

NOTEBOOK

OF THE POST OFFICE.....

On 15th. July Parliament spent some three hours debating the state of the Post Office. Both the Opposition motion and the Government amendment were political in tone and presentation, as was much of the debate. Indeed, one of the all too few contributions which tended to avoid that particular irrelevance was that of Sir George Young. He spoke with some authority, for until February of last year he was an economic adviser to the Post Office Corporation, a post held for some four and a half years. This gave, he remarked, an advantage of experience from within and without.

Despite the 'yah-boo' element - as Ian Wrigglesworth aptly described it -, a number of interesting, albeit sometimes alarming, suggestions was made. Would you believe charging by distance ??? There was the very novel conception of a charge at a higher rate for country delivery, shape of a flat top three crosses the mind at this point.

It is proposed to continue no more with abstracts but the points so far may serve to encourage the purchase of Hansard (22pence) for the debate; it will be well spent.

However, as postal historians one may ask the question of the Post Office, namely that we have a much attacked service and what is proposed to correct the state of the game ? Mere mortals of Members of Parliament and Postal Authorities do not have certain advantages enjoyed by postal historians. Could not the deep understanding of the history and background of our postal service be put to some practical use; perhaps a one day conference with discussion papers read and considered might yield something rather more original that has as yet been put by M.P.'s or the Post Office.

This surely is an opportunity to be grasped.

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THE D MARK.....

Several other examples of the ' D ' have been advised, but a most important aspect requires clarification.

In the original listings on these marks and in the comments under the ' D ' article, the L1 etc dates as quoted in Dubus (1865) were used. However, the position, as Dr. Wytttenbach quite correctly points out, is that the L1 marks are not recorded BEFORE THE END OF 1868. Following his letter, a quick scamper across the pages of the proof impression books showed none dated BEFORE 1869.

This, of course, adds considerable weight to Dr. Wytttenbach's proposition that the ' D ' is a precursor for the London ' L '.

The engraving which we reprint opposite was loaned by John Adams who with an infinite patience has allowed its retention till it could be fitted into the print schedule.

Although a number of members had Exhibition material to show at our recent meeting, this item will be new to all; however, should a reader have anything similar for this or any other event, Notebook will be only too pleased to publish.

-O-

IN THIS ISSUE.....

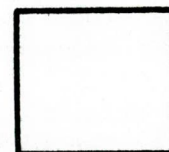
page	1	Of The Post Office The D Mark
	3	The Post Office Jubilee Conversazione at South Kensington Museum.
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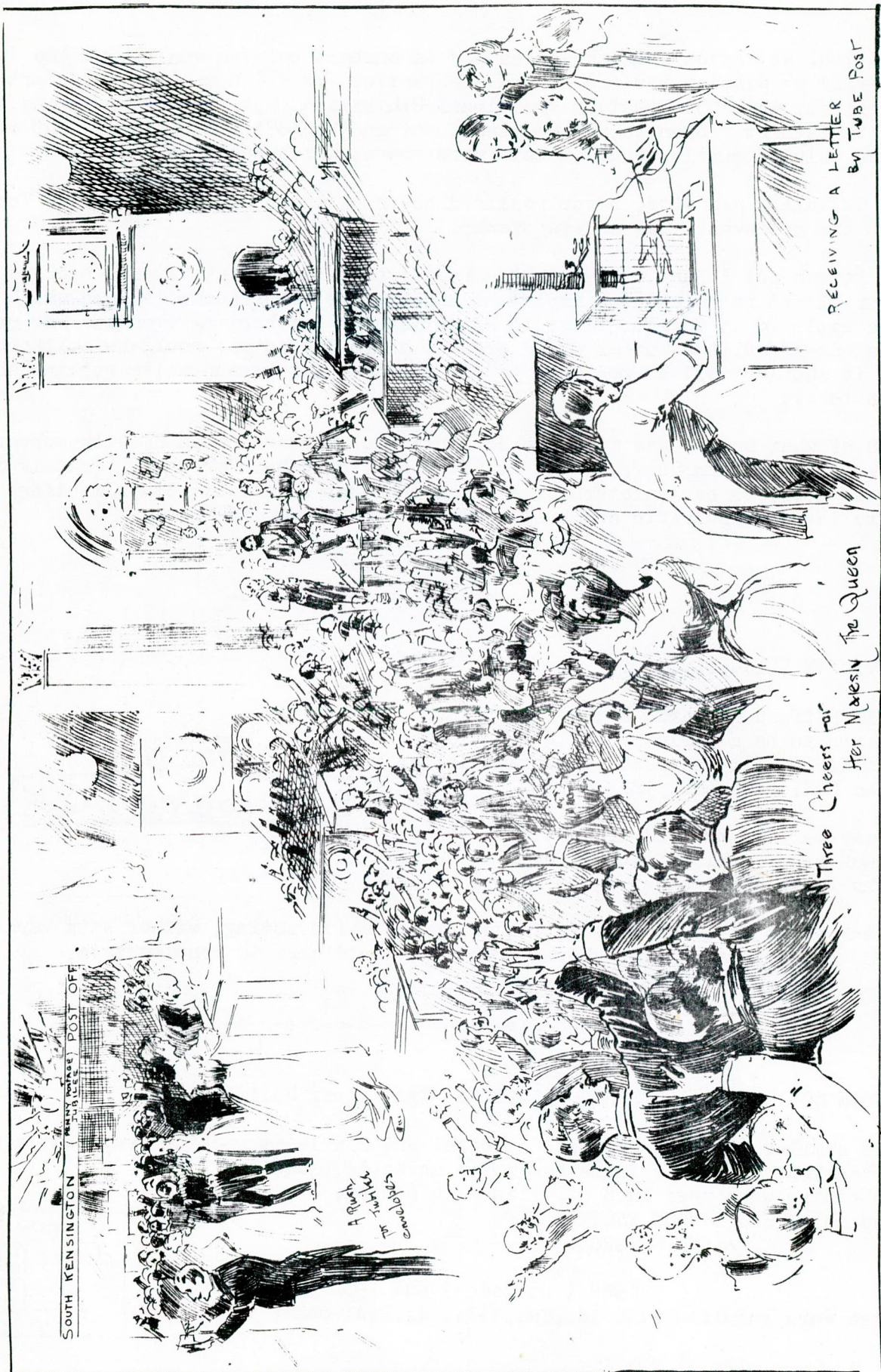
following page 16 are seven notice reprints, pages un-numbered.

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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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your subscription of £2 for the
current year is still to be
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inside back cover.





The Post Office Jubilee Banquet at South Kensington Museum.

MEETING REPORT.....

May 17th. at Caxton Hall showed us few in numbers but the quality of the material on display was, in a word, fantastic. We did not, perhaps, start at the first, the 1851 Great International Exhibition, but thereafter it was the full treatment. Even to say we missed out on the 1851 Exhibition is not true since printed envelopes and medals were shown, which can't be bad!

The Guildhall exhibits, never realised how much material one could find for just the one event, was an eye opener.

And it was not ' just ' postmarks. Parcel post labels, skeletons, back up material and notes and one important aspect, the slogan cancellations which were employed at various times to advertise the forthcoming events. The many versions of quite a number would present a problem to any would-be collector but it should still be possible to put together a representative outline show even today.

Much of what we saw was from the collection of Michael Goodman, with supporting material from John Sharp, Derek Holliday and the others present. Frankly it was so good, an early return date which does not clash with other meetings on quite the same horrific scale is a must.

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BELVIDERE PLACE.....

David Lafford forwards a tracing of what appears to be a variety of fig.1 on page 3 of No.20. It is on a folded part letter dated 2nd. December, 1823.

T.P.
Belvidere P.SK

It may well be the end product of a badly struck stamp, this often giving rise to marks which would otherwise be quite usual.

In any event it is an interesting stamp and worth noting, either as a variety or as a cautionary tale. Perhaps readers would care to resolve this.

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

DOUBLE SQUARE HEY & DOLPHIN PAID DIES, from Derek Holliday

Dies similar to those used in Universal and single impression Kraggs, but squatter, as the year is in the frame and not a moveable plug in the centre, were used in H & D Fliers in London.

Dies noted are LONDON FS 1928 M

LONDON 1928 A

B

1929 (no code) and 1932 (no code)

These were supplied with $\frac{1}{2}$ d., 1d., $1\frac{1}{2}$ d., 2d., $2\frac{1}{2}$ d. money type.



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

NINTH REPORT OF THE POSTMASTER GENERAL ON THE POST OFFICE 1862.....

International Exhibition

Nearly half a million letters passed through the temporary Post Office which was provided in the building for the International Exhibition last year.

Registered Letters

It was stated in the last Report that owing to the failure of the frequent appeals made by this Department to the senders of letters containing money or other articles of value, always to register such letters, for the sake not only of the senders but of the letter carriers and other persons through whose hands they must pass, it has been resolved to make the registry of such letters compulsory; further, that it has been determined to reduce the registration fee from 6d to 4d. Last August the latter arrangement was, as regards inland letters, carried into effect, and a beginning was made at the same time in the matter of compulsory registration by requiring that all inland letters passing through the London Office and containing coin should be registered, with a provision that when such registration was not made on the application of the person who posted the letter, the Department should make it without application, and charge a double fee; such fee, however, to be of course returned whenever it might be shown that the letter did not really contain coin. ***

The result of these alterations has been highly satisfactory. Under their operation there has been an increase in the number of registered letters passing through the London Office (where alone these measures have as yet come into joint action) of not less than 37 per cent, as compared with an increase in the corresponding period of 1861 of about 4 per cent. only.

The number of letters compulsorily registered during the same period was upwards of 58,000, which is rather more than one in ten of the whole number just referred to.

Concurrently with this increase in registration there has been a great diminution in applications for missing letters containing coin, the number at the London office having been reduced by more than one-half; and a still more cheering result appears in the fact, that while in the last quarter of 1861, four London letter carriers were convicted of stealing cash letters, in the corresponding quarter of 1862 not one was even charged with such an offence.

It is satisfactory to be able to report that the regulation regarding compulsory registration was carried into effect with the general acquiescence, apparently, of the public; the rule having caused but few complaints. With your Lordships' approval, I propose soon to extend the regulation to other parts of the country.

Valentines

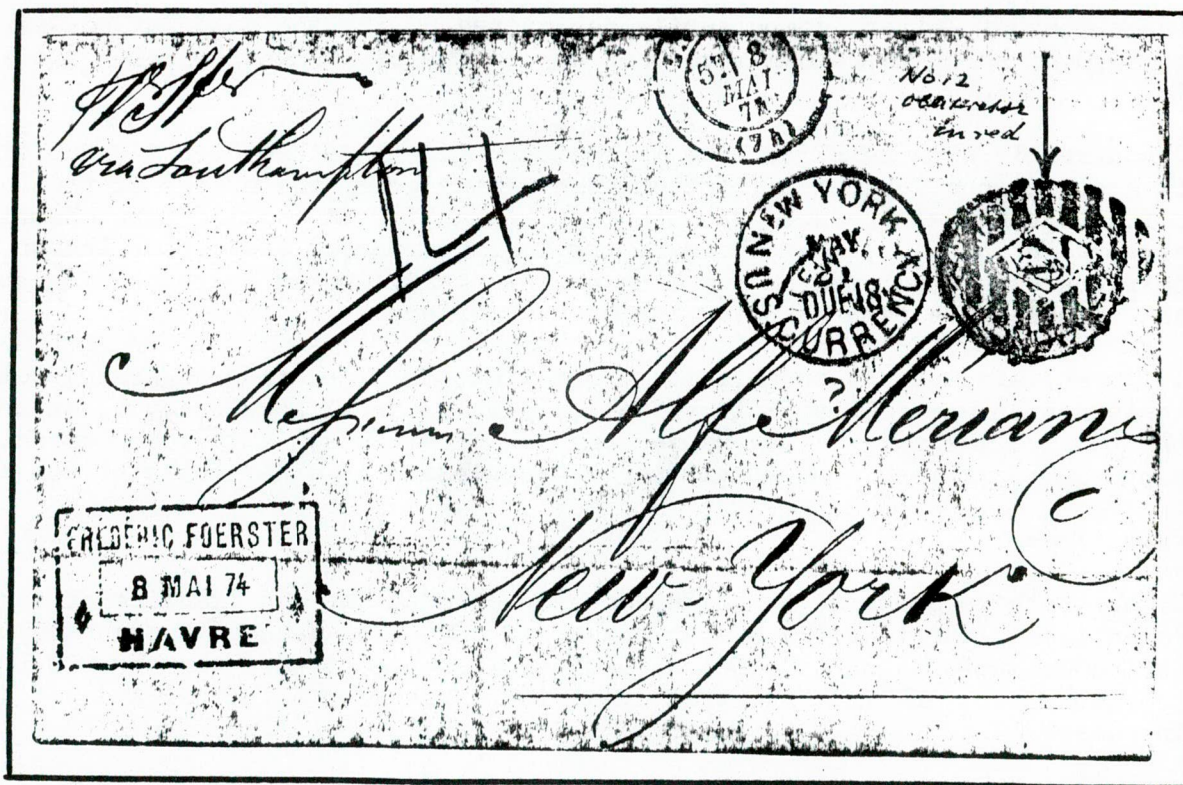
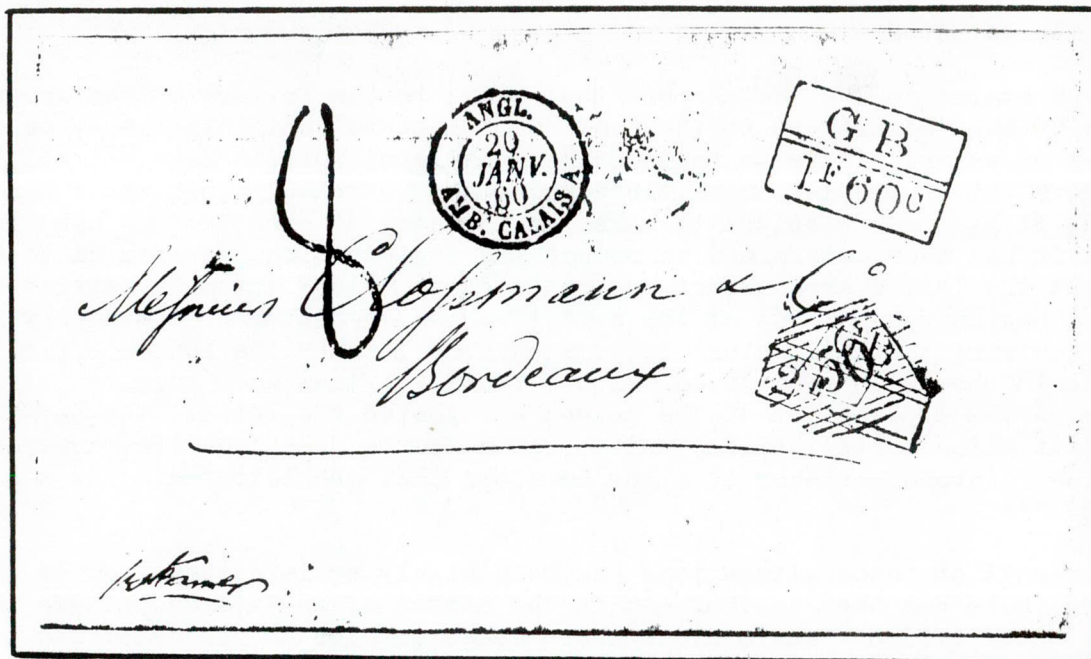
Hitherto there seems to be no tendency to abandon the old practice of sending Valentines, last year the number of Valentines which passed through the London Office was upwards of 430,000, showing an increase of more than 20,000 upon the previous year; and in the present year there has been a further and yet larger increase.

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

*** Can any reader produce an early example of compulsory registration or even one where the registration was refunded or the charge refused ?

THE CANCELLATION OF HANDSTAMPS.....

The two covers we illustrate below, supplied by Dr. Wyttenbach, demonstrate the use of the 50 in diamond to cancel a convention mark and in the second, a 12 in upright diamond to cancel a London Ship Letter stamp. Since an uncanceled example of the same stamp appears on the reverse, the reason for the treatment of just one is not clear.



THE HOSTER MACHINE CANCELLATIONS, by Derek Holliday

After some trials, the G.P.O. purchased some machines in 1884 for £105 each. These devices were probably a development of the Azemar and were marketed by a German, Albert Hoster. They stamped letters at 500/minute but were unreliable and required numerous repairs.

The trials were in 1882 and 1883 and according to Stitt Dibden "only on undelivered mail in the dead letter office". The first trial produced a cancellation considerably smaller than all the others (fig.1). Only one copy dated 27 October 1882 is known. It is on a cover from Italy on which the stamp is lightly cancelled - this is in the collection of Captain Holland. The next trial (fig.2) is also very scarce and is known for July 12 and September 3, 1883.

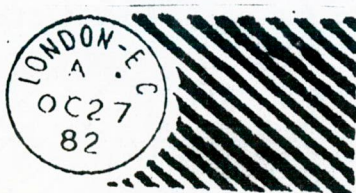


fig.1



fig.2

The machines bought by the G.P.O. came into use by April 28, 1884, their impressions (fig.3) being similar to those of the second trial but with thicker bars and LONDON EC in larger letters although in July and August it is in the small style again. This continued in use throughout 1884 and again from January to March 2 1887. Both sizes of London are found with a star between the month and day.

The next type (fig.4) has corners added to the left side, presumably to reduce wear. This type is recorded from January 19, 1885 to June 3, 1887.



fig.3



fig.4

There are varieties of this type with numbers cut into the bars (fig.5)

- a) 11 and 22 in the fourth and third bars from the bottom -
recorded December 22, 1884 to January 3, 1887
- b) XXII, 22 and 1 in the fourth, third and second bars respectively -
recorded January 2, 1885 to March 28, 1887

The next type has two large six pointed stars either side of the year and the number 23 in the third bar - seen 12 November, 1885
and additionally a 1 in the second bar - April 10 to November 20, 1885
or a 2 in the second bar - April 25 to October 28, 1886 (fig.6)



fig.5



fig.6

The Hoster Machine Cancellations, continued....

Dies introduced in 1886 and later had a double rimmed circle. The first of these had seventeen thin lines sloping downwards from left to right. There are the star ornaments as in the last type but the year is now at the bottom between the E and C. This occurs with the figure 1 cut into the bottom left corner from February 4, 1886 to December 10, 1887 and with the figure 2 from January 18, 1886 to June 23, 1887 (fig.7). This also occurs with the number 22 in the top left corner dated February 5, 1886. It possibly occurs in all of these but the top corner is usually blurred.

The next type has curved lines without numbers in the left corners. The year may be between the E and C with the stars on either side of the month and day, or with the year slightly higher with the stars on either side of it. In the latter case a star is usually between the month and day. This type has sixteen to nineteen thick bars and is recorded from April 19, 1887 to August 1, 1890 (fig. 8).



fig.7



fig.8

The next type has London at the top but no EC, the layout is different with the date in one line (fig.9). The letter A is always at the top and the codes G, O, R or ZZ at the bottom. There are fifteen thick bars and it is recorded from January 12, 1889 to February 1891.

A similar type but with the code at the top now being a number, the month and day with a star in the middle and the year at the bottom is known from October 21 1899 to November 30, 1891.

Another type (fig. 10) has twelve thick bars, a code number or letter at the top, in the middle the month and day with sometimes a letter between them are also sometimes between two stars, at the bottom is the year usually between EC.



fig.9



fig.10

The next type (fig.11) is very distinctive as the bars slope in the opposite direction - upwards from left to right. There are eighteen thin bars. Variations of this type have been noted as follows:

Left corners separated from right, without star -

1890 March, June, July, October
1891 January, April
1892 July

with star -

1890 June
1891 January, April
1892 April

The Hoster Machine Cancellations, continued.....

Left corners joined to right, without star -

(fig.12)

1893 March

with star -

1892 July

1893 April

The EC is often very faint and sometimes missing completely.



fig.11



fig.12

There are several rare types: the first has square dots instead of bars (fig.13). It is known for February 11, 24, 28 and March 9, 10, 12, 1887. The next type (fig.14) was used at Charing Cross W.C. and occurs with either a dot or a dash between the words. At the top is the code letters AX. It is known from October 16, 1885 to December 7, 1887.



fig.13



fig.14

Bedford St. B.O.W.C. (fig.15) used a machine for a short time. It is recorded cancelling on October 19, 23 and November 10, 23, 1885 and as a backstamp without bars on September 24, 1885. Another type (fig.16) was used at the Newspaper Branch for precancelling wrappers and printed matter which had adhesives. It has no date plugs but from contents it was used from at least August 17, 1885 to December 1, 1886.

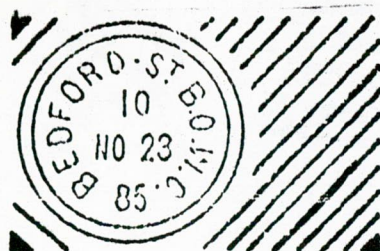


fig.15



fig.16

The machines were also used on ' OFFICIAL PAID ' mail with just a circular die with London at the top and Official at the bottom. This is known for August 15, 16, 21, 1884 in red.

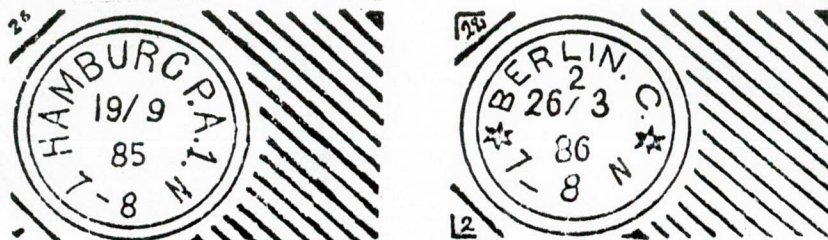
The Hoster Machine Cancellations, continued.....

From 1886 to 1893 the machines were used to backstamp mail with fig.17 in red.

fig.17



Similar dies to fig.7 were used in Germany on the two machines each at Hamburg and Berlin. These had the numbers 25/6 and 27/8 respectively in the top left corner



I would like to thank Mike Goodman for his help in checking the article and for information on the scarcer types.

References

Early Machine Cancellations: Stitt Dibden
 London Cancellations: L. Dubus
 L.P.H.G. Notebook Nos. 8, 9, 10 & 14

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THAT SEVENPENNY CHARGE MARK.....

Amongst the kinder suggestions was one that the mark was that of an open topped four, but the probable truth is that proposed by those who suggested an early visit to the local optician!

If one examines the arrangement as if it were in TWO parts, for indeed there must be at least two stamps involved, also considers just what had been happening, then the obvious rather leaps from the page.

The letter had been redirected, so it was given a REDIRECTION CHARGE FOR ONE PENNY.



When another redirection was effected, the charge was increased to twopence and the first one penny charge deleted with the 'squiggle'. Due to the over heavy application of the mark and the resultant rather heavy top bar, it created the impression of an entirely different first charge. The artist (?) impression above shows the sequence of events.

Although it is evident there was no sevenpenny charge, the item with the two redirection marks is not without merit and as such must be 'scarce thus'.

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THE LONDON BYE-POSTS.....

Readers would no doubt agree that the study of the various bye-posts in London can be both rewarding and frustrating. Rewarding in tracing the establishment of the service and frustrating in efforts to obtain examples for a particular route.

During researches into Woolwich, as part of the Route 6 project, a detailed report came to light, with specimens of the various notices to the public announcing the event. Being in duplicate, the temptation to reduce the P.O. stock by fifty per cent was resisted (just) and should others be likewise enticed, a set is enclosed as part of this issue. They are not, unhappily, as fine as the originals but none the less are so rarely met with outside archives may provide an adequate alternative.

The file reference is P.M.G. Reports, No. 262 of 1811.

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General Post Office

December 3rd 1811

My Lords,

I have the Honor to enclose a report from the Comptroller of the Two penny Post that he has completed the Bye letter regulations throughout the Country delivery.

The Public is now therefore possessed of an accomodation long wanted. Since the commencement of the regulations on the Richmond and Brentford Rides, their revenue which at first largely covered the new expenses has progressively increased and in every instance there seems a promise of much permanent advantage from the Foundations laid.

The proposed new salaries on the Woolwich, Woodford, Sydenham, Edmonton & Finchly Rides are stated by the Comptroller to be on the same Scale as on the others where the regulations were before established, and the whole expense is only £270 per annum instead of £400 as was first estimated.

I beg to state to your Lordships that if no additional revenue had been obtained beyond the Expenses of the Bye Posts, I am decidly of Opinion that they ought to have been established for the public convenience of a ready and direct communication between all the Villages situated in every single ride.

The printed Instructions and Advertisements of the Comptroller do credit to his care and Industry.

All which is humbly submitted by

F. Freeling Sec.

(endorsed : It is very meritorious)

Twopenny Post Office

Novr 30 1811

Dear Sir,

Since my Report on the Bye Posts established upon the Woolwich and Woodford Rides, I have carried this regulation into effect on the Sydenham, Edmonton, Finchley and Paddington Rides, and it is now extended to all parts of the Country Delivery.

On the Sydenham and Edmonton Rides Four Offices on each perform the Bye Post duties,

The London Bye-Posts, continued....

and on the Finchley, including Paddington which is considered with it, Six Offices are employed. None of the Receivers objected to undertake this new duty, and I had therefore no occasion to recommend the removal of any Office. Most of them have since informed me that the regulation is much approved by the Public and that it appears to give every satisfaction in their respective neighbourhoods.

In every quarter the number of Bye letters has increased since this speedy delivery has been adopted, but, as it takes a considerable time before new regulations in the Post are universally known, the full effect of this measure will not yet appear on the Rides where it has but recently been established. On the Richmond Ride, where the regulation was first tried, the increase of Bye letters for some months was slow and inconsiderable. At the end of the first six months it produced a profit at the rate of only 10/3 pr. annum and at the end of the year it amounted to no more than 18/6d, but for the next year, which ended 5th. July last, the profit on the increased numbers of letters, after deducting therefrom every expense, namely for Salaries, Printed forms, Letter Bags, &c was £55.13 and since that period there appears a still further increase of Bye letters.

On the Brentford Ride, the next upon which the Bye Post was tried, the net profit upon the increased number of letters, at the end of the first Twelve months was £16.2.4, and from that time, being eight months, they have continued to increase. On the Croydon Ride, where the Bye Post has been established between five and six months only, the net profit is already at the rate of £34 pr. annum.

On the several other Rides there is a progressive increase of Bye Post correspondence, and there is every reason to expect that the number of letters upon these rides will increase in a still greater proportion as the regulation becomes better known to the public.

Having in my former Reports omitted to propose salaries for the undermentioned Offices I now beg to recommend, for the approbation of the Post Master General, the following, which are on the same scale as those of the Richmond, Brentford, and Croydon Rides, already authorised by their Lordships, and that they take place from the commencement of their Bye letter duties respectively.

Woolwich Ride			£. s. d.
Kent Road Office,	Salary pr. Annum		5. 0. 0.
Peckham	Do		5. 0. 0.
Deptford	Do		5. 0. 0.
Greenwich	Do		6. 0. 0.
Woolwich	Do.		6. 0. 0.

Woodford Ride			
The Bow Office,	Salary pr. Annum		5. 0. 0.
Stratford	Do		6. 0. 0.
Leytonstone	Do		5. 0. 0.
Woodford	Do		5. 0. 0.
Chigwell	Do		5. 0. 0.

The London Bye-Posts, continued.....

Sydenham Ride

		£. s. d.
The Walworth Office, Salary pr. Annum		5. 0. 0.
Camberwell	Do	5. 0. 0.
Dulwich	Do	5. 0. 0.
Sydenham	Do	5. 0. 0.

Edmonton Ride

The Hackney Office, Salary per Annum		6. 0. 0.
Stoke Newington	Do	5. 0. 0.
Tottenham	Do	5. 0. 0.
Edmonton	Do	6. 0. 0.

Finchley Ride

The Islington Office, Salary pr. Annum		6. 0. 0.
Sommers Town (sic)	Do	5. 0. 0.
Camden Town	Do	5. 0. 0.
Highgate	Do	5. 0. 0.
Finchley	Do	6. 0. 0.
Paddington	Do	5. 0. 0.

In my first report recommending the Experiment of a Bye Post, I stated that the expense of establishing that regulation on all the Rides would amount to £400 pr. Annum, but I now have the satisfaction to find that the Total expense will not exceed £270 pr. Annum, being £130 less than my original estimate.

In order that the regulation might be the better understood by the public, and with the view that the Printed Notices might the more effectively operate as checks for the due performance of the duty and the security of the revenue I have altered the form of the advertisement to the Public, and that of the Instructions to Receivers, and finding that errors, by missending letters, might be more speedily corrected through the medium of the Bye Post than that of the London bags, as formerly, I have circulated among the Letter carriers a printed notice, which besides pointing out their Bye Letter duties, contains full instructions to them, both as to the transferring and as to the receiving of any missent letters. At the same time both the Instructions to the Receivers and the Notice to the Letter carriers contain an injunction, as you will perceive, against the Letter carriers performing, or even assisting in, any of the duties which belong to the Receivers.

Enclosing copies of the New Printed Regulations and Instructions, and in the hope that these measures will meet their Lordships approbation.

I have the honor to remain,

Dear Sir, Your most Obedt Servt.

E. Johnson, Comptroller

The London Bye-Posts, continued.....

TWO-PENNY POST OFFICE, August 30, 1811

Instructions to Letter Receivers for sending and receiving Bye Letters

Letters to be SENT

1. THE Letter Receivers at the Sorting Offices (after seeing that the Date Stamp is properly shifted) are to Stamp all Letters put in at their own Offices, both London and Bye-Letters, Paid and Unpaid, on the Back, with the Date Stamp. Likewise all Bye Letters collected by the Letter Carriers from other Offices in the same District, but not the London Letters from the latter.
2. To sort from their own Collections, and to receive from the Letter Carriers Collections, all such Letters as there may be for the Places named in the Sorting List.
3. To stamp the Unpaid Bye-Letters (but not the London Letters) with the Three-penny Unpaid Stamp. The Paid to be stamped at taking in, with the proper Paid Stamp. These Stamps to be marked on the Front of the Letters respectively.
4. To sort the Letters into the Slips of the Sorting Box, according to the Directions in the Sorting List.
5. To enter in the Voucher, on the Sent Side, in their respective Columns, the Number of Paid and the Number of Unpaid Letters which are to be sent off in the Bye Bags.
6. To copy into the Letter Bills, the Entries made in the Voucher of Letters going in the Bye Bags.
7. To put the Letters and Bills into the Proper Bags, - to Tie the Bags and Seal them, making a fair impression of the Office Seal on the Knot of the String; and to deliver them to the Post Boys.
8. Where there are no Letters for a Place, the Bag, containing a Bill stamped with the Date Stamp, signed with the Office Keeper's Name, and having the word None written across the Space intended for Figures, must be sent as duly as if there were Letters. The Bag to be tied, but it need not be sealed.
9. The Bags for Places down the Road to be delivered to the Post Boy going down from London; Those to come up the Road to be delivered to the Boy coming to London.

Letters RECEIVED, &c

1. AT Some of the Offices the Post Boy going down, and the one coming up, mostly meet, and there is consequently little or no interval between the dispatch and the arrival of the Bye Bags at such Offices. But at others there is a considerable interval. Where the latter is the case, any Letters put into the Sorting Office during the interval which may be for delivery within the same District, must be added to such as may before have been sorted into the Slip of the Sorting Box for the District. These Letters, together, must then be entered in the Voucher, both in the Sent and Received Column for the District. The Number of such Letters will of course be the same in both these Columns.
2. The Bags arriving must be received and opened by the Office Keepers, who, after seeing that the Number of Letters agree with the Letter Bills, must enter the Number in the Received Side of the Voucher in the Columns answering to these Bills.

The London Bye-Posts, continued.....

3. The Letters above described, that is, such as have been put into the District of the Sorting Office for delivery in the same District, and such as have arrived in the Bye Bags, must then be added together in one Total of Paid and one Total of Unpaid, and entered accordingly in the Total Bill. This Bill must be signed by the Office Keeper. The Letters must then be delivered to the principal Letter Carrier, who, after counting them, must also sign the Total Bill acknowledging the receipt of the Number entered in it.
4. Immediately after the Business of each Bye Post is over, the Date Stamp must be properly shifted in readiness for the next Post. A set of Letter Bills must then be stamped with it on the Top, and signed by the Office Keeper, and then laid in their respective Slips of the Sorting Box, in readiness also for the next Dispatch.
5. All the Bye Bills must be kept by the Receivers till the Voucher is completed and then, on Saturday Morning, they will enclose them in the Voucher which they will securely seal with Wax and their Office Seal, and deliver it to the Principal Letter Carrier to be sent in the London Bag.
6. Except sorting out the Bye Letters from their Collections, delivering them up to the Office Keepers, and signing the Bill containing the Total for delivery, the Letter Carriers are to take no Part whatever in the above Bye Post Duties. They must not have the Use of any of the Stamps, nor make Entries in the Voucher, nor must they ever have access to either. The Stamps and Vouchers are intended as Checks for the Correctness of the Duty and the Security of the Revenues. A Confidence is necessarily reposed in the Office Keepers, that these Checks shall not be entrusted to the Letter Carriers, which might at once render them useless, but be kept and used by themselves, and it presumed that no one having a Desire to continue the Office would adopt, or suffer, a contrary Practice.

F. JOHNSON.

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

For any student of the Two penny Post period, the letters and instructions above clearly yield much valuable information. Of particular significance is that the dating for the start of the various Bye Posts may be established, which will add to the interest of a cover dated at or near the commencement of a particular route.

Though well known, it is also of interest to observe the use of the flat topped three on the notices to the public.

The following seven pages have been reduced slightly to A4 size, the originals being foolscap.

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

THE LONDON EXCHANGE.....

WANTED.....ENTIRES and entire letters in envelopes from KESWICK and surrounds-Lake District I suppose you could say - or more accurately Cumberland and W'moreland, but especially KESWICK - pre stamp to 1d red imperf.
W.V. Evans, 31 Balmoral Road, Kingston, Surrey KT12TY

EXCHANGE.....SURBITON HILL skeleton C MR23 91 (31mm dia) with any EC skelton of 1890 - 1910 period

P.A. Forrestier Smith, 6 Church Manor, Bps Stortford, Herts.CM23 5AE

WANTED.....to purchase (or borrow) covers and marks pre-1900 from Leyton, Leytonstone, Walthamstowe, Whipps Cross, Chingford.
K.C. Romig, 236 Cross Flatts Grove, Leeds 11

WANTED.....to purchase (or exchange for German material on or off cover) London Penny/Two penny Post or covers with an EC or WC cancellation Payment by UK cheque.
E. Shaw, 2082 Uetersen/Holst, Hafenstrasse 8, Germany.

EXCHANGE.....Newington Causeway on envelope dated 8.2.59 (type D1B)
Southampton Row on envelope dated 7.10.57 (type C4)
with similar EC marks.....
Peter A. Forrestier Smith

WANTED.....South London (i.e. Southwark, Walworth, Camberwell, Bermondsey etc) covers and marks prior to 1900 (or thereabouts). Will swap for your wants, either PH or adhesives, GB or other countries, or will pay cash (UK cheque)
C.H.W. Lilley, P.O.Box 3137, Fitzroy, New Plymouth, New Zealand.

WANTED.....to buy Post Cards - Huggins No. CP1 and 2 with side clips punched or pin cancellations...also information about Albert Hoster and a sketch of his machine or any related material.
Abbot Lutz, 1270 Ave. of the Americas, New York, NY 10020,USA.

WANTED.....1844 Numeral type postmarks, Chief Office, District Offices; on stamp piece, entire. Offers to
R. Garner, 11a Balfour Road, Southport PR8 6LE

DISPOSING.....BY EXCHANGE OF A VARIED COLLECTION OF GB POSTAL HISTORY. Am now concentrating on items relating to Leicestershire and Hinckley in particular; also re-addressed, cartoon and much travelled covers. Let me know what you collect and/or have
Jon Baker, 13 Station Road, Hinckley, Leics.

WANTED.....Xmas Special Scheme Manchester Postmark 1907, 1908 or 1909 (types 6 - 10)
M.R. Hewlett, The Hermitage, Box, Chippenham, Wilts. SN14 9DT