

NOTEBOOK

Number 114 November 1994

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Editor : Peter Forrestier Smith

64 Gordon Road, Carshalton Beeches, Surrey SM5 3RE

EDITORIAL

This issue of Notebook has made great inroads into the stockpot the Editor had tucked away and although there *should* be enough for the next number, after that we (all of us, not just the Editor) have an embarrassing void. There is an article on the Foreign Section in preparation by the Editor but apart from that....

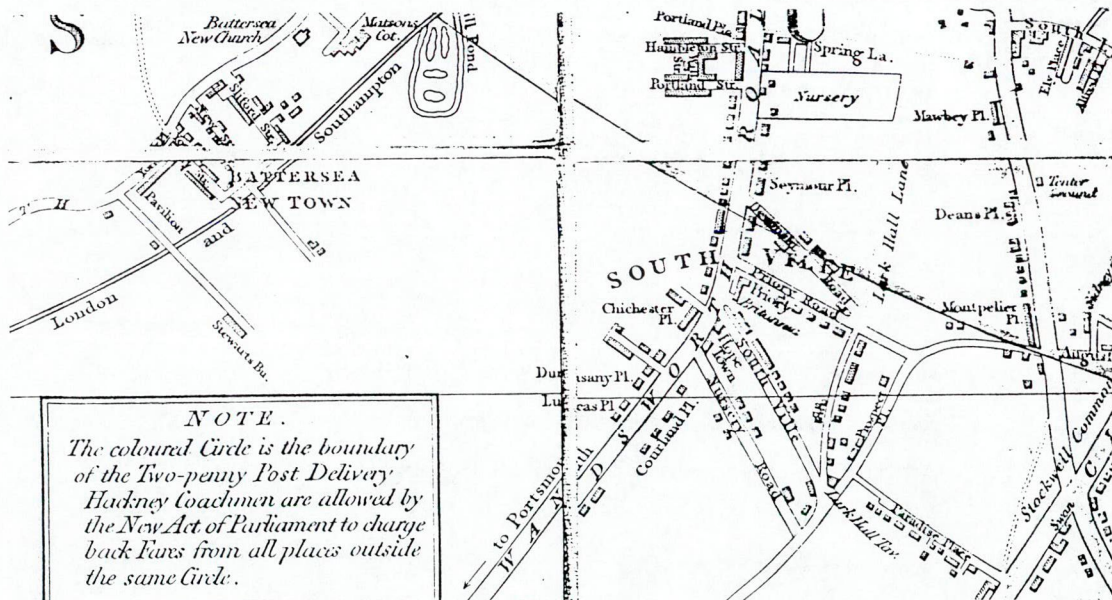
On a happier note, the printing of Maurice Barette's book on the London geometrics is far advanced as this is written. John Parmenter's major revision to several sections of the Handbook is nearing completion and early next year will see the revised Branch Stamps by John Sharp in print again.

HOPE TOWN WR

According to the listing provided in the Jay London Catalogue (p. 183), the Hope Town Receiving House name stamp can be found in three formats:

Hope Town
Hope Town WR
Hope Tⁿ W·R

The listing of stamps recorded (pp94/5) has 1827 as the earliest date and 1849 the latest. Hope Town is included in Appendix No.52 to the Ninth Report of the Commissioners appointed to inquire into the Management of the Post Office Department published in 1837. From the map published by LPHG in 1981, Hope Town appears between the London and South Western Railway and the Wandsworth Road. On Cary's "New Plan of London and its Vicinity" (1842) Hope Town is shown to the east of the Wandsworth Road, between South Ville (the road, not the area) and Nursery Road.



From this it is reasonable to conclude, since there were two "Hope-town" addresses in London, the "WR" stood for "Wandsworth Road"

The example of the framed T P / Hope Tⁿ W·R, struck in black, is dated 14th. August, 1827, written from "N^o 4 Beaufort Buildings Strand". The writer, a John Brooke, claims to be "entitled to a share of her (his brother Henry's widow) personal property..please to say of what it consists. I shall be greatly obliged if you will send me a remittance of £50 by return of post...." There is no notation on the letter by the addressee as to his action !

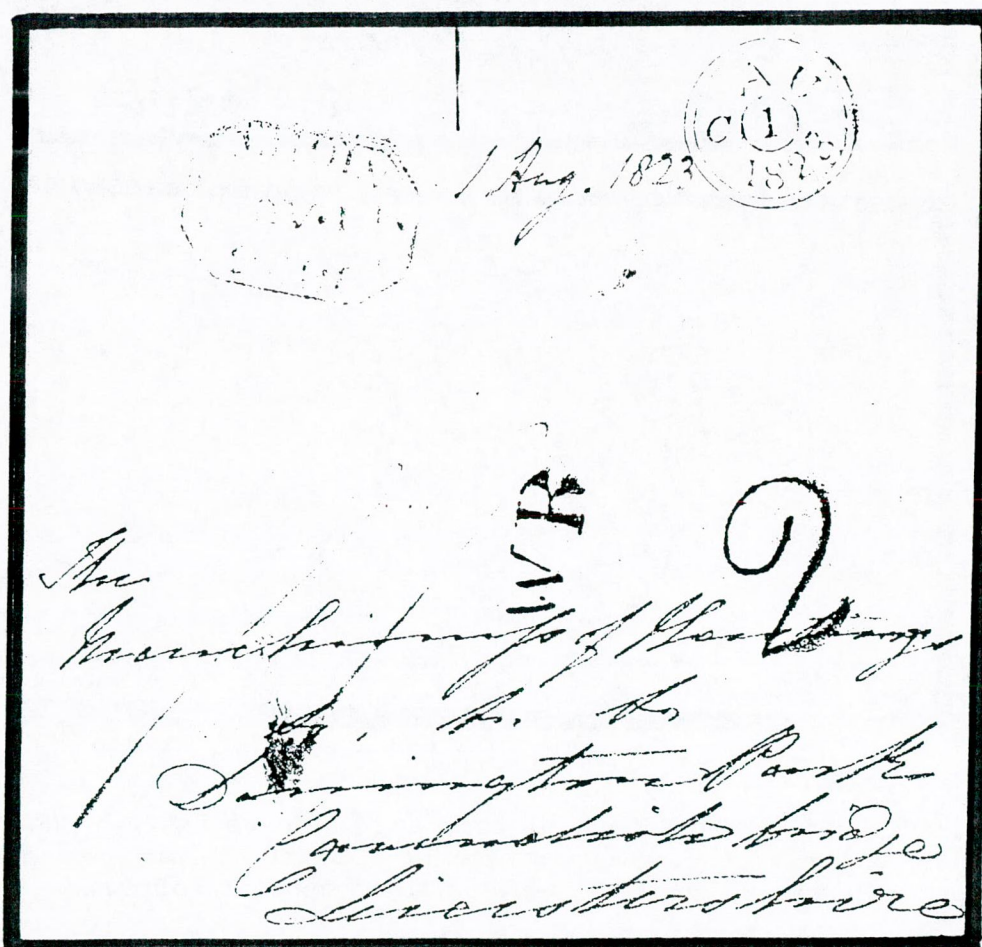
Readers will, no doubt, be aware of the "WR" handstamp (L.568) of which Jay comments :

"The **WR handstamp** is another mystery. The suggestions that it was used on the Western Road or the Willesden Ride are not borne out by some letters struck with this handstamp."

As the example cited here, the address within does not prove the office of posting. It is suggested one cannot attach too much importance to the lack of correlation between the writer's address and the office of posting.

To the
 Rev. J. H. Rogers, Jr.
 Brooklyn
 N. Y.
 New York

The "2" hand
stamp charge
for the charge
of the Country
to General
Post.



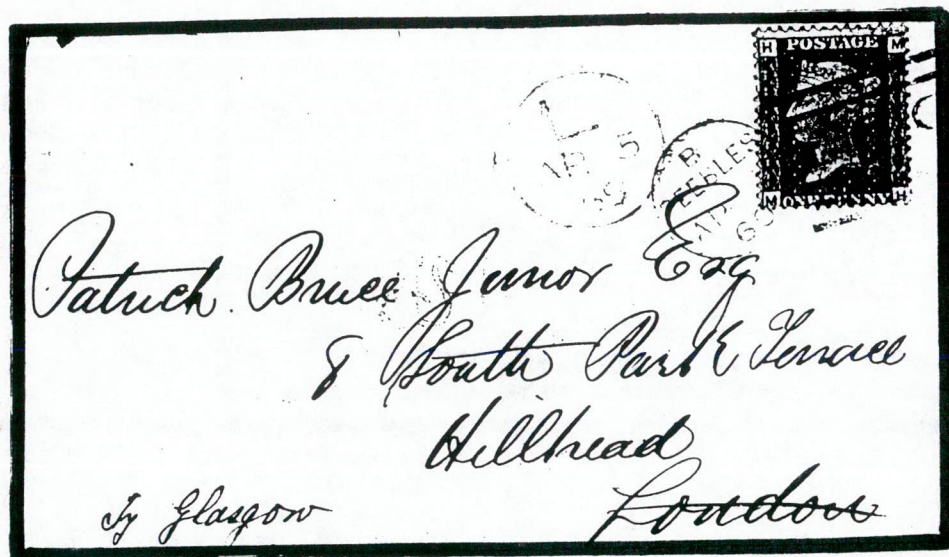
Would readers with "WR" covers please send details to the Editor, with a photocopy if possible, and their reactions to the "Wandsworth Road" suggestion.

MAIL MISSING IN THE POST

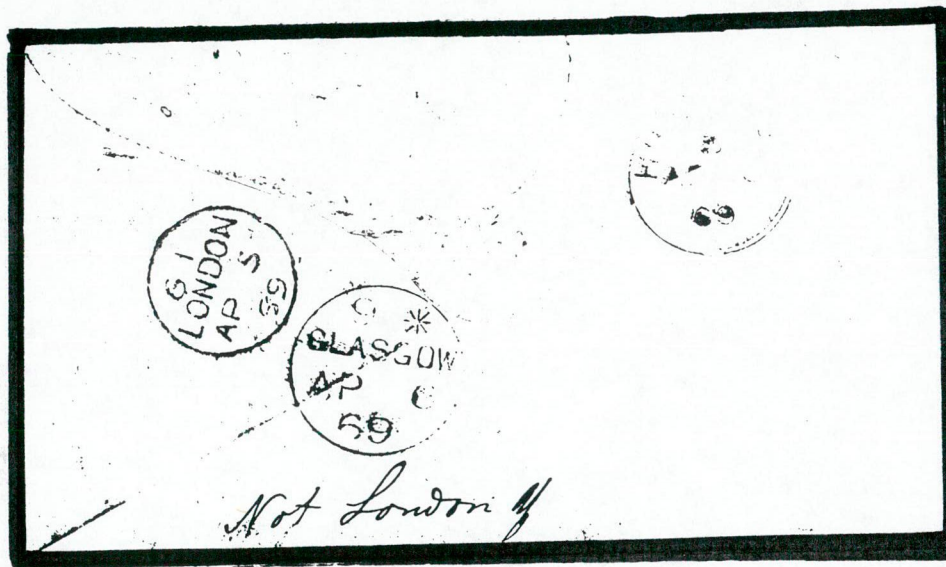
Michael Champness

Alf Kirk's interesting article in Notebook 111 prompted me, as it did Alistair Kennedy, to turn up my copy of Hendy's book. As an aside, it should be noted Hendy was the Curator of the Record Room General Post Office. The statement for fig.98 was repeated verbatim by Alcock & Holland in 1940 and, without attribution, subsequently by Mackay.

However, there does seem to be some doubt about Hendy's statement, as cast by my cover of April 4, 1869 (a Monday) sent from Peebles to Hillhead.



The sender erroneously addressed the letter to London, rather than Glasgow. Upon arrival in London the following day the Letter Carriers office spotted the error, endorsing the reverse with "Not London" and the obverse with "Try Glasgow". the envelope was then struck with the red L/AP 4/69 and sent back to Glasgow, receiving the Glasgow # 9 of the Carlisle - Glasgow Sorting carriage en route to Hillhead, where it duly arrived the 6th. April.



It is, perhaps, relevant to recall that

Alcock & Holland's "Short History and Guide to British Postmarks", published in 1960, after repeating the statement that the L mark was put onto mail getting out of course at the LCO, went on to comment as follows:

"The examples of the 1850s and of the 1860s on which we have seen specimens have had, however, illegible or defective addresses, and seem to have been delayed for this reason." This would appear to have been the case with my

example and with Alf Kirk's cover, which had the address corrected by the initials "EC" added in another hand, presumably at the L.C.O. By 1860 the address on Mr Parsons' cover (Notebook 108) would also be defective, having no street name or District shown.

The connection made by the late W.G. **Stitt Dibden** between the 1843 Select Committee Report on the operations of the Twopenny Post (an "L" being marked on letters left behind in the morning) and the issue, some 14 years later to the Inland Branch of the dated "L", is rather tenuous.

Without denying the great value of the vast amount of pioneer work carried out by my old friend, it is generally acknowledged some of his conclusions have not always stood the test of time. For instance, his claim that the large "L" in a circle stamp (his fig.25), always found in red in the 1840s and 1850s, was also issued for a **Too Late function** differs from the evidence of Lombard Street using such an "L", Charing Cross a "C" and Vere Street a "V" on mails posted at these London Branch Offices on Sundays from about 1835 through to 1850. These letters were subsequently sent to the Chief Office, where the scalloped Sunday datestamp was applied very early on Monday mornings as evidence that the letters had been held over.

.....
HS or SH

a note from John Hine

I am able to add two further dates, within the time span in R.G.Allum's article in Notebook 111. Both have code "HS".

R1A for 24 JU 1858
R1B 11 MR 1859

To state the obvious, it is clear the "H" and "S" were loose plugs and were placed in reverse order on rare occasions. The second example illustrates there is no connection with the format of the numeral obliterator as we now have both R1A and R1B represented.

Perhaps collector could, with advantage, concentrate their attention on the very neglected single circle backstamps used on these Rideout trail machines.



Surely reversals of the codes "HS" and "CR" should be possible - who can help ?

.....
LOMBARD STREET F.O.

Brian Smith



The Lombard Street Paid date stamp can often be found on mail going abroad. As can be seen from the example on the left, the "duty" code reads "F.O." It occurs to me these codes do not, as a general rule, have a stop after each letter, this being reserved for those letters which are the initial letters of some office or duty. Might these be "Foreign Office ? Please comment.

CONGRATULATIONS.....

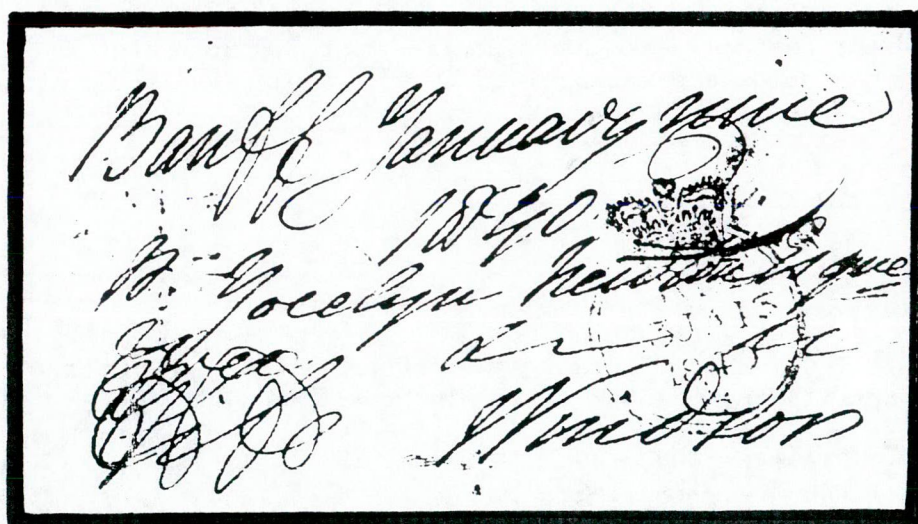
to Alf Kirk who has been awarded a Certificate of Appreciation by the Association of British Philatelic Societies for his services to Philately.

THE FREE WHICH CANNOT EXIST

Further examples from James Grimwood-Taylor

The point of the cessation of the Franking privilege is it remained valid for mail posted up to and including the 9th. January until it was delivered.

I have three examples for the 10th., 11th. and the 13th., the last one being, as far as I am aware, the latest date. This would seem reasonable as the 10th was a Friday and the 13th the following Monday.



Posted from Banff on January 9th, it reached London on the 13th, when it received the evening duty stamp en route to Windsor.

The loss of the privilege was bitterly resented by the writer who endorsed the back of the letter :

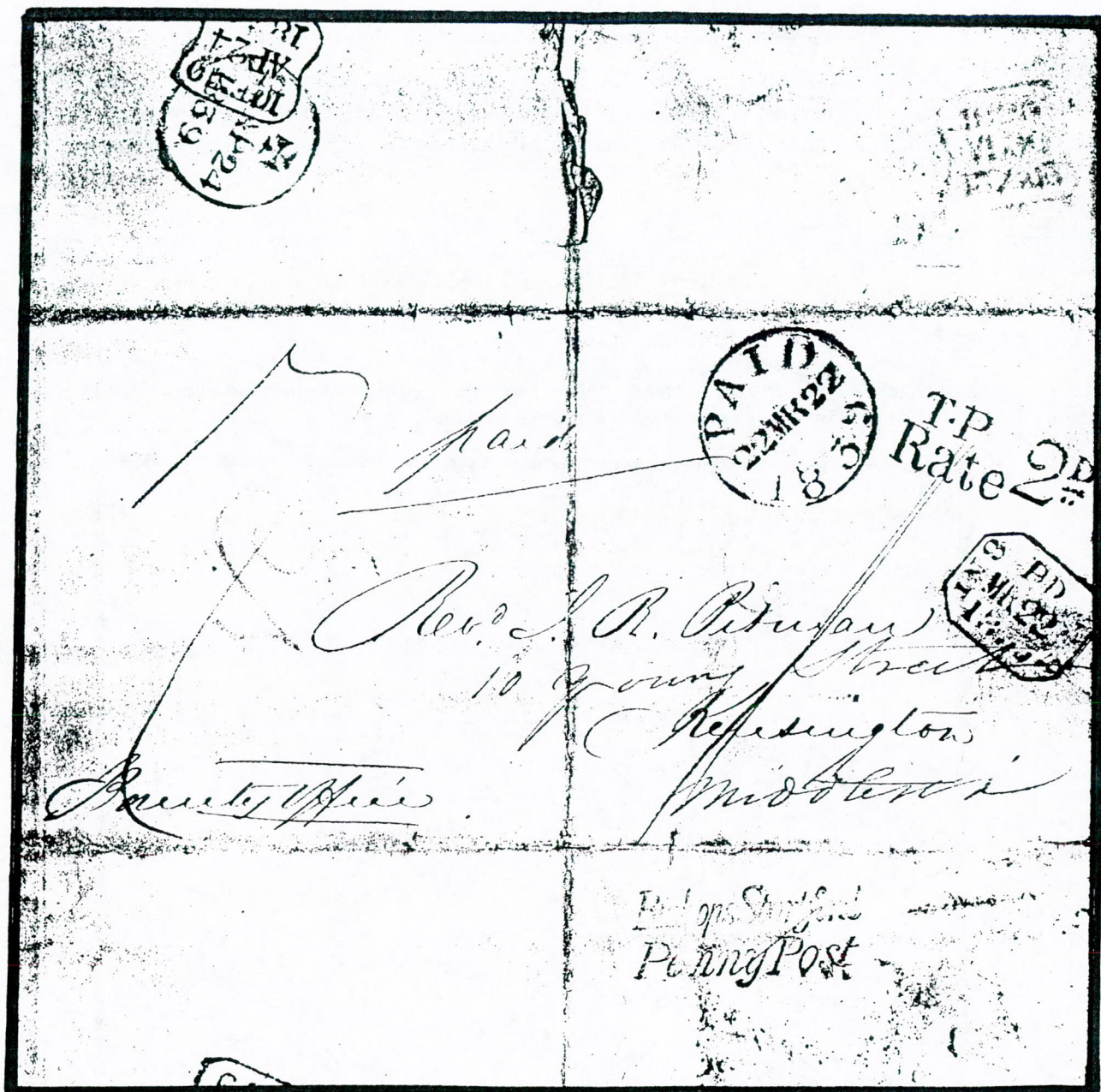
"With one of my last franks, I send you Lord Middleton's [letter] - I cannot express how disgusted I am with the foolish leveling measure of your Whig Radical friends....."

AN UNEXPLAINED DELAY

Quite why a letter containing the return address of
Christopher Hodgson, Esq
Bounty Office,
Dean's Yard,
Westminster

should have been posted in Bishop's Stortford is the first element in the puzzle of this cover,

As you can see it carries the village type *Bishops Stortford* / *Penny Post* in red but no Stortford date stamp, no trace of this whatsoever. Puzzle number two.



It was originally addressed to "Rev^d J.R. Pitman / Kensington" and this was subsequently supplemented by the addition, in a different hand, "10 Young Street, Middlesex". The cover is endorsed by the sender as "paid" and there is, what appears to be, a figure 5 (but see David Robinson, page 14 "9"), in red ink, partly overstruck by the PAID date stamp for 22MR22 1839. The addition of the TP Rate 2d stamp to the General Post charge of 7d - note the scrawl, in black, at the left, makes the "9" a strong contender.

There is/are a line or lines across the address: what is/are it/they?

The Twopenny Post PD time stamp for 8NT follows the letter's transfer to that service for delivery.

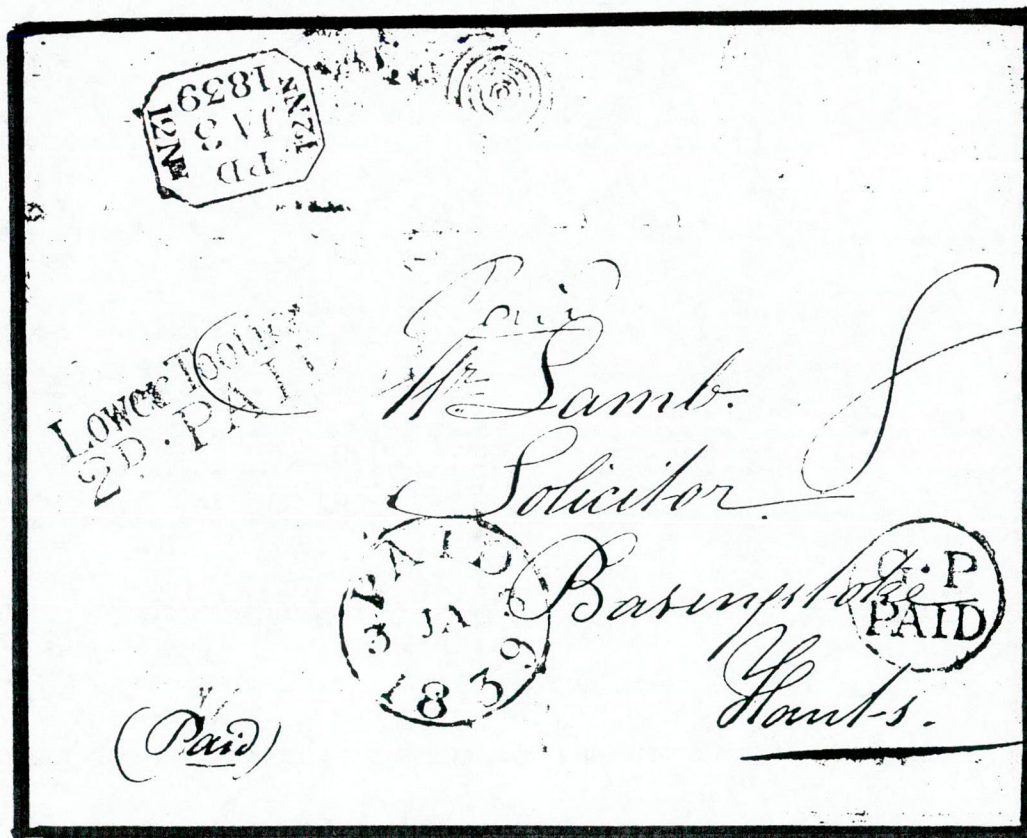
So what happened next ? - puzzle number three. A General Post date stamp (L14d - cross instead of code) for 24AP24 1839 and an unpaid Twopenny Post time stamp for 10FN appear. There is no further readdressing or official endorsement of any sort whatsoever to explain what happened for a month and two days. Surely it did not take all that time to get the full address. If that were the case, how unlike the Post Office not to take steps to ensure all parties were made aware it was not the fault of the Post Office.

As always, your constructive suggestions for the delay would be appreciated.

One final note: the addressee returned the letter to the Bounty Office on the 30th. April 1839 from Gt. Portland St TP Receiving House. It was NOT prepaid.

.....
LOWER TOOTING TO BASINGSTOKE
a query on a paid charge

As a general rule, the rate shown on a letter is correct, it is the postal historian who has not done the correct research which leads to the conclusion there was an error made by the postal clerk.



This letter from Lower Tooting, which contains a most detailed estimate for repairs to property, carries the Lower Tooting / 2^d · PAID (L511) and a Twopenny Post PD time stamp for the 3rd. January, 1839. The Receiving House stamp is recorded by Jay from 1839, so this is, presumably, a very early example. It is endorsed (Paid) by the writer and, in red ink, Paid and "8". The transfer stamp (L688) was struck to confirm this as was the General Post date stamp (L110a).

Basingstoke is shown by Robertson as 45 miles from London, though the mileage marks in use until 1828 give 48. The General Post charge for 30 to 50 Miles in 1839 was 7d - why the very clear "8" ?

Lower Tooting always was in the Country Area and the charge for General Post letters posted in the Country Area had been 2d. since 1801. However one tries to juggle the (obvious) rates, how did the Post office come to charge 8d.?

Answers please !!

.....
TOTTENHAM CSO DATE ERROR

A Response from Peter Bathe

In Notebook 113 the question is posed: why did it take from Monday to Thursday to get there ? (Tottenham to Glasgow.) I offer the following as an explanation.

Tottenham was on the TP cross post ride to Waltham Cross where it linked with the Scottish Mail on the Great North Road. The Scottish Mail on this route was via the east coast to Edinburgh and continued to be carried by coach until 1845 when it was switched to rail.

If the letter had been posted a few miles to the west at, say, Finchley, a different cross post would have connected at Barnet with the mail to Glasgow up the west coast and much of this route was, indeed, worked by rail as suggested.

All the London cross posts were linked to the evening mails, so regardless of whether the Tottenham CSO was a Morning or Evening stamp (it was probably the latter), the letter would not have been put on the mail coach going north until 9.25 pm. on the Monday night. The coach would have taken all of Tuesday to travel through England and not until after 8 am on Wednesday would it have crossed the border at Berwick, arriving in Edinburgh at 2.23 pm. The next cross-country coach from Edinburgh to Glasgow did not leave until 9.30 pm, thus the letter could not have been delivered in Glasgow until Thursday morning.

That the cover has no marks other than those applied in Tottenham and Glasgow is of interest when considering precisely where the letter was posted.

The London cross posts originally served two purposes:

- i. They allowed later posting times for letters going to the country via the post town on the outskirts of London than via the central office.
- ii. They were carried at a cheaper rate under a Penny Post of the post town (instead of 2d. to the Chief Office) plus any saving on the mileage rate from the post town instead of from London.

After the introduction of the General 4d. Post in December 1839, the second advantage disappeared but the first remained. Thus, without the cross post, the letter to Glasgow would have had to be posted by 4.30 pm to catch the rider to central London to get the Night Mail to Glasgow via the west coast to arrive in Glasgow on the Wednesday. Via the cross post the posting time at

Tottenham could be over two hours later.

Before December 1839, when the cross post was a Penny Post under Waltham Cross, the Waltham Cross Penny Post stamp would have been applied to cross post letters. However, after the introduction of the General 4d. Post, this stamp was no longer applicable. The other London cross post offices (except Shooters Hill) overcame this problem by using either a TP CSO stamp or a General Post provincial date stamp. Shooters Hill had neither stamp until it was issued with a provincial stamp in July 1840. Instead, it used a curious two line stamp. Waltham Cross, not being a Country Sorting Office, did not have a TP CSO stamp. It did have a provincial stamp - issued in 1834 - which it was using on cross post letters by 1844 but I am told it also used a two line stamp similar to that of Shooters Hill (Barrie Jay, I believe, has one). Did the Waltham Cross postmaster fail to stamp the Glasgow cover because :

- i. he was too lazy
- ii. he did not have time before the mail coach arrived
- iii. he had received no instructions as to which stamp to use ?

The two line stamp at Shooters Hill first appeared during the General 4d. period but it has proved difficult to date accurately the few examples extant to establish if it extended into the Uniform Penny Post period.

I have not seen enough examples of cross post letters from the early days of the Uniform Penny Post to say whether other offices were then indiscriminate as to which stamp they used or whether they all used their TP CSO stamps at first and, only later, started using provincial stamps as well/instead of the CSO stamps. If they did only use their CSO stamps in January 1840 and Shooters Hill and Waltham Cross were not allowed to use their two-liners, then omitting any stamp would have been the only answer at Waltham Cross.

.....
BRIXTON RD SKELETON

Roger Vaughan



On page 29 of "Skeleton Postmarks of England and Wales" by James Mackay and Colin Peachey is the illustration shown here. However, I prefer to show it as 'BRIXTON RD 4** / NR RLY STN' as there is considerable doubt over the number as illustrated.

At the time the book was compiled it was thought there was a similar stamp numbered 420.

Now Colin Peachey and I have had the opportunity of examining the parcel post label on which bore this particular impression. It is clear the address on the postmark is, in fact, 426.

However, this raises another mystery. From all the information we have thus far it seems there never was an office at 426, although it was at 420 and moved to 412, sometime between 1908 and 1913. This has been confirmed by Post Office guides covering the preceding and following years. Parcel post labels bearing these addresses have been seen confirming 420 and 412 but nothing for 426. Theories produced thus far include the Postmaster lacking a "0" in type when preparing the temporary stamp.

Apart from the other explanation of a simple "FRED", (for those who do not know the story this means an error by a postal official), can any reader with a Brixton collection or interest in the area offer a reasoned explanation?

CROYDON TRAMCAR

Arthur Moyles

Although there are no postal markings known to be associated with the service, readers might be interested to know the details of the tramcar letter box which operated in Croydon. As far as I am aware the service operated from 1926 to 1933 and the directory advice reproduced here is dated 1929.

TRAMCAR LETTER BOX CONNECTIONS

For the convenience of residents in the Croydon Postal Area who may have urgent correspondence to post after the final general clearance from street letter boxes has been effected, posting receptacles are provided on tramcars leaving :-

	MONDAYS TO FRIDAYS		
	--	Car Returning from Outer Termini	Due at West Croydon Station on Return
	p. m.	p. m.	p. m.
WEST CROYDON STATION for			
PURLEY	10. 15	10. 36	10. 56
THORNTON HEATH.....	10. 23	10. 38	10. 53
PENGE.....	10. 5	10. 34	11. 0
	SUNDAYS		
	--	Car Returning from Outer Termini	Due at West Croydon Station on Return
	p. m.	p. m.	p. m.
WEST CROYDON STATION for			
PURLEY.....	7. 19	7. 37	7. 57
	9. 6	9. 24	9. 42
THORNTON HEATH.....	7. 30	7. 45	8. 0
	9. 20	9. 35	9. 50
PENGE.....	7. 11	7. 38	8. 5
	8. 55	9. 10	9. 49

Both on the outward and inward journey, persons having letters to post may hail the Motorman to stop the car at the stopping places.

The tramcars that are used for the above purposes will be distinguished by an illuminated SIGN bearing the words "POST CAR." This sign will be fixed against the window above the step to the front platform. the Letter Box will be found at the front of the car on the outward and the back on the inward journeys. the sign "post Car." is not shown on the cars to and from Purley.

If you are aware of any other local services, please send in the information.

RETURNED LETTER BRANCH

Tony Potter

This wrapper was shown at the November meeting but I had little to say about it, other than the post office clerk seemed to have gone berserk when cancelling the lower right 1d star but, having vented his ire on the 1d, made a clean single cancellation of the 4d in the lower left.



However, looking again at the wrapper I see some very strange things. The writer prepaid one penny. Was this because [a] he thought the item qualified for this rate under the heading "Registered Newspapers and other Publications with Newspaper Privilege" [b] he had a local "arrangement" to pay just the penny at the time of posting, with an account settled at agreed intervals, this latter being well recorded at London offices or [c] he absent mindedly stuck on the usual 1d. adhesive ?

Whatever the reason for prepaying a penny, Liverpool appeared content to accept the item and it arrived in London on March 2nd, the day after posting.

According to the "British Postal Guide" (1857) the letter postage for St Jago de Cuba was $2\frac{2}{3}$ d and the Newspaper etc rate 1d. Why, then, did a clerk in London apply the DEFICIENT POSTAGE _ / FINE _____ and levy a further five pence. The manuscript "5" can be seen just to the left of "FINE". The delay in collecting this charge is shown by the indented corner datestamp for the 9th. March. The double rimmed PP = Port Payee indicates this was now paid in full but why a total of 6d ? Did this include a "fine" and, if so, how much was this ?

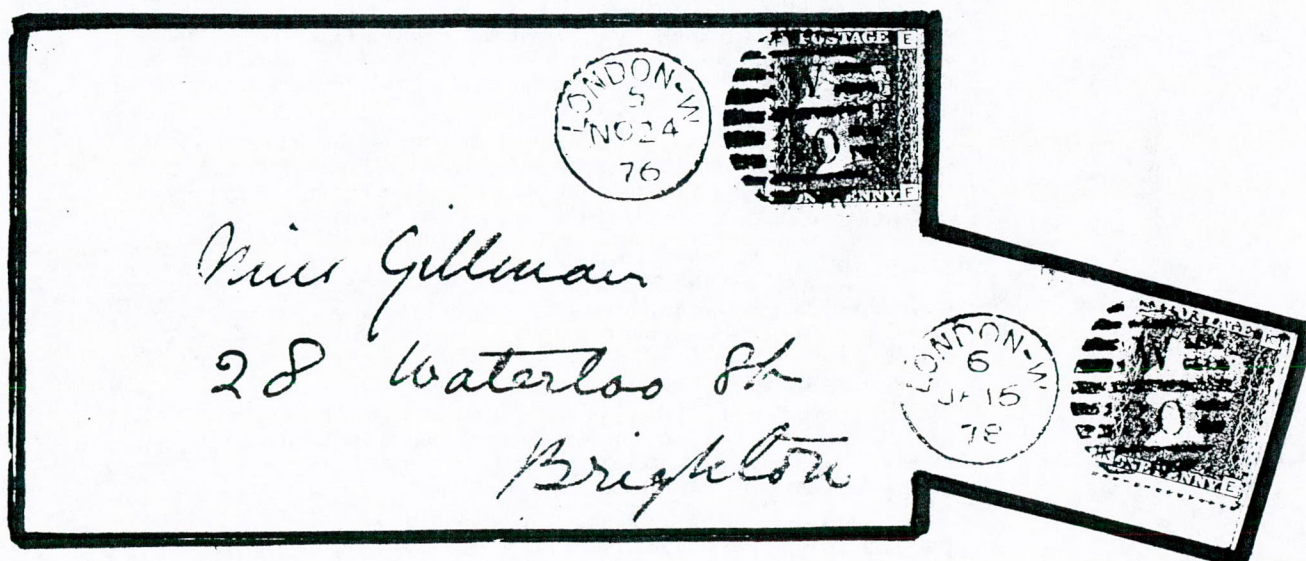
Then, by way of showing a superb disregard for the writer's wishes, by routing the item "via Southampton", the Calais stamp for the 15th. indicates a further delay. However, this could be an example of the Post Office making up for lost time. Mail for St Jago de Cuba was made up in London on the 2nd of each month. Originally the item would have been in time. Was there a West Indies sailing from a French Port which would avoid a further two weeks delay in London ?

I presume the hand struck "2" is a local collection charge [?].

.....
WESTERN DISTRICT
Progressive Cut Wear

Steve Mulvey

The Handbook has 30D7C with the inverted V cut in the base line but records no proof book entry and code unknown.



The two covers illustrated above demonstrate progressive damage to the cut in the base line. The first, code 5, dated 24th. November, 1876, still shows a comparatively clean cut, with the partial connection with the two halves of the line evident. The second example, code 6, dated 16th. January, 1878 shows the two halves now clearly separate with a fairly large gap.

These two covers show not only the development of the totally broken line but the two codes 5 and 6, with an early date of 1876.

.....
RECEIVING HOUSE CONSOLIDATION

Illustrated overleaf is the instruction issued to Letter Receivers on the consolidation of the General and Two Penny Post Receiving Houses in December 1838. As can be seen, it was not a casual matter and detailed arrangements had to be put into effect. It is of particular interest to see the order for prepayment of General, Foreign and Ship Letters "must be marked on the Letter in large figures in Red Ink, and the Letters "Pd" must also be written." This is, it is thought, the first time such a clear instruction for "Red = Paid" recorded in "Notebook".

GENERAL POST OFFICE,

30th November, 1838.

To the Letter Receiver of

THE proposed arrangement for Consolidating the General and Two-Penny Post Receiving Houses, will take place on the 11th Day of December next, and the following instructions are sent for your guidance under the new System.

Unpaid Letters of every Description, dropped into your Letter Box, are to be taken out of the Box at the usual Hours of despatch, Stamped, the Numbers counted and entered on the Letter Bill as at present, and the Collection delivered to the Letter Carrier when he calls.

You will be furnished with proper Lists to receive the paid postage on General, Foreign, and Ship Letters, and you must be careful to refer to these Lists, that you may take the proper rates; the most particular attention will be required in receiving the rates on Foreign and Ship Letters, as you are liable to be surcharged the deficient Postage, should it appear there has been negligence on your part.

The Two-penny Post paid Letters are to be stamped as at present, but the amount of postage received for General, Foreign and Ship Letters, must be marked on the Letter in large figures in *Red Ink*, and the Letters "Pd." must also be written, except in the case of Letters paid to France, or passing thro' France. You will see by your Foreign Instructions, that upon such Letters you are required to mark the Figures in the corner of the Letter, distinguishing the British from the Foreign rate; these last Letters are all to be stamped on the back with your unpaid Stamp, and the amount of postage told up, and included with the Two-penny Post, and entered in one amount on the Letter Bill.

No General Post Letter, posted after 6 o'clock can be forwarded the same night, you must however be very particular to let the Public have the full benefit of the regulated time, and not clear your Letter Box till it has expired.

Newspapers intended for the General Post to be forwarded the same Night, must be posted *before 5 o'Clock*, if put in after that hour, they must be retained till the 8 o'Clock despatch, you must therefore, be particularly careful to clear your Letter Box at 5 o'Clock to prevent any Newspapers posted after that hour, and before 6 o'Clock, being forwarded: all Newspapers put in up to 5 o'Clock are to be sent off with your 6 o'Clock despatch. Newspapers for the Two-penny Post delivery, may be received and forwarded up to 6 o'Clock.

The postage you receive on General and Foreign Letters, is to be brought to account in the same manner as the Two-penny Postage now is. It is possible you may be called upon to make your payments more frequently to the Receiver General, should that be the case you will have due notice.

W. L. MABERLY,

Secretary.

A MIS-SORTED GREENWICH BYE LETTER

Further comment from Peter Bathe

Following an exchange of letters with the Editor and the publication in Notebook 113 of the Greenwich Bye Post letter, may I offer some further comment ?

It is definitely a Country-to-Country letter between two places on the same ride and should have been treated as a Bye-Post letter - which the Greenwich Receiver did, up to a point: he stamped it with his flat topped three. Perceived wisdom and all the evidence suggests Flat-tops were issued *only* to Country offices and the Country offices had *only* Flat-tops. Conversely, Round-tops were issued only to the Chief Office and the Chief Office had *only* Round-tops. If it had been any other way, there would have been many instances of Flat-tops used on non Bye-Post letters and Round-tops used on letters which, clearly, never passed through the Chief Office. There are no instances of a Round-top that did not go through the Chief Office and, with the exception of the example under discussion, virtually all known misuses of a Flat-top (and there are not very many) have been cancelled by an Inspector's mark. Johnson's instructions of 1811 (Notebook 23, page 14) told the Receivers "...to stamp the Unpaid Bye-Letters (but not the London Letters) with the Threepenny Unpaid Stamp". failure to observe this rule would have made having different types of 3d. stamps pointless.

The Flat-top is in a watery grey-black with the Greenwich CSO stamp matching this; the Round-top is in a crisp black. The Greenwich Receiver knew he was dealing with a Bye-Post letter when he stamped it with his Flat-top. There seem a number of possible explanations as to why it ended up in the Chief Office:

i. The Greenwich Receiver (at this time, John Watts) put the letter in the wrong bag - the main bag for the Chief office and not the bye-bag for Peckham. Judging by Johnson's instructions to Receivers, each office had a sorting box for Bye-Post letters, divided by delivery office. One of the Receiver's duties was "...to sort the Letters into the Slips of the Sorting Box, according to the Directions in the Sorting List." I've not seen such a Sorting List for the Woolwich Ride but one for the Croydon Ride shown in "THE" book (page 14) was fairly detailed (see overleaf). I would assume, if the Woolwich Sorting List was as detailed, it would have told Watts precisely to which office to send letters addressed to Peckham New Town. It seems clear the correct delivery office was Peckham and not Kent Road.

If Watts were dealing with the letter as a Bye-Post letter (the Flat-top says he was) then why put THAT letter with those going to the Chief Office ? A simple mistake ? It seems unlikely because of all the accounts he had to keep. he had "...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. To copy into the Letter Bills, the Entries made in the Voucher of the Letters going in the Bye Bags. To put the Letters and Bills into the proper Bags, to Tie the Bags and Seal them...and to deliver them to the Post Boys". Were there so many letters from Greenwich to Peckham he missed one, on which he had already stamped the Flat-top, then put it in with the London letters ? I doubt it.

ii. Watts put the letter into the correct (Peckham) bag but the Rider failed to deliver the bye-bag from Greenwich to Peckham and took it onto the Chief Office. The Rider would have a number of bye-bags to deliver at Peckham, one from each of the Sorting Offices down the Road - Woolwich,

Greenwich, Deptford and Eltham. There would have been a bag from each office even if there were no letters in it ("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.")

Places in the Waddon Ride

Letters for Places on the Left of this Page to be sent to those on the Right.

Newington Butts	Newington Butts
New Kent Road	
West Square	
St. George's Road	
Walcot Place	
Kennington	
Vauxhall	
Nine Elms	Clapham
Battersea, New Town	
South Lambeth	
Stockwell	
Brixton	
Larkhall Lane	
Clapham	
Battersea Rise (the part of it adjoining to Clapham Common)	Tooting
Balham	
Tooting	
Streatham	
Merton	
Morden	
Mitcham	Croydon
Beddington Corner	
Waddon	
Croydon	
Beddington	
Wallington	
Carshalton	

For the convenience of such as may find it a more easy reference, the following is a List of the several Places Alphabetically arranged.

The Left Hand Column contains all the Places, and the Right Hand those to which the Bye Letters are to be sent:

Balham	to be sent to	Clapham
Battersea, New Town		Newington Butts
Battersea Rise, (adjoining to Clapham Common)		Clapham
Beddington		Croydon
Beddington Corner		Mitcham
Brixton		Clapham
Carshalton		Croydon
Clapham		Clapham
Croydon		Croydon
Kennington		Newington Butts
Larkhall Lane		Clapham
Merton		Tooting
Mitcham		Mitcham
Morden		Tooting
Newington Butts		Newington Butts
New Kent Road		Ditto
Nine Elms		Ditto
St. George's Road		Ditto
South Lambeth		Ditto
Stockwell		Clapham
Streatham		Tooting
Tooting		Ditto
Vauxhall		Newington Butts
Waddon		Croydon
Walcot Place		Newington Butts
Wallington		Croydon
West Square		Newington Butts

Reproduced from "the Bye posts and Cross posts of London"

Another instruction was: "The Bags arriving must be received and opened by the Office keeper, 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". In other words, the Peckham Receiver would have noticed if the Post Boy had failed to hand over the bag from Greenwich. Further, he would have noticed if a letter were missing, that is, if the Greenwich Receiver had entered the letter as a Bye-Post letter to Peckham and then put in in the London bag by mistake. The resulting hue and cry for a missing letter would surely have caused the letter to be covered with Inspectors' marks !

iii. Watts at Greenwich was misled by the "Kent Road" bit in the address. One of the effects of the extension of the Town area in 1829-1831 was the withdrawal of the Bye-post from those parts of the Country area moved into the Town but this statement may be a bit sweeping. Certainly the Bye-Post outward from these places ceased but there may have been an inward Bye-Post; after all, the Post Boys still called at the offices which had transferred to the Town area on their way in from the outer suburbs to collect the dispatch going to the Chief Office. The reason the Bye-Post was withdrawn from the villages within the Three Mile Circle because of the problems in determining the

This still does not explain the two time stamps unless, of course, when the mis-sort arrived at the Chief Office, a sorter there thought it should be sent to the Kent Road office for delivery and tried to send it out by the final dispatch that evening, only for someone to spot the problem and hold it over for the first dispatch to Peckham the next morning.

It's fun trying to work out these problems, isn't it ?

Martin Townsend

The London Paid date stamp is for 26th. March, 1807.

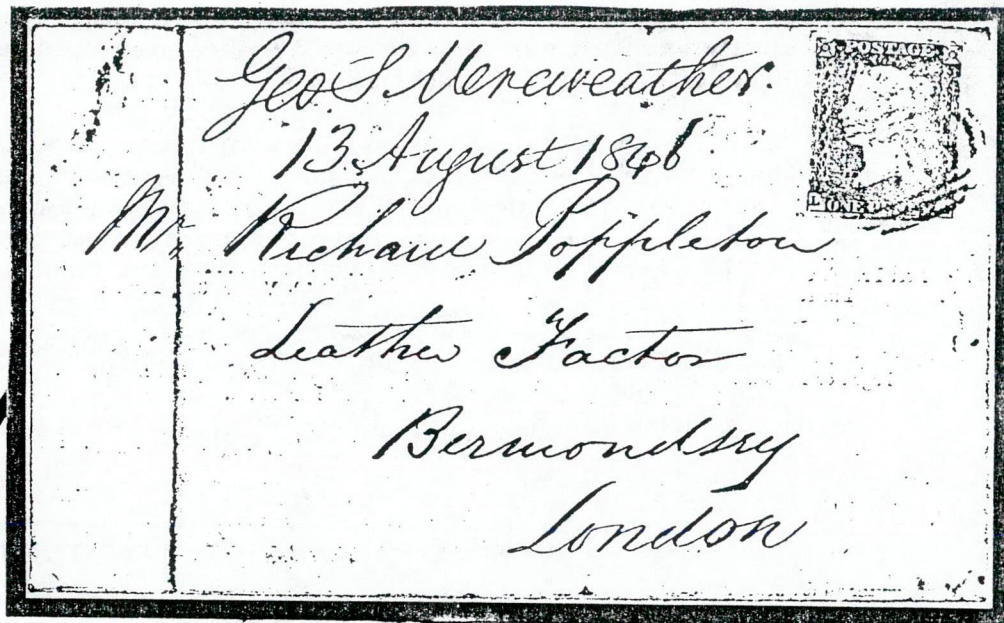
To
 Paid 3/11
 Mr. Robert L. L. L.
 28 Newhouse
 London

Another problem for the rate experts.

POSTAL ADVERTISING

George Crabb

1846 : The envelope is franked with a 1d. imperf and the inside contains an advertisement for NISSEN & PARKER.



NISSEN & PARKER,
Stationers, Engravers, Printers and Publishers,
68 & 69, Great Tower Street, London,
CORNER OF MARK LANE.

Very best Envelopes, thick Paper, (can really be made use of) 3d p 100, or 2s p 1000.
Excellent Large Blue wove Post Paper (usually sold at 11s) 9s 6d p Ream.
Best ditto, ditto, of pure Linen material (sold at 18s) 12s 6d "
French Overland Post, four sheets to the half-ounce (very beautiful) 14s 0d "
Best French Copying, extra large-size, (finest ever introduced) 10s 6d "
Finest Envelopes (100 large official size) 1s p Box.—Best Irish Wafers 3s p Pound.
All Stationery Articles of the finest qualities, equally cheap.

The largest and best assortment of Account Books in the Kingdom, made of the finest Papers, and Paged or Folio'd in Print.—Russia Travelling Cases, Manifold Writers, Dispatch Boxes, &c.
Bankers' Cheques, Notes, Coupons, Drafts, Bonds, &c.

LETTER COPYING MACHINES,

To Copy from One to Twenty Letters in a few Minutes, Equally adapted to the Nobleman's Library or the Mercantile Office, fitted complete, and handsomely Mounted on Polished Mahogany Stands, Extra Large Post Letter size, £5, Folio size, £7 10s; Best Wrought Iron Screw Presses, on ornamental Wrought Iron Stands, complete, 12, 14 and 16 guineas; Carriage paid to all parts of the Kingdom.

Contracts taken for the supply of English and Foreign Railways, Fire and Life Offices, Banking and all other Public Companies.

Printing for all descriptions of Financial and Mercantile Pamphlets, Catalogues, Statements and Prices Current. Translations in French, German, Italian, Spanish, Portuguese, Dutch, Russian and Modern Greek.

Observe—68, GREAT TOWER STREET, Corner of Mark Lane.

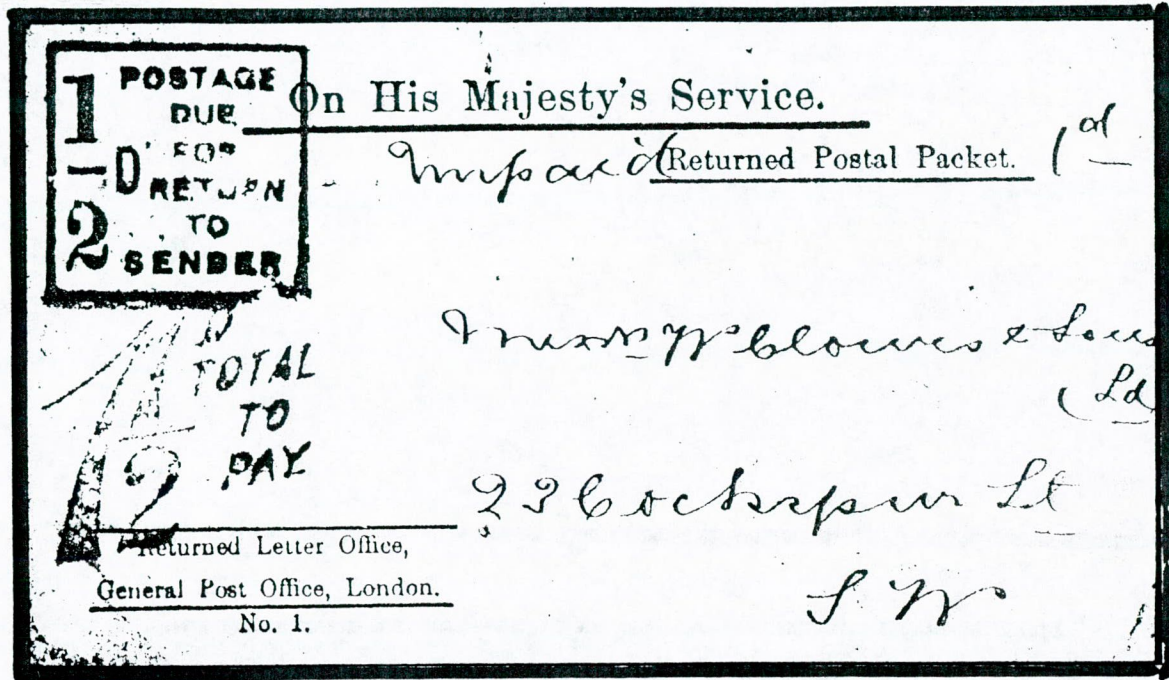
It is worth noting the letter copying machines of 1846 promised "...from One to Twenty Letters in a few Minutes."

Gas fired photostats ?

CHARGES ON RETURNED MAIL

R. I. Johnson

The item returned in this envelope was a ½d. rate item, which bore a request for return if undelivered.



The original item was unpaid causing the return postage to be made up of twice ½d. for the non payment plus ½d for the return, giving the 1½d shown in the mark : this was issued to the Returned Letter Office in London in June 1903. This example was produced in October 1907.

INLAND OFFICE "ROUGH" STAMPS

Simon Kelly

The two covers, illustrated overleaf, have examples of the single stamps, Dubus type 16, one of which is shown as not recorded in the Handbook.

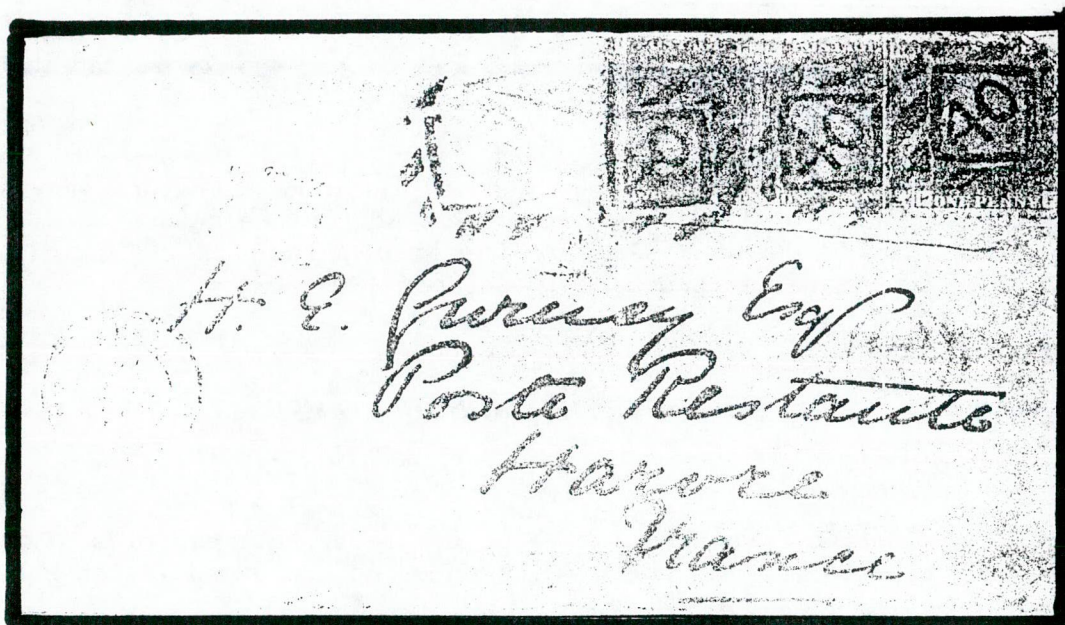
As can be seen, some raving lunatic has torn one of the adhesives from the cover: I suppose one has to be grateful for small mercies for the remaining three ! This item is dated, on the obverse, by the Calais stamp for 24th. August, 1872.

The 51 cover, which contains a letter dealing with the transfer of a mortgage, has the obverse carrying the London date stamp for 14th. March 1872.

Although the Handbook section was issued some time ago, the reports of dated covers for seven of the Dubus 16 series noted as unrecorded seem very few in number. this may be due to their "normal" use being on post cards with no other date stamps.

14 May 72

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24 Aug 72

* This illustration has been trimmed at the left hand side

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AND FINALLY.....

From several comments, it seems the dating of the TP Peacehaven failed to register with everyone. Michael English has promised a follow up article (next April) which demonstrates a connection with the Cross Post to Woolwich : this is awaited with interest.