dates from 18th.June,1929 to 28th.March,1931, at first with six wavy lines, then by 12th.February,1930 with five wavy lines. It was preceded by a Hey & Dolphin machine,latest date 21st.November,1928; a different die was in use by 12th. June,1931.

Golders Green etc

Trials most certainly were involved here and the whole sequence of events is well documented in Post Office Records. There were two machines and it would, perhaps, be better to refer to them as ' prototype ' rather than ' trial ' machines. Both were Hey & Dolphin Model L machines. They were medium speed machines capable of adaption for either hand or electric operation. They appear to have been predecessors of the later Model M machines. The first machine is said to have been tried at London EC (although no marks have been seen) and was then tried in its hand operated role at North Finchley. It was succesful and came into regular use at that office. The second machine was tried at Hornsey, first as an electric and then a hand machine. It was not liked at that office, particularly in the hand operated role, and was then tried at Golders Green. It was decided further trials as an electric should be carried out and the machine was transferred to South Lambeth, where it remained for several years. An interesting point to note is that these two machines (except when using slogans) always used seven wavy line bars and were the only Hey & Dolphin machine to do so for any length of time. Other uses of these bars (e.g. at Norwich, Reading etc) was of fairly short duration. Both machines were withdrawn and scrapped in about 1928. There were some twenty Model M machines purchased in 1925 of which four (Forest Gate, Hackney, Homerton and Victoria Docks) were used in London.

Much of this information was included in a review of the Hey & Dolphin published in BPS 'Bulletin' a couple of years ago but some new information which has just come to light is incorporated.

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WANTED....

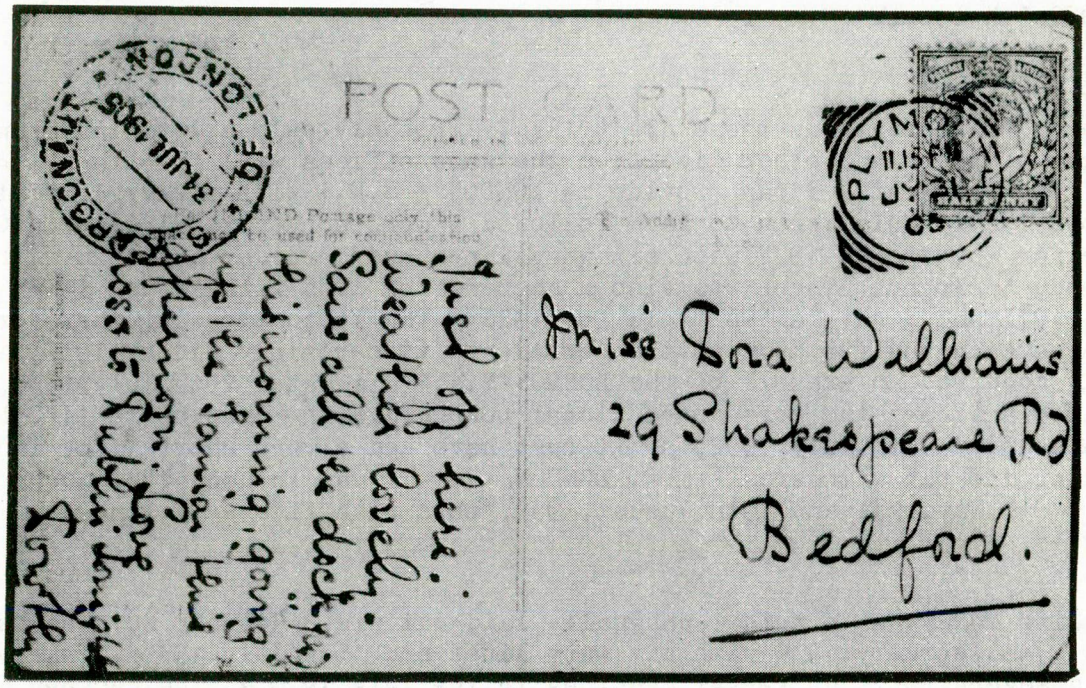
material from the EALING area, offers to Derek Holliday please c/o Editor

Camberwell and district always of interest to Alf Kirk

Crystal Palace items for recording and purchase, maybe, to Maurice Bristow

S.V. ARGONAUT : A Query From Edward Wilcock

Although not a London item by any stretch of the imagination, it is likely a reader



will be able to help with information as to information they have relating to this vessel e.g. location from whence it sailed, usual journey, size and type of the vessel. The picture side of the card is of Sutton Pool Fishmarket, Plymouth, which allied to the message at least gives some slight clue.

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LONDON'S " L " BOXED MARKS, from Eric Quinn

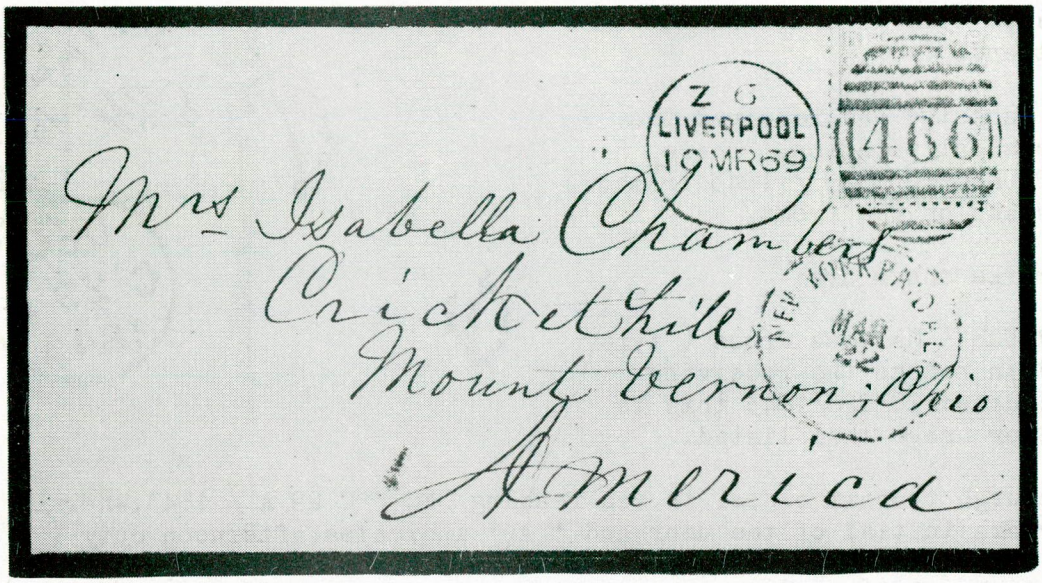
Over the last few years several articles have appeared in the " Notebook " on the usage of the boxed markings L 1 and L 2. These appear on overseas letters and are generally thought to pertain to Late Fees or Too Late mail.

Two letters which have recently come my way do seem to confirm a special service by the Post Office in London leading to the use of L 1.

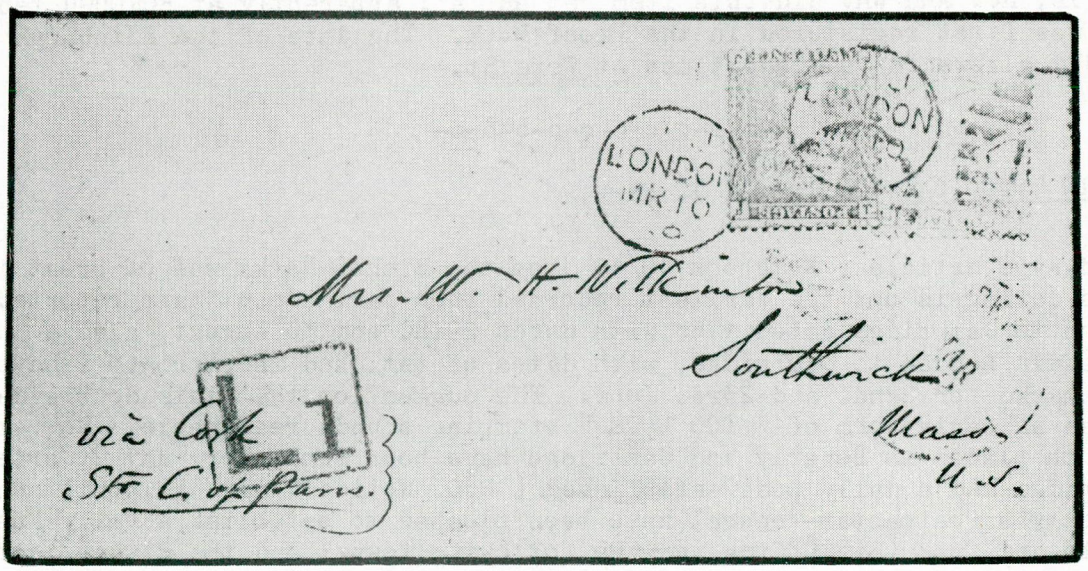
The first letter from Liverpool to the U.S.A. is pre-paid 6d. being the Transatlantic rate at the time, the letter being mailed 10th.March, 1969. It was carried from Liverpool in the Inman Line Ship " City of Paris ", which left Liverpool that day for New York, where it arrived on the 22nd. of March and received the New York Exchange Office stamp for that date endorsed PAID ALL. The " City of Paris " did stop en route at Cork, or Queenstown to be more precise - the port just outside the City.

The second letter bearing the red boxed marking L 1 was posted in London on March 10th., 1869 and endorsed by the sender " via Cork / City of Paris ". The sender must have known that to pre-pay 6d, the international transatlantic rate, would not enable the letter to travel to Liverpool in time to catch the ship, hence the Cork endorsement; he also knew a late service was available from London via Cork which would ensure the letter reached the ship after its departure from Liverpool. The letter is prepaid 8d. made up with a 6d.lilac and a 2d.Blue plate 12, so the fee for this service was 2d over and above the transatlantic rate. The letter did catch the City of Paris at Queenstown and was received and struck with the New York Exchange Office marking for March 22nd., 1869 PAID ALL.

London's " L " Boxed Marks,.....



Pre-payment of Sixpence, posted at Liverpool on "City of Paris"



" 6d Mac " dodgy list as describe but highlight dodgy

Pre-payment of Eightpence; sixpence for the Transatlantic rate and twopence for the late service between London and Cork to meet with vessels sailing from Liverpool,which posting would otherwise be lost.

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WANTED.....

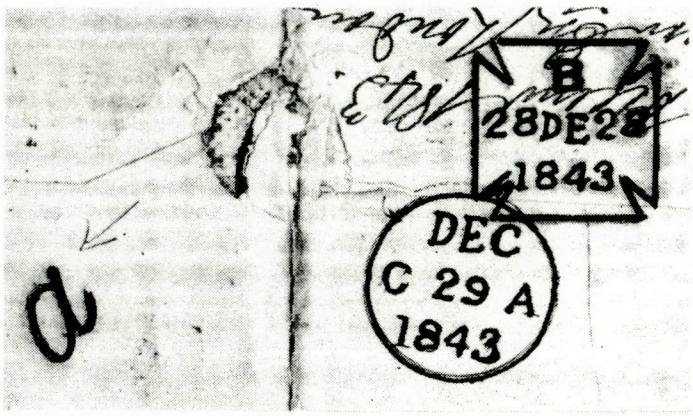
London Ship Letters, especially entires from INDIA for the Editor...

Middlesex material sought by Michael Goodman.....

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BOROUGH, a contribution from Reg Sanders

The illustration is part of the back of an envelope sent from London to Dunse, Scotland.



The 1d red adhesive had received the "12" in Cross obliteration. There was also a DUNSE / DE 29 / 1843 framed receiving stamp on the front.

The three marks shown are:

1. A ' BOROUGH ' Maltese Cross (type B2/11) in red as the receiving office; dated 28DE28/1843 this is an earlier usage than listed.

2. An Edinburgh transit c.d.s. in red reading DEC / C 29 A / 1843,wherein ' C ' is the surname initial of the user and ' A ' indicates afternoon duty (A & H 370).

3. An italic ' a ' 7mm high in red. The Handbook lists this at B2/15 but states the impression book shows no name of office, date or comment,though it is a a page with a dating of June 1853, some ten years later.

   John Sharp adds " the 'a' = VERE ST. 29/1/42
   = OLD CAVENDISH ST. 10/3/46 and that BOROUGH was issued with 'c' 16/12/56 "

The query is, how and why did this item get an 'a', apparently at BOROUGH ten years before it was first registered in the Proof Book. The date of the Edinburgh transit stamp hardly allows for a missort use at Vere St.

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BISHOP MARK " TOO LATE ", from A.J. Kirk

John Brindley's article (Notebook 49/14) on the Bishop Marks was of great interest though his dating is not the earliest recorded thus far. John Sharp reported a letter from London to Cambridge dated 1756 with dates 29th. and 30.August, also a later dating of 1783, again London to Cambridge, with dates of 1st. and 2nd.April. I have one of 1785 with marks for 22nd. and 23rd. June. The suggestion that this double dating of letters was an early form of " TOO LATE " stamping sounds reasonable. Howver, would mail to such places as Beverly and Cambridge have been sent every day ? Certainly by 1775 Cambridge had a daily post established (P.O. Notice dated 5th.April annoues... " His Majesty's Postmaster-General have been pleased to establish a Daily Post,Sunday excepted,to and from this Office,and the following Towns; and the Places in their respective Districts." Beverly is not listed, so presumably a day or more could elapse in London between the posting and the dispatch.

There are also items known which show MORE than one day's difference between the dates in the stamps. To me these suggest such stamping would relate to the receipt and the dispatch of the mail from London. The intervening Sunday, excepted in the notice of 1775, must play a part and it is interesting to note the 29th.August,1756 was a Sunday.

What, however, is to be made of two strikes of a Bishop Mark of the same date ? I have four such items, London to Pershore 7th. July, 1761; Chester to London 28th.March,1781; London to Luton 30th.January,1782 and London to Nottingham 18th.December,1786. The days of the week being Tuesday, Wednesday,Wednesday and Monday, in that order. As will be noted, one of these is a letter INTO London, which presumably have arrived in the morning. And bright ideas on this subject would be appreciated.

(continued on foot of next page)

RECEIVED FROM H.M. SHIPS NO CHARGE TO BE RAISED, some notes from Peter Collins

In ' Notebook ' No.49 R.A. Keneally contributed an article with this heading. Members of the Forces Postal History Society have undertaken a study of Naval Mail and rather than duplicate work, I have suggested he might care to contact them thus supplement their work and save valuable research hours. However, I offer some background notes for readers which will, I think, be of interest to those who have or see these can - cellations and wish to know something about their use.

The forces privilege rate of postage was introduced in 1795. The cost of mail from overseas in those days made this a necessity for soldiers and sailors to keep in touch with home on the pay they then received. The Privilege Rate was confirmed by a Post Office Act of 1908 but by then it had become a dead letter with the introduction of the penny postage throughout the Empire in 1901.

Upon the outbreak of way in 1914 postage of 1d. was payable by soldiers and sailors on letters. This was the privilege rate. From men serving in countries within the Empire, from ships at sea, or putting in at ports within the Empire, the matter was immaterial, but for tropps in France it was indeed a privilege, for normal postage would have been 2½d. However, in the first month of war in France troops were so rapidly on the move that supplies of stamps were frequently not available to them and mail was posted - sometimes in French or Belgium civil boxes - unstamped. The regulations made provision for this exigency. When mail from men on active service was posted unstamped because stamps were not available, the recipient had to pay the postage which was unpaid but,as a privilege, payment was required at the single rate only, not the double rate normal for postage due.

However, a statement was made in the House (N O T a Parliamentary Act, note) that from 1st.September, 1914, troops serving in France were not required to pay postage. I do not believe this was primarily a concession to the servicemen but rather it had be- come uneconomic to collect the postage due with so many soldiers' letters being posted unpaid. This concession was tacitly extended to other theatres of war as the spheres of operations developed but was never bestowed upon sailors.

The handstamp or machine mark RECEIVED FROM H.M. SHIPS NO CHARGE TO BE RAISED was cer- tainly used on mail from sailors which was unstamped but it has not been clear to me if this meant it had been accepted without any payment of postage or whether it indicated the sum of 1d. had been paid (at the ship's office or to the ship's postman, Regulating Petty Officer, or whoever) and would subsequently be accounted for in some way to the post office, so there was no postage due charges involved. Perhaps some reader can clarify this point.

In studying these RECEIVED FROM H.M. SHIP handstamps may I draw everyones attention to the fact that not only the length of each line of the wording needs measuring very carefully but the space between each line and the depth of the letters. Also note carefully the relative position of the cross bar of R, E, A, F and H.

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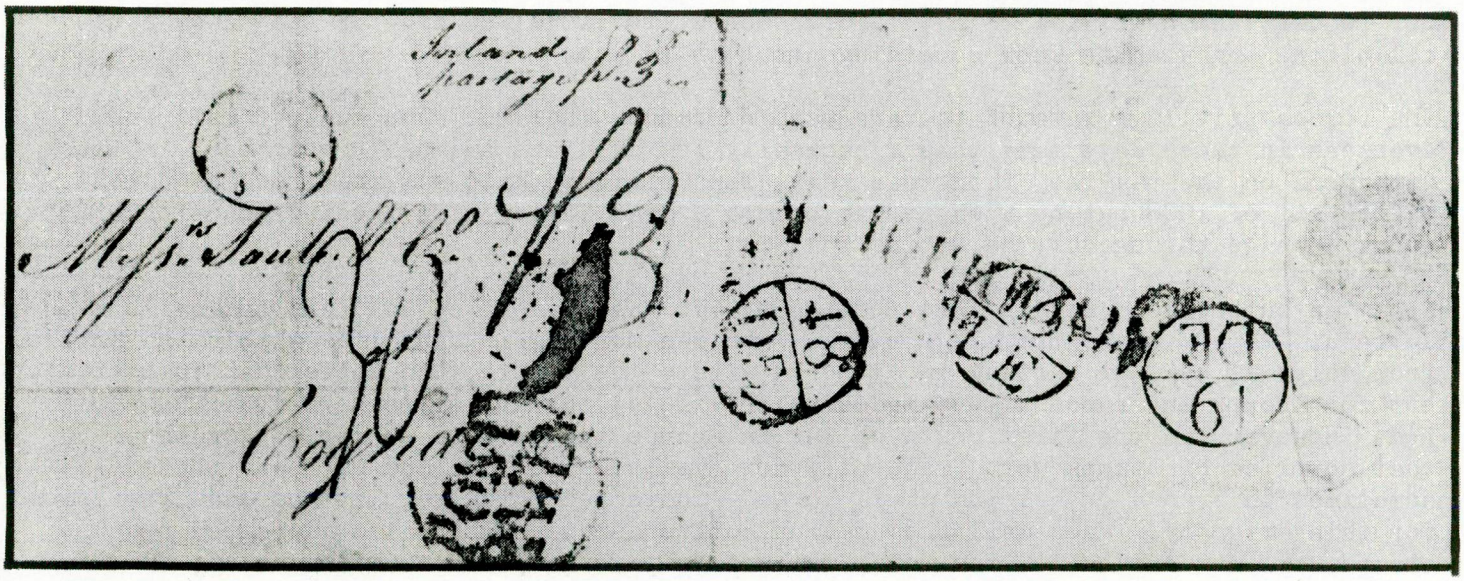
Bishop Mark " Too Late ".....

As readers will be aware, I am making a study of the Bishops for the Handbook. It would be of considerable value if you let me have details of all items you have which show more than one Bishop Mark, both different and same dates. It might be possible to find a pattern but, in any case, it will establish an earliest reported date for the use of double stampings. I know it is a lot, but this applies in particular to our member/dealers who have access to so much more material than most. If they can spare even more time, I would very much appreciate their help.

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A " FAR TOO LATE " COVER ? from James Grimwood-Taylor

Covers with two Bishop marks of consecutive dates, with no evidence of redirection, do occasionally turn up but recently I came across one with three Bishop marks cover - ing a period of four days. What I would like to know is the reason for the apparent



over-abundance of Bishops on one letter! Any suggestions ?

The letter is headed " Woodbridge Decr.14 1780 " and it is from " Jesup & Riches " concerning their transactions in the brandy trade with the addressees, " Messrs.Saule & Co. "of Cognac in France. There is a fair " WOODBRIDGE " mark on the back and the letter is endorsed " Inland postage pd. 3d " on the front with the appropriate red man- uscript " P3 " alongside. The London marks include a red encircled " POST / PAID " on the front and three inland Bishop marks, " 16/DE ", "18/DE " and " 19/DE " on the re - verse. There is also a mss " 30 " (centimes to pay) and a faint strike of the scarce GREEN encircles " D'A/B " on the front. The latter is thought to mean " D'Angleterre par Bruxelles " and was introduced in 1780, when communications between England and France were disrupted by the start of open hostilities between the two, following France's assistance to America in its bid for independence. Perhaps the war prevented one or two sailings of mail - carrying ships bound for Belgium in mid-December 1780, though other letters from this correspondence earlier in December and in early January had only a single Bishop mark.

Or perhaps a pre-Christmas struke by the sailors, or..... or.....? Anyway, I certainly cannot explain, so perhaps one of the readers can.

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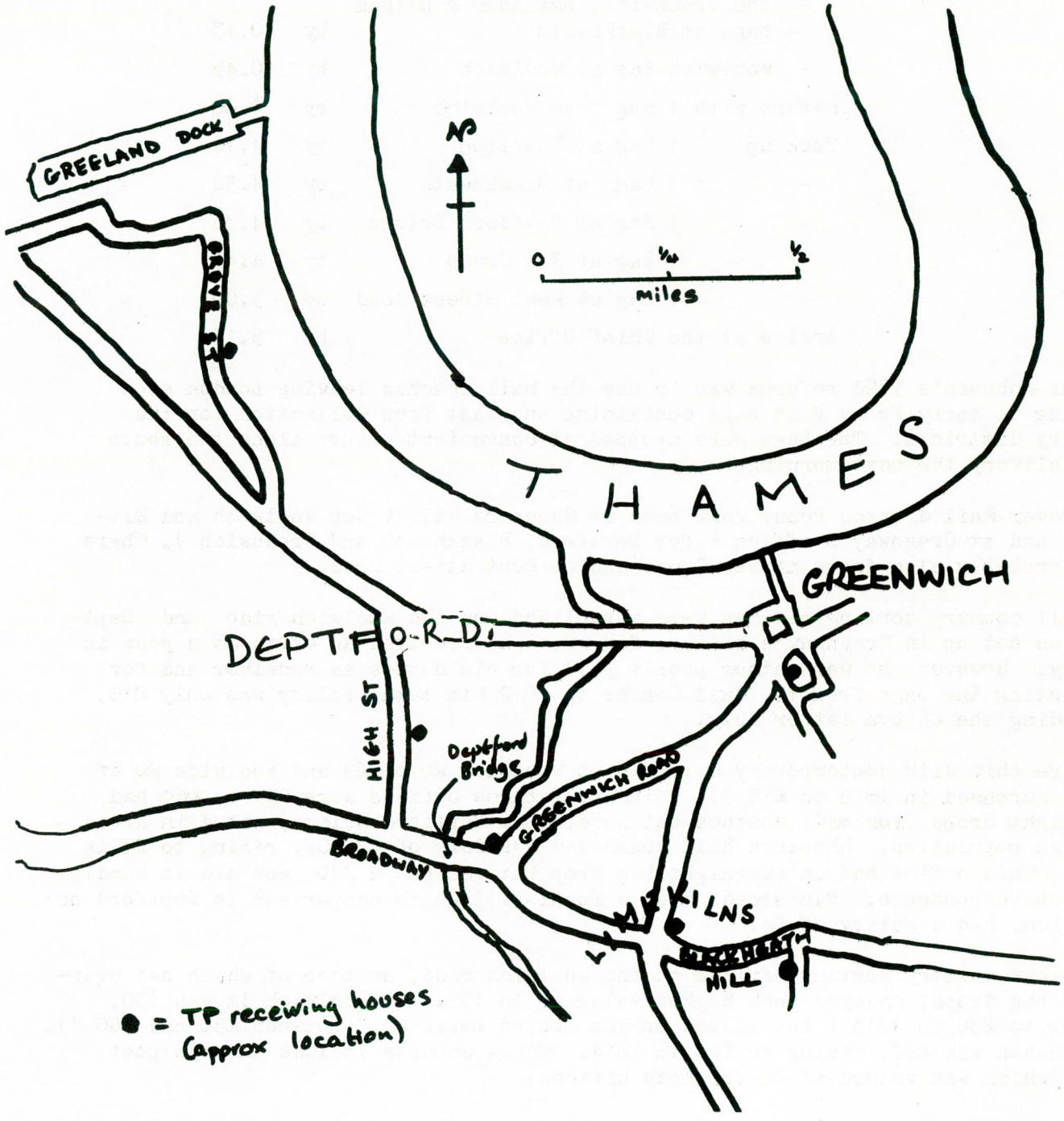
HOUSEMARK OR WHAT ? from Bernard Smith

" T M O " has, as far as I know, always been the standard abreviation for Telegraph Money Order and as in 1863 Telegraphs were in the hands of private companies. I wonder whether this letter contained a Telegraph Money Order signalled from abroad and then being forwarded by post from the Head Office in E.C. of the Telegraph Company i.e. The Eastern Telegraph Company Ltd, which had its main office at 50 & 11 Old Broad Street London EC. From there they had direct cable routes to Spain, Portugal, Gibraltar, Malta, Egypt, India, China & Australia.

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DEPTFORD, by Peter Bathe

Deptford had three Twopenny Post receiving houses: North Office, in Grove Street, near Greeland Dock; Deptford High Street, also known as Butt Lane; and Deptford Broadway, known also as Deptford Bridge. This brief article concerns this last office, which was the head office for Deptford until 1857.



The first recorded receiver at this office was George Greenway - undertaker and car - penter - who appears to have been appointed as early as 1772, if not before. Green - way's office was not in the Broadway but in Greenwich Road, just the other side of Deptford Bridge, the crossing point of the Dover Road over the Ravensbourne.

Not only was the Dover Road the route of the mail coaches (from 1785) but this sec - tion was also the road taken by the Penny Post and, later, Twopenny Post riders from the City to Woolwich. Johnson's proposals for the Woolwich Waybill (24th. July, 1795) were :

Deptford.....

Dispatch from Chief Office		9.30
Delivered the Peckham Bag at New Cross	by	9.58
- Deptford Bag at Deptford Bridge	by	10.08
- the Greenwich, Lewisham & Eltham bags at Blackheath	by	10.13
- Woolwich Bag at Woolwich	by	10.45
Return with 1 Bag from Woolwich	by	4.00
Took up 1 Bag at Charlton	by	4.16
- 3 Bags at Blackheath	by	4.32
- 1 Bag at Deptford Bridge	by	4.36
- 1 Bag at New Cross	by	4.45
- 1 Bag at Kent Street Road	by	5.00
arrive at the Chief Office	by	5.15

One of Johnson's 1794 reforms was to use the mail coaches leaving London each evening to carry Penny Post bags containing the last Town Collection for the country districts. The bags were dropped at convenient points along the route for delivery the next morning.

The Dover Mail dropped Penny Post bags at Shooters Hill (for Woolwich and Eltham) and at Greenway's office (for Deptford, Blackheath and Greenwich). There were probably also drops at New Cross and/or Kent Street Road.

In 1811 country sorting offices were established on the Woolwich ride and Dept- CSO was set up in Greenway's office, for which he received an extra £5 a year in salary. However, he was rather poorly paid for his duties as receiver and for collecting the bags from the Mail Coach: in 1812 his total salary was only £10, including the £5 bye letter duty.

Compare this with contemporary salaries at Woolwich WO of £9 and Woolwich EO of £6 (increased in 1815 to £18). Neither of these offices were CSO s, nor had overnight drops from mail coaches but were, like Deptford Bridge, sited in areas of high population. Shooters Hill commanded a salary of £4.10s, rising to £7 in 1814. This office had an overnight bag drop but was not a CSO, nor did it handle much correspondence. Plumstead, then a rural village in comparison to Deptford or Woolwich, had a salary of £4.

Two other country sorting offices on the Woolwich ride, neither of which had overnight bag drops, enjoyed much higher salaries in 182. At Woolwich it was £30, rising to £36 in 1813 (but valued on the tenths basis as " between £50 and £60 "). Blackheath was £22, rising to £25 in 1814. These amounts include the bye post duty, which was valued at £6 for both offices.

One reason for Greenway's low salary may have been the proximity of the other re - ceiving house (see map on previous page), although while it is certain the office in Deptford High Street and the one at the foot of Blackheath Hill, possibly the Greenwich Lime Kilns office, existed in the 1820 s, it is not certain exactly when these were established.

In March 1812 Greenway wrote to Lord Sandwich, Postmaster General:

" The humble petition of George Greenway of the Post Office Greenwich Road in the
" County of Kent, Sheweth That your Petitioner have kept the said Office upwards

Deptford.....

"of Forty Years; and finding the increase of Letters to be nearly double to what "they were formerly, and that he have been at a great expence in fitting up a Room "for the said Office; also that he attends to Four Letter Carriers constant for "Deptford; three times a day; Five for Greenwich & Blackheath once a day; and also "takes the Deptford, Greenwich and Blackheath Bags from the Mail Coach every Night.."

Johnson noted : " He is I believe the oldest Receiver in this department and his office from being situated in the centre of a very populous quarter is of such im - portance...."

In August it was proposed the salary be raised to £19 a year, backdated to January 5th., but Greenway did not live long to enjoy his 90 per cent pay rise. In November,1812, a minute blandly states: " Mr. Randell to succeed the late Mr.Greenway ".

Randell, boot and shoemaker, had his shop just the other side of Deptford Bridge in the Broadway itself and was in turn succeeded by his widow, Ann, on his death in 1822. Ann remained receiver until the late 1820 s, early 1830 s. She is listed in contem - porary directories in 1827 but by 1835 a John Warcup is mentioned in a PO minute in connection with an increase of £4 in the salary for the office, following the estab - lishment of the Shooters Hill cross post.

There is no record I can find in PO archives of the date Warcup took over the office.

The total salary of the Deptford Broadway office had risen to £38 by 1844, although the dates for the various increases are not known, apart from the £4 addition for the participation in the cross post scheme in 1835.

However, in May 1844, once the South Eastern Railway had taken over the Dover mail from the coach proprietors, the cross post arrangements were transferred from Shooters Hill to Deptford Broadway. Warcup's salary was increased to £90, at which level it remained until his death in 1856.

At this time it was decided to transfer the head office for Deptford to the High St., making the Broadway a simple receiving house run by Warcup's widow, Emily, at a sal- ary of £11 a year, plus £6 for the money order duty. I say widow but this may not be correct. Directories of the period refer first to John Warcup, then J & W Warcup and finally to William Warcup as operating an ironmonery and stationer's shop in Deptford Broadway. However, John Warcup appears in the later directories as reliev - ing officer for the parish.

Deptford High Street, originally known as Butt Lane, had a receiving house from at least 1821, when Widow Burcher was appointed on the recommendation of H. Woodthorpe Esq., refered to as Town Clerk of the City at Guildhall. Unhappilty Mrs Butcher was dismissed a year later for opening a letter, although it would appear charges were not pressed. Thomas Tanner was appointed receiver at this time (1822) to be foll - owed by Mr. Goldfinch about 1840. Mrs Phillis Goldfinch, hatter, took over from her husband in 1842 but in 1857, when the head office was to be transferred to the High Street, it was stated " Mr. Goldfinch is not qualified for all the duties of the high- er situation " and a John Atkins was proposed at a salary of £70 a year, £20 less than Warcup.

The salary was split : " He would be entitled by scale to £34 a year for the London District duties separately. Mr. Newman propses £30 for the General Post business and an addition of £6 (to make the proposed total of £70) will perhaps be suffic- ient at first for the Money Order duty, which at this office will proably be light ".

It is interesting to note, first, the salary of the Deptford head office 13 years before was also £34 for the purely London duties ' £38 less the £4 for the work con- nected with the Shooters Hill cross post, which no longer applied) and second, when the Shooters Hill cross post started in 1835, the receiver was allowed £33 for the

Deptford.....

General Post duties (against £30 for Atkins in 1857). This low rate did not last long and in 1858 the salary was increased smartly to £100 a year, with an additional allowance of £30 for an assistant.

A minute of 1859 proposed an end to the Deptford cross post, which was approved by the PMG and certainly the cross post had ceased to operate by 1861, though it was not until 1862 the salary of the Deptford office was reduced from £100 to £55 and the assistant's allowance was withdrawn. At this time the Deptford postmaster's post was reported to be vacant.

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DEPTFORD COUNTRY OFFICE DATESTAMP



A pair of Deptford S.O. datestamps recently, one showing EV for evening, the other what appears to be an 'I' or possibly '1'.

This item, shown on the left, poses something of a problem, since this is the first time such a code, assuming that is what it is, has been noted.

The companion entire with the 'EV' timing has the ' 7 Nt.7 DE 3 1836 ' time stamp, is addressed as the item shown, also has the h/s ' 3 '.

The difference, other than the coding, is the endorsement ' Paid '.

It is not at all clear why there is no Post Office mark to indicate the pre-payment, if indeed it was made.

One would expect to see the pre-payment handstamp for Deptford, presuming the office had been issued with one. Would readers please check their own records and material to establish other use of the Deptford ' I ' and report any examples of a Paid Deptford stamp. The obvious kite will not be flown immediately but readers will readily understand the potential interpretation.

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WHAT THE AUCTIONS TELL.....

Continuing the selection from the Postal History Auctions of Robson Lowe Ltd over the past eighteen months or so.

London Pre-Paid Stamps

30.3.79

Lot 294 1794 E.L. to Madeira, endorsed "p. the Duckinfield Hall, Capt Nockeles at Portsmouth" prepaid 8d and showing the experimental double ring "PAID" d.s. (W.49 ** to *** but a doubled strike). Further endorsed"pas'd by without stopping at this Port" and charged postage to London. £80:£90


294 295 297 298

295 — a very similar lot £80:£65

296 1794 E.L. from London to Madeira, endorsed "per the Lord Sheffield, Capt. Hutchison at Cawsand Bay Plymouth" showing the experimental double ring "PAID" d.s.(W.49,* to **) and "PLYMOUTH/DOCK"** to ***(but first letter torn away with seal) on flap. £70:£60

297 1794 E.L. to Madeira endorsed "to the care of Capt. Donovan of the Yorke at Portsmouth", prepaid 4d. and showing the experimental octagonal framed "POST/PAID" d.s.(W.48 ** to ***) £60:£70

298 1794 E.L. to Madeira endorsed "p. the ship Indian Trader,Capt.Dunlop, to the care of the East India Company's Agent at Portsm^o", prepaid 8d and showing the octagonal framed experimental d.s. (W.48,* to ***) £60:£62

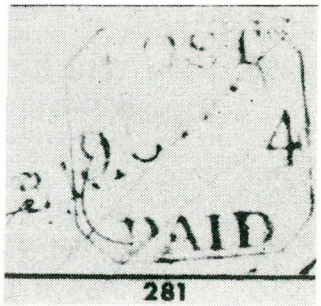
6.7.79

250 1791 (21 Jul) E.L. to Bolzano showing "NORWICH" superb in orange-red (some original sand still adhering to the strike) and the scarce 31mm. "PAID" d.s. (W.45,***) Attractive and unusual £25:£90

251 — 1 similar E.L. but showing "ROCHDALE" mainly ** to ***, the "PAID" d.s.*** £25:£32

2.11.79

280 1794 E.L. from Llangollen to London showing the octagonal framed "POST/PAID" experimental d.s. (W.48) ** to *** and the straight line " OSWESTERY" £80:£210


281

281 1794 (30th June) E.L. from Brighton Pavilion to " Sal - opian Coffee House ", London showing curved "BRIGHTON " and the octagonal framed experimental "POST/PAID" h.s. (W.48) apparently used without the central "month and day " sections, mainly ***. The lower portion of the address panel is discolored. £50:£38

282 1799 E.L. from Glasgow to Bremen,showing "PAID" above c.d.s. (W.52,mainly *** in red) and "FOREIGN OFFICE 75/99" (W.645,** to ***). £70:£52


282

283 1840 (5 Feb) E.L. showing "St.James's St./1 py P. Paid" ** in blue but"doubled" with the scarce small boxed "Prepaid" of that office ** to *** in red, partly over-struck. See Willcocks p.28 £25:£60

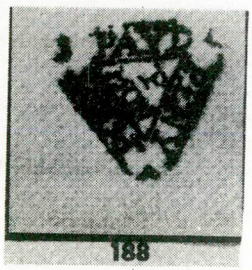
What the Auctions Tell....

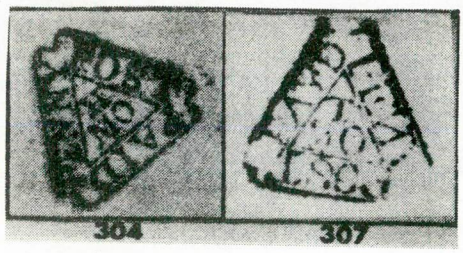
London Penny Post Stamps

8.9.78

Lot 185 1680 Dockwra Broadside, in good condition though a little ragged at the foot. A rare and historic document. £850:£1400

188 1733 E.L. from Clerkenwell to Temple with "PAYD/PENY/POST" of St.Pauls office ***. Separating at some folds and part torn away. £35:£70





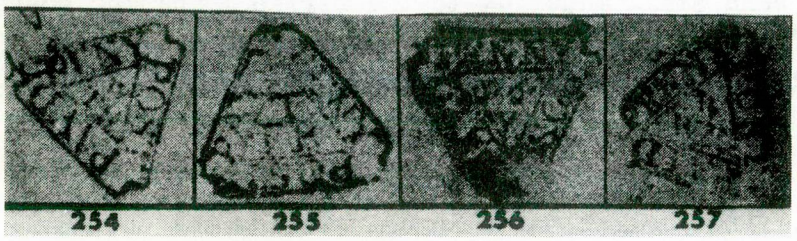
30.3.79

304T HERMITAGE: 1768 E.L. from Epping showing "PENNY/POST/PAID" for "H/MO" very *** but slightly overinked,with circ.time stamp. Some slight staining. £100:£300

305 ST.PAULS: 1733 printed E.L. to Edmonton showing "PAYD/PENY/POST" for "P/MON",** to ***: endorsed by receiver "W.Sirll" and "L" £35:£100

306 SOUTHWARK: 1766 E.L. from Clapham to Winton (Hants) showing "PENNY/POST/PAID" for "S/WE" and Bishopmark "24/AP", both mainly ***: endorsed "Clapham". Letters endorsed with the office rather than the name of the Receiver are unusual. £35:£70

307 TEMPLE: 1767 E.L. showing "PAYD/PENY/POST" for "T/MO" (showing reversed "N" in "PENY") with circ.time h.s. both ** to *** £45:£70



6.7.79

252 1712 E.L. "For Capt Thomas Bowry at his house In Well Close beyond Goodmans Fields" and with "Deliver" with "PENY/POST/PAYD" for "P/FRI" (St.Pauls) ** to *** address panel very slightly soiled £65:£75

254 1737 E.L. from Ealing to "near the Black raven in Friday Street,London" showing "PENY/POST/PAYD" for "W/TH",mainly *** and endorsed "Ealing" (the office and not the Receiver): unusual £50:£110

255 1765 E.L. from Mason's Yard to the Foundling Hospital with "PENY/POST/PAYD" for Temple,nearly *** with time stamp and ms "Carleton" on panel £60:£65

256 1768 E.L. from Eltham to the Foundling Hospital with "PENNY/POST/PAID" for Southwark,nearly *** with timestamp and ms "Rushworth", filing crease crosses through h.s. £60:£75

257 1775 E.L. from Stratton Street to the Foundling Hospital with "PENNY/POST/PAID" for Westminster *** filing crease does not affect strike. £60:£50