

NOTEBOOK

Number 161 : September, 2005

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EDITORIAL

We started the preparation of this issue in April but, for a variety of reasons, it failed to be finished in due time. It says much for the forbearance of members there has not been a stream of enquiries, for which our thanks.

By way of compensation, this is a bumper issue, incorporating the final section of the draft Jay catalogue and a provisional Table 16, for which your individual help is urgently needed.

Please keep your contributions flowing, by going through not only these sections of the Jay catalogue but past publications, to which there has been a surprisingly slight reaction.

The target date for comments, corrections, updates and new discoveries is 31st. October this year. It may seem some time away but.....

THE BRITISH LIBRARY

Press Release

Although not dealing with Postal History, the recent press release from The British Library may be of interest to members, hence this brief abstract.

"Rarities at the click of a mouse...

New web site features 80 highlights of the British Library's philatelic collections.

A selection of the world's rarest and most fascinating stamps is now available online for philatelists to explore at the British Library's expanded Collect Britain site. 80 items, many of which are from the renowned Tapling Collection, can be viewed as high quality images at:
<http://www.collectbritain.co.uk/collections/philatelic/>

'Philatelic Rarities' allows users to explore items either as large images or using a zoom facility. Each item is accompanied by detailed explanatory notes, providing the historical context and philatelic importance of the stamps on display."

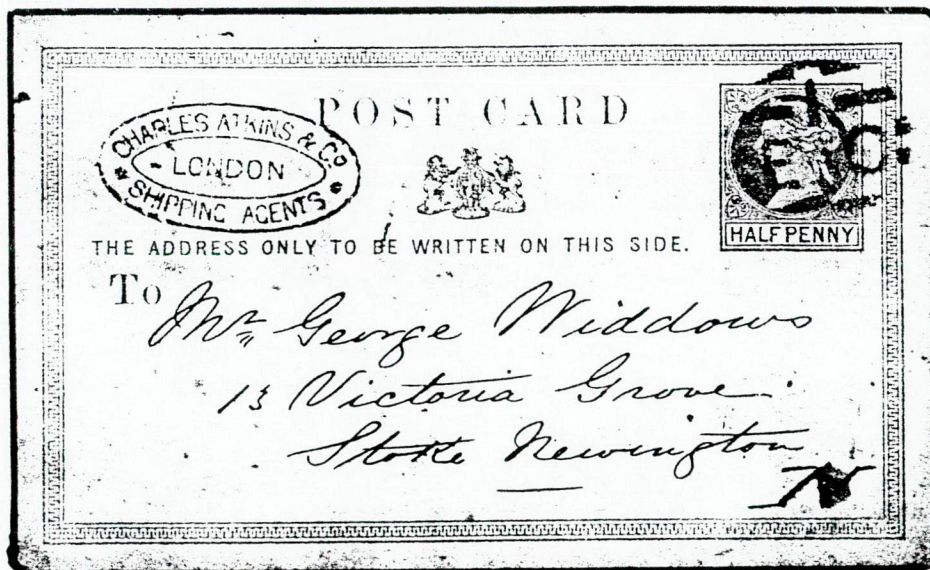
The press release also mentions that the collectbritain site now contains over 90,000 images and sounds selected from the Library's world renowned historical collections, covering maps, books, topographical drawings, stamps, photographs, newspapers, music and sound.

Why not have a browse?

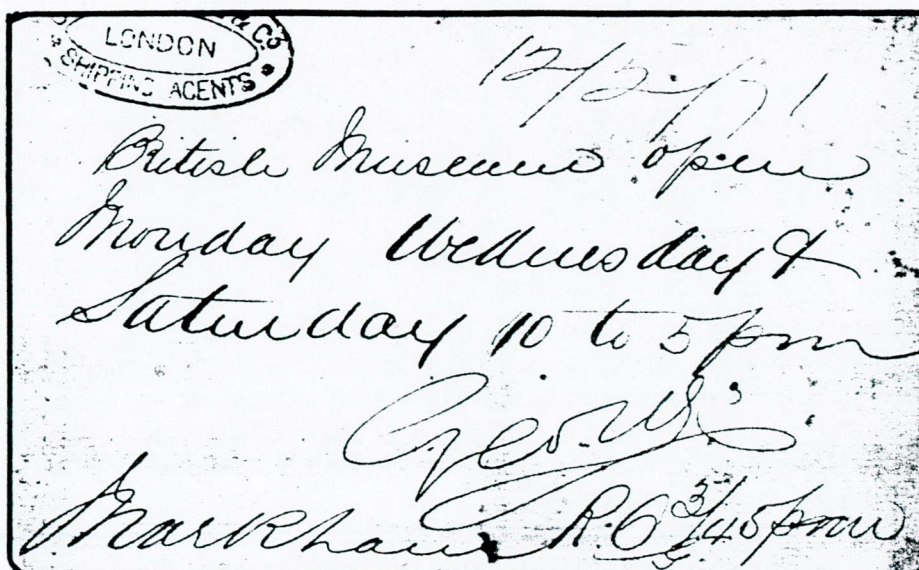
A SCARCE EC CANCELLATION

John Sharp

A recently acquired halfpenny postal stationary post card is cancelled has the benefit of the writer dating (and timing) the message, all too often lacking with this type of material. Quite why a Shipping Agent had been called upon to ascertain the opening hours of the British Museum must remain a mystery.



Classified as a Dubus type 31, Dibden type 80 with a rarity rating H.



Text of the EC Cancellation on the previous page

.....

PARCELS FROM INNS

Andrew Ford

Extract from the 1824 "Kent's Original Tradesman's Assistant"

Charges for conveying Parcels from the Inns.

For any Distance not exceeding a Quarter of a Mile, 3d. - Half a Mile, 4d., - One Mile, 6d., - One Mile and a Half, 8d. - Two Miles, 10d. And 3d, for every additional Half Mile.

Any Person or Porter demanding more than the above Rates for any Parcel not exceeding 50lb. Weight, to forfeit 20s. or not less than 5s.

Any Inn or Warehouse keeper neglecting to send a Ticket with every Parcel, containing the name and description of the Inn or Warehouse from whence the Parcel was sent, with the Christian and Surname of the Porter who is to deliver the same, and the Carriage and Portage marked thereon, forfeits 40s. or not less than 5s.; the Porter not leaving the Ticket with the Parcel, or altering, or wilfully obliterating anything written thereon, forfeits 40s. and if he demands more than written on such Ticket 20s.

Every Parcel arriving by Coach, to be delivered within Six Hours after such arrival, (if not after 4 in the Evening, or before 7 in the Morning) then within Six Hours after 7 in the Morning; or by Wagon, within Twenty-four Hours after such arrival, or the Innkeeper to forfeit 20s. Or not less than 10s.

Parcels directed "to be left till called for" to be delivered on Payment of Carriage, and 2d. Warehouse Rent for the first, and 1d. For each Week after, or he forfeits 20s. or not less than 10s.

Every Porter misbehaving forfeits 20s. or not less than 10s.

These Offences are cognizable before any Justice of the District where the Offence is committed.

Although not recognized by many postal history collectors, one must agree this sounds like a very interesting area of collectables, especially given the large number of Inns in London to which Coaches arrived from all over the country.

Any readers able to provide examples?

.....

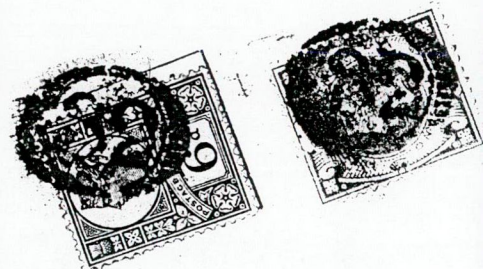
MORE PUTNEY

In Notebook 137, Vic Walker presented a review of Putney material. One of the interesting features of Putney is the continued use of the London District Post numeral 32 long after many other offices had ceased using the first issue type. The two examples here, for which the Editor cannot trace the owner's accompanying note, although a pencil note on one is in a familiar hand. Interestingly, John Parmenter advised the second type, upright oval, replaced this type by 1873.

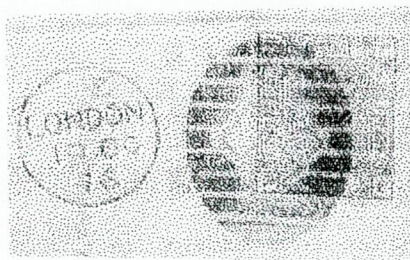
The first is a local item, being posted in and addressed to Putney, showing one of those most collectable pen and ink drawing. The Penny Plate is numbered 140, put to press 9th. April, 1870, which provides an indication of dating and is cancelled by the LDP 32.

The second, a part postal stationery registered envelope, is addressed to Antwerp with adhesives to the value of one shilling and sixpence cancelled by the Putney 32. These and the counter stamp are illustrated on the right. Not shown are the Putney Registered, the oval framed Express and rectangular framed Registered 2^d marks.

The latest date for the number 32 recorded thus far was 2nd. August, 1871. Anything later than 31st. March, 1993?



INLAND OFFICE BLANK DIAMOND



In his book on horizontal diamonds, Brian Smith notes the existence of the blank diamond but gives no recorded date of use. They can be found on adhesive but the rather fuzzy photocopy reproduced here appears to show one used to cancel the adhesive on an entire, addressed to New York. The reverse carried the NEW YORK / PAID ALL date stamp for the 29th. October, some ten days after the LONDON date stamp was neatly struck by the side of the diamond.

A good clear copy would be much appreciated.

OFFICE INITIAL STAMPS OF THE LONDON DISTRICT POST

Note from John Scott

In Notebook 158, page 4, Michael Champness pointed out BR^N was from BRomptoN and BXN for BriXtoN and he cites various Proof Book recordings for dates of issue. John Scott has supplied copies of the Proof Impression pages for three of these stamps. These show the confusion which may arise when using the compilation impression records.

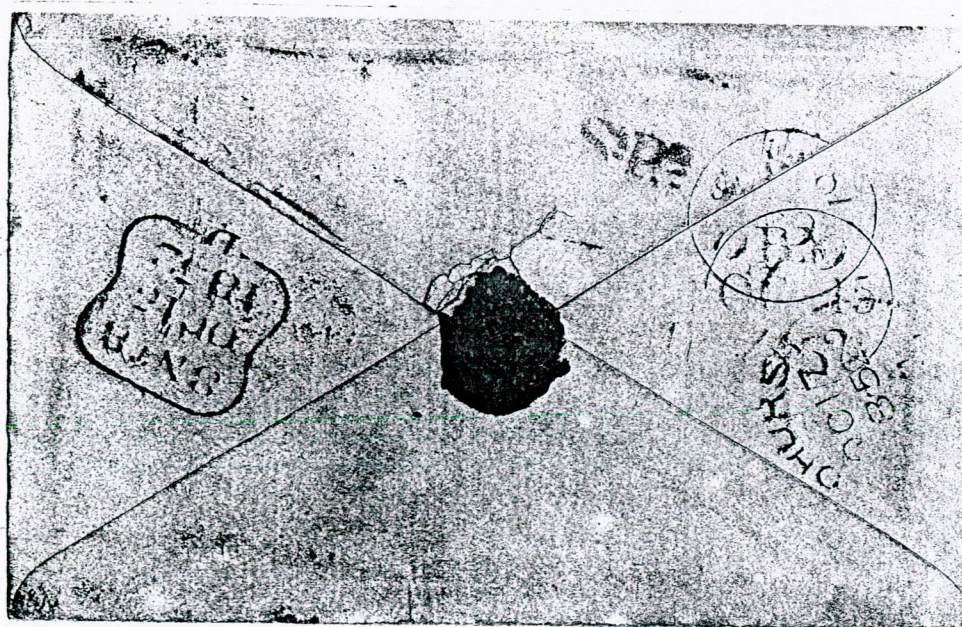


BXN carries the date Oct^r 8th 1857, sandwiched between an entry for a Bloomsbury date stamp, SP 14 57 and one for Barnsbury Islington SP 23 57, showing a fine disregard for entering in date order.

HY (Hackney) is not dated but comes between the undated circular stamp for Homerton, annotated for Dec^r 14th 1857 and a not very well struck Hammersmith - B....dated Jan^y 18th 1858, this followed, again out of sequence by a Jan 9 recording

The third is for P^N, (Paddington) again not dated bur placed between recordings for 4th and 10th March, 1857.

None of these records show the office for which the stamp was issued.



Yet another set of, apparently, unreported initials. An envelope, posted in London on 15th October 1852, addressed simply to Richard Cordon MP, in London. Another hand has added

'Westbourne Terrace' from where it was redirected to Midhurst, Sussex. Unfortunately the envelope is of blue paper, which does not photocopy well but, on the reverse there is a reasonable clear 'St Pⁿ' or P^s', struck in blue. Might this be 'St.Pancras' and is it an unrecorded Office initial stamp? It should not be necessary to stress this merely poses the questions. Further examples sought.

THE FELDMAN UPDATE N^o 4

All these came from material submitted for auction some time since. Unfortunately, the photocopies are not as clear, in many cases, as the original material.

Clerkenwell Green, struck in blue, L 514/CLERK 17b, dated 1840

Clapham Common: L 508 / CLAPC14, dated 18.12.1829

Deptford: L 505/DEPT8, new date. 6.9.1845

Falcon Street: Double frame, name in two lines L86/FAL 1 new date 14.3.1808

Finsbury Place: L514/FINPL18b, new date 18.10.1854

Fleet Street: L504/FLEWWO 1a, unrecorded in red. 11.11.1829

Great Marylebone Street: TP/ Gt Maryb^{ne} St L504/GTMA12
(NOT as illustrated page G14, b not L) dated 6.1.1825

Great Russell Street: L505/GTRUC 6a, unrecorded in red 28.5.1841

Jermyn Street: L509 / JER 18, new date, 27.1.1844

Leather Lane: L514 / LEAT 17b, new date 23.9.1853

n.b. There appears to be a small hyphen between Leather and Lane in the photocopy.

Lewisham S.O.: L504 / LEWSO 5a, not previously reported in red ink. 13.8.1838

N.O. Lewisham: L506, not previously reported. 22.4.1840

Manchester SQ: (see Upper Seymour Street U7) single line, double framed L86 / MANSQ2,
type not previously reported 5.9.1811

Marylebone Street, Golden Square: L 509 / MARY 13a,
previously recorded in blue only. 6.7.1844

Mile End: L 511 / MILE13, not previously reported. 2.2.1842

Paddington W.O.: L 514 / PADW6b. Issued 3.1.1857, now recorded in use 3.6.1857

Pimlico: L 507 / PIM 12a, extends period of use to 24.10.1836

Saint James's Street: L 514 / STJA 27b . Extended period of use, dated 5.4.1850

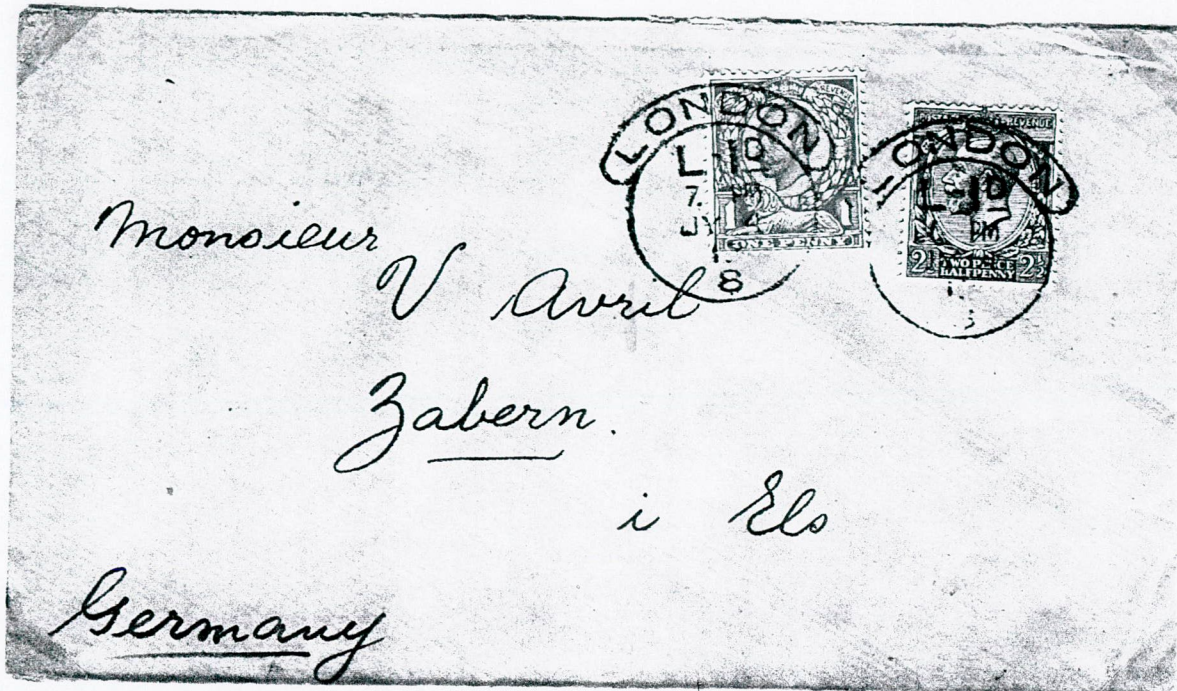
If the current owner(s) of any of these covers would be kind enough to forward good photocopies or computer enhanced versions it will be much appreciated.

These details have been included in the Table 16 included with this issue of *Notebook*.

LONDON HOODED CANCELLATION : LATE FEE

Robert I. Johnson

On page 57 of John Parameter's book* the number 8 code is recorded as:-



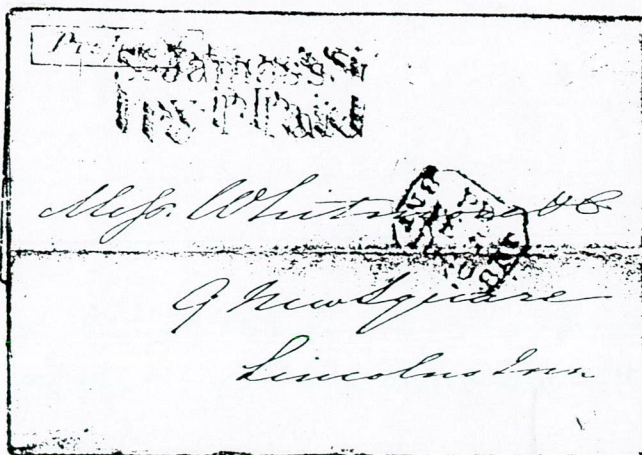
Sent on 1 Jul 1911. Not previously recorded in use.

The letter is addressed to Alsace, Germany and the cancellation is dated 4th July, 1913

* London Late Fee and Too Late Mail 1840 to 1930 © 2002 John Parmenter

PREPAID

The framed Prepaid stamp in the top left hand corner was included by the late Martin Willcocks under 'Provincial Instructional Marks' on page 28 in his 1972 publication*: it was not included in the London specialized catalogue of 1983.



(reduced to 75% of original)

This absence of recording was something of a puzzle until, many years later, another example, this time on a cover bearing a 4^d QV surface printed value, was found. The price was, of course for the adhesive but the dealer kindly allowed inspection of the letter. It was written from St. James's Street and, as far as could be read of the script, from Herries Farquhart.

The sad conclusion if the Prepaid mark was a house stamp to ensure the Receiver extracted the penny from whoever brought it into post and the recipient was left in no doubt there was nothing to pay.

This makes it a superior form of the manuscript endorsement so frequently found on letters paid for in cash before the introduction of the adhesive label.

The example illustrated here is on a local London letter with a time stamp dated 5th February, 1840 and is overstruck by the L 506 for St. James Street, this in blue.

PARLIAMENTARY MAILS

Express Services

P43 B
(Rev'd. 35153/58)

EXPRESS SERVICES E. No. 175

Distance	No. of Articles (if more than one)	Office or Country of Origin (Articles for Special Delivery)	Service used (enter EX, S.D., Tel. or Raillex)
M.F. <u>2</u>		<u>Wife</u>	<u>EX</u>

CHARGES

Express or Special Delivery Fee	Postage (Articles for Special Delivery)	Registration Fee	For articles above one	Raillex (6/- or 7/-)	Other Charges (nature to be stated)
Prepaid by Sender					
To be collected from addressee	<u>2/-</u>				

Exchange	Number	Charge

If Telephone Service enpt. Subscriber's M.

For Postage Stamps

Date Stamp of Office preparing this form

Handed in at 10.45 A.M. Delivery Officer's No. CARR.

Delivery Officer } Despatched at 10.45 A.M. Initials of
Returned at 11.25 A.M. Counter Officer W. I.

NAME AND ADDRESS ON PACKET
(If registered, particulars of registration should also be shown)

T DRIBURG M.P.
114-28 ST ORMOND ST W 2,

Received by T. Driburg at M.

2/61 SO.949W:72791-33/41310 300m (9) H&S(P) Ltd Gp849

~~FROM TO TIMES~~ ~~RECEIVED~~ ~~20~~

The completed form tells it all but some points worth noting include the distance record top left box, with 'M' for Miles and 'F' for furlong (for the uninitiated ten chains, where a chain is the length of the cricket wicket - all very logical.)

The packet, addressed to Tom Driberg in Great Ormond Street was handed in to the House of Commons post office at 10.40 a.m., sent off five minutes later, with the messenger logging back at 11.25 a.m. Mr Driberg 'stumped' up his two shillings and the stamps were duly affixed and cancelled.

PEARSON HILL MACHINE TRIALS

The late Tony Potter's many interests included the Pearson Hill Machine Trials: the example he sent in for publication as a curiosity is shown on the next page.

It is, basically, an example of PHT 9, a not uncommon cancellation but this one appears to be rather different. Although the photocopy is not brilliant, under a glass his claim that the centre bar between the diamond and the dater had broken off, then jammed inside the diamond, parallel to the SW quarter line of the diamond, touching the foot of the '4' would be difficult to dispute.



Alternative explanations invited.

FOREIGN LETTERS STAMPS

Don Franks



Without going into the ramifications of Solomons postal history, it is suggested worthwhile to record this envelope in 'Notebook' as it provides a good strike of the Inland Branch upright oval (10D4) which Parmenter notes as having no Proof Book entry, used November 1864 to December 1882 and being used on Foreign and Seamans Privilege letters.



Inland Branch
Dubus Type 4
Rarity F



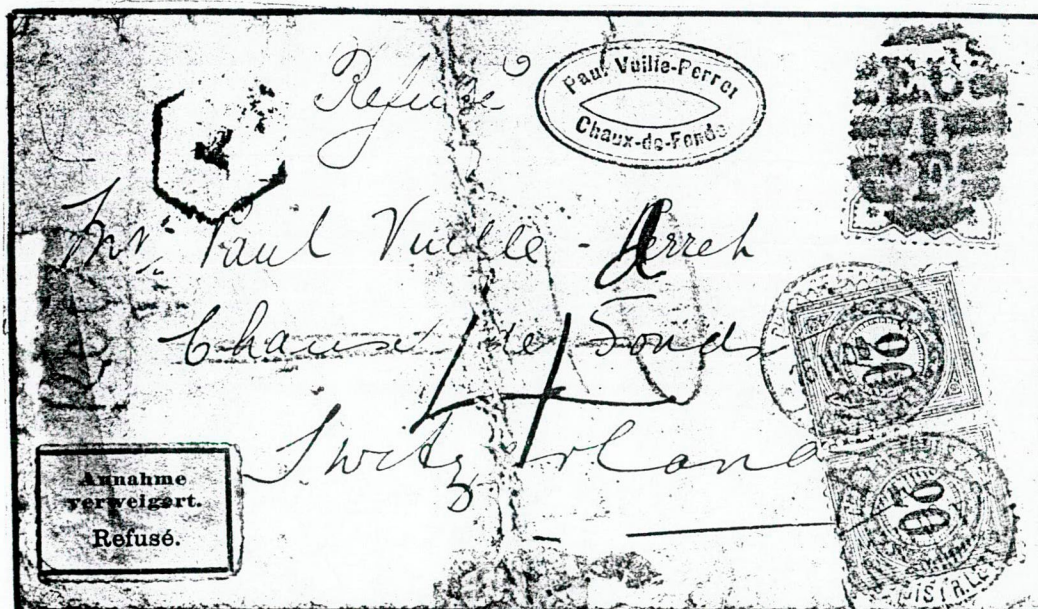
South West District
Suburban Office
Churton Street 6A
Rarity A

Just a line on the other London stamp. The letter was readdressed to Huntingdon Park through the Churton Street Sorting Office, the adhesive, since lost, being cancelled by duplex number 6.

E.C. BRANCH OFFICE CANCELLATION

Colin Weaving

It is an underpaid letter, with the 1/2^d adhesive being used to prepay the letter to Chaux de Fond, Switzerland. London sent the letter forward after applying the 'T' of London and the prominent manuscript '4^d'. The Swiss postage due labels are nicely tied by the addressee's local office date stamp. Paul Vuille-Perret has applied, what is presumed to be, his personal stamp to the front cover and endorsed the item 'Refusé'. The official label bearing the same advice was stuck on by the local Post Office.



On the reverse is the return date stamp from Switzerland for the 16th February 1900 and the London E.C. Hooded Circle three days later. The capital 'A' is, presumably, an Inspector's stamp. If this was returned to the sender, it would have been in a Returned Letter envelope but this, alas, is not now in evidence.

The original E.C. Stamp is F1D24, issued July 1894 and recorded in use from November 1896 to April 1900, within which period this item falls.

THE "MAIL GUARD STAMPS" ARE LETTER BOX NAMESTAMPS !

Peter Bathe

The following article draws on the expertise of members of a number of specialist societies and, in particular, Fred Taylor of the Railway Philatelic Group and Chris Marcus of the Letter Box Study group, PMG Reports at Post Office Archives, where the staff are, as ever, very helpful. The raw data comes from these sources, the interpretation - and any resultant errors - are, however, solely the author's. More research is needed and a volunteer to assist in this would be much appreciated, particularly someone prepared to spend some time at Post Office Archives.

In the early 1850s, or possibly the late 1840s, one or two of the UK's railway companies started providing public letter boxes at some of their stations for the benefits of their customers and staff. Further research is required to determine precisely when and at which stations these boxes were set up. Clearly the Post Office was happy with the provision of this service as in 1852 it sought to extend it.

On 11th February 1852 the Secretary to the Post office wrote the following minute to the Post Master General:

"I beg to submit for your Lordship's consideration the importance of extending the arrangements by which boxes for letters have been established at certain Railway Stations - an arrangement which while contributing to public convenience brings little additional expense on the Department save that of conveying the letters from the Station to the Post Office, the companies appearing to consider the convenience to themselves a sufficient recompense for their construction.

"It appears advisable that the arrangements should be extended to all post towns (including London, Dublin and Edinburgh) of sufficient magnitude to have receiving Offices within the limits of the Town delivery and I submit the expedience of immediately establishing them at stations of all such places (unless in any case the surveyor advises otherwise) and conceded that the company be willing to allow it on the same gratuitous terms.

"With regard to the conveyance of the collected letters it may perhaps in many cases be arranged either for the messenger taking the Bags from the Post Office to the Station to bring them on his return: in other cases, of course, a special arrangement will be necessary.

"As a general rule it will be expedient that the messenger conveying the letters should have the care of the key of the Box; at some of the Stations however, especially where there are refreshment rooms, it may perhaps be arranged to place the box under the charge of someone always on the spot who might find his remuneration in the sale of stamps by which the convenience to the public would be increased."

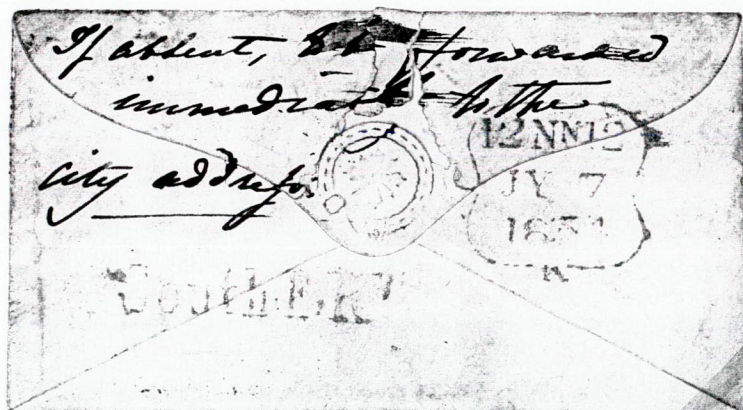
The proposal met with the PMG's approval but, a month later, it became clear that some railway companies were not prepared to accept these terms. It was then proposed that "...if in any case the Railway Company object to the expense of providing the Letter Boxes at their Stations the sum may be borne by the Department..." However, the PMG was not happy with this and asked if the companies would derive any benefit from the boxes and was told: "...the benefit [to] the Company would consist in having a most convenient place for posting its own correspondence and that of the passengers and others frequenting the Station." In response to this, the PMG decided: "...if the Railway refuses, no letter box ought to be placed in the station".

By May, the Secretary was again pushing the PMG, saying: "As, before your Lordship determined otherwise, the railway companies in question were led to expect that the Letter Boxes would be supplied at the cost of the Department, I submit that this may be permitted with regard to London Stations. The number of boxes required for these stations will be small and they can be made at a small cost by the workmen employed at St. Martins le Grand."

The London stations involved were Euston (North Western Railway), Fenchurch Street (London & Blackwall Railway), London Bridge (South Eastern Railway), Waterloo (South Western Railway) and Kings Cross (Great Northern Railway), although this last was probably a late addition to the scheme. Kings Cross station did not open until October 1852 and it is believed the boxes had been installed at the other London stations by then.

These railway station letter boxes were set up before Anthony Trollope's roadside pillar box scheme was extended from its Channel Islands trial to the UK mainland. At this time, it was obligatory

for all letters to be stamped with a place-of-posting namestamp. Until the introduction of letter boxes, the only place letters could be posted was at a receiving house / post office. These offices all had distinctive and were supplied with either dated or undated namestamps, depending on status. With the introduction of the railway station letter boxes, it was felt, at least in London, there was need to provide namestamps for each individual box - there were, after all, only five and the namestamps could be held at the Chief Office for application on the letters brought in from the boxes. This led to the introduction of a group of stamps classified in the past by postal historians as either "mail guard handstamps", supposedly issued to guards on trains to use on correspondence handed to them along the route, or as "missort" marks. The confusion probably arose because the namestamps bear the names of the railway companies and not the stations themselves. However, that is also how the letter boxes are listed in the Post Office Guide for 1857. It is not known precisely when each station acquired its letter box and the corresponding namestamp issued. The proof impression books lack dates for all but one of the stamps, that of Great Northern (Kings Cross) which was issued on the 3rd August 1853. As mentioned above, this was probably after the other stations as Kings Cross was not open when the scheme was first proposed. These namestamps are known used from the end of 1852 to later 1856 (and into 1857 at least for the Blackwall Railway). The use of stamps probably faded as responsibility for collection, stamping and sorting devolved from the Chief Office to the various District Offices established from March 1857 onwards - probably the namestamps were not transferred. That the Blackwall Railway appears to have continued in use for longer than the others may be accounted for as Fenchurch Street was in the E.C. District and the E.C. Office was the former Chief Office, where the stamp had always been held.



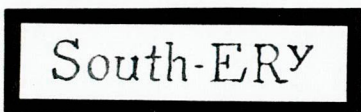
The envelope is addressed to Albany Road Camberwell and is endorsed by the writer 'If absent, to be forwarded immediately to the City address'.

The time stamp is 12 noon on the 7th July 1854: note on the obverse 'Recd July 7th'.

Adhesive cancelled by LDP 76D4d

The envelope is addressed to Messrs Foster, 54 Pall Mall, the adhesive being cancelled with LDP 78D, date is poor but 12/***/56 can be seen

As with the first example, there is no indication of any rail connection.



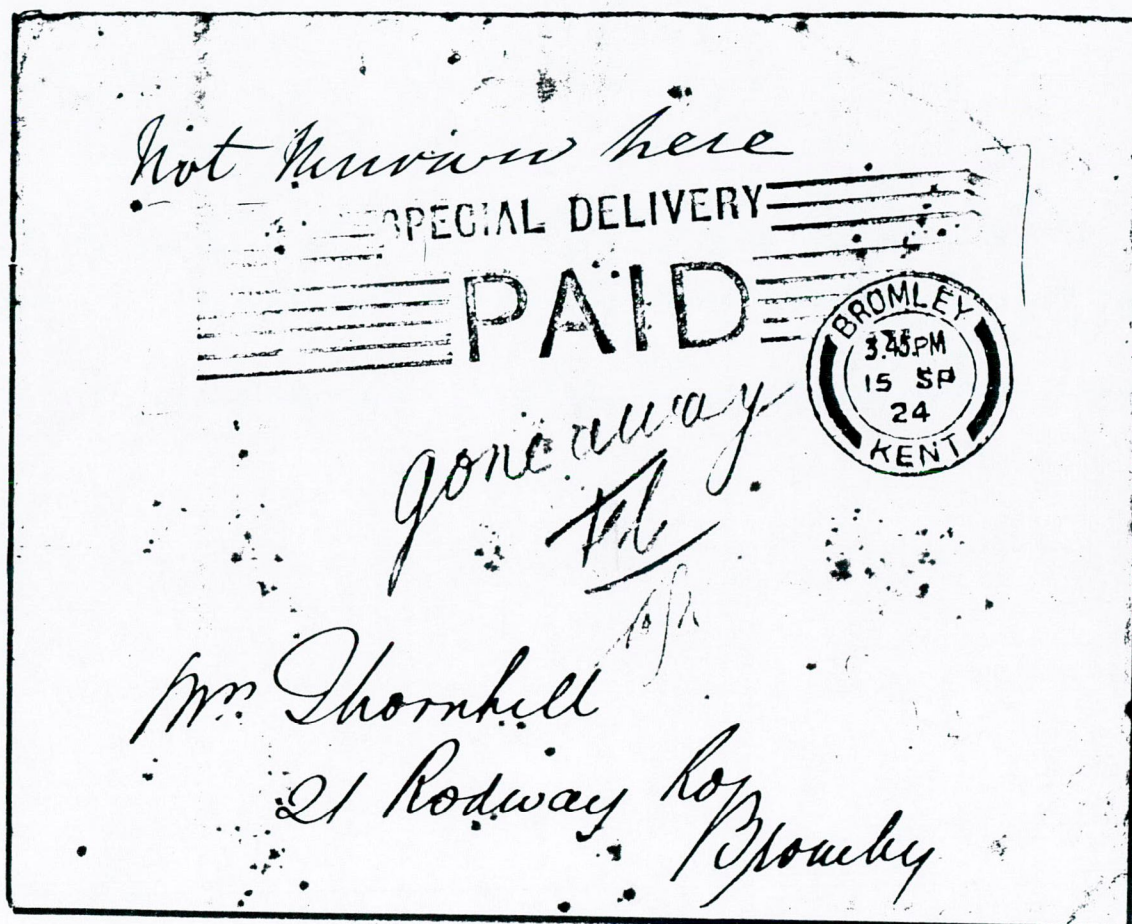
Outside London, the establishment of letter boxes was patchy depending on the willingness of the various railway companies to comply with the scheme and the suitability of their stations in postal terms. In January 1854 it was reported that: "...the South Western Railway Company have established a Letter Box at the Windsor Station at their own expense. There will be three collections daily and the only expense to the Department will be £2 per ann. for which I request your Lordship's authority." A report in a local newspaper in February that year stated: "A letter box has been in a safe and at the same time conspicuous situation at the South Western station Datchet Road. Dispatches from which to the chief office in St. Albans Street occur three times daily. This must prove essentially serviceable to the inhabitants of that portion of the town, and it is a matter of regret that the directors of the Great Western do not permit a similar accommodation at their station in George Street." The Great Western was clearly

one of the railway companies not prepared to participate in the scheme, which would explain why Paddington was not provided with a letter box when the other London termini were in 1852.

Whether or not handstamps were issued to identify the place of posting of letters put into other boxes around the country is not known: it would have been perfectly feasible in the early days, even as late as 1858 there were only 703 roadside pillar boxes nationally. There is evidence of a namestamp being supplied for one of the handful of pillar boxes in suburban London in 1856 - Woolwich Common - but this might have been an aberration. It is very likely, however, the rapid spread of letter boxes throughout the country led to the withdrawal of undated namestamps from the smaller offices at the end of 1859 in towns and March 1860 in rural areas.

SPECIAL DELIVERY PAID

The item shown here is something of a puzzle. The late Michael English had not seen it and was not at all sure it was a Post Office marking at all. He suggested a possible connection with Whitney 19/56, not illustrated, the description being 'Express straight line types'.



Fortunately it carries the Bromley date stamp for 15th. September, 1924, struck over the corner of the mark; is that significant? Answers to the Editor please.

CHARLES POVEY'S HALF-PENNY CARRIAGE

1709-1710

In 1709 Charles Povey established a private footpost in London, called the Half-Penny Carriage, and modelled on Dockwra's Penny Post of nearly 30 years previously. He organised receiving houses in London, Westminster and Southwark [see L1428 for a possible receiving house handstamp] and his letter carriers announced their presence by ringing a bell. This post lasted seven months before the Post Office was successful in an action and was able to suppress it. The idea of the bell-ringer was copied by the Post Office and continued into the middle of the nineteenth century.

THE HALFPENNY CARRIAGE

397

L397 THE/HALFPENNY/CARRIAGE

Black 1710 Z

One copy of this handstamp has been found in the Public Records Office on a letter from France to London dated January 1710.

[See S. Graveson. *Charles Povey's Halfpenny Letter Carriage*. PHS Bulletin, No 35, pp5-11, 1946.]

INSTRUCTIONAL & SIMILAR STAMPS OF THE LONDON PENNY & TWOPENNY POSTS & THE UPP

Instructional Stamps

PAID

550

UNPAID

551

Paid

552

L 550	PAID	Mortlake	19x 6	Red	1794	G
551	UNPAID	Holborn Hill	26x 4	Black	1794-97	F
551a	UNPAID	Mortlake	28x 5	Black	1795	G

These PAID and UNPAID handstamps were apparently only used at two Penny Post Offices, those of Mortlake and Holborn Hill. They are usually found on letters with the MORTLE/-3- or HOLBORN/HILL Receiving House handstamps (L418-420) when their value will be enhanced by the Receiving House handstamp. The Mortlake PAID and UNPAID, in particular, are very rare.

552	PAID	in oval	40-42x11	Black	1800-33	B
552a	as L552, but			Red	1814-30	C
552b	as L552, but			Blue	1809	C

The PAID handstamp in an oval frame was used in the Country Offices of the Twopenny Post on letters which were to be transferred to the General or Foreign Post and which had the General Post charge prepaid.

C.O

555

W.O

556

L

557

W

558

555	C.O	Chief Office	31x12	Red	1794-97	E
555a	as L555, but			Purple	1794	E
555b	as L555, but	May-October		Black	1794	E
556	W.O	Westminster Office	30x11	Red	1794-96	G

These CO and WO handstamps were applied to letters posted at one of the Principal Offices (Chief Office and Westminster Office).

557	L in circle	20-23	Red	1802-57	D
-----	-------------	-------	-----	---------	---

see note after L195 – probably used only on letters received in the Twopenny Post too late for delivery that day

558	W in circle, 13 mm high, type 3	24	Red	1795-03	D
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The 'W' handstamp in a circle was used on letters treated as 'Window' letters, letters handed in to a General Post Receiving House for delivery in London (these letters should have been handed in to a Penny Post Receiving House). Those 'Window' letters handled entirely by the General Post received the 'W' in circle, types 1 or 2 (see L205-206). Window letters transferred to the Penny or Twopenny Post, for delivery by the Letter Carriers of those posts, received the 'W' in circle, type 3. The type 3 'W', which was always struck in red, differs from the type 2 'W' in that the circle is 24 mm in diameter and the 'W', which is 13 mm high, is placed slightly lower in the circle than that of the type 2.

F·P

559

H:P

560

H:P

560a

MS

562

M·S

562c

MS

563

559 F·P

13x 6 Red 1827-30 G

The F·P handstamp was applied to letters transferred from the Foreign Office to the Twopenny Post for delivery by one of the Twopenny Post letter carriers.

560 H:P

14x 7 Red 1820-34 H

560a H:P.

19x 9 Red 1839-49 J

The H:P handstamps were used at the Twopenny Post Office on letters posted in the Receiving House of the House of Peers. They are very scarce because MPs and Peers tended to post their letters in the General Post, thus avoiding postage. Letters posted in the Twopenny Post were not exempt from the Twopenny Post charge.

562 MS

various Red 1813-34 F

562a as L562, but

Black 1816-23 E

562b as L562, but

Brown 1832-34 E

562c M·S

dot between M & S

Red 1833 F

563 MS

unframed

14x 6 Red 1828 F

563a as L563, but

13x 7 Black 1832 E

There are various handstamps of 562-562c, varying in size from 13 to 17 mm in width and 7 to 15 mm in height. There appears to have been more than one handstamp of 563-563a. These handstamps are thought to indicate 'missorted'.

R·L

564a

R·L

564c

TP
S

566

WR

568

564 RL unframed – 10 mm high

564a RL in circle

16 Black 1819-28 D

564b as L564a, but

Black 1829-36 D

564c RL unframed – 6 mm high

15x 6 Red 1835 E

564d as L564c, but

Black 1836-48 D

Red 1837-39 E

Letters struck with the RL handstamp were probably 'Ride Letters' handed to Letter Carriers on Country Rides. These letters do not have a Receiving House handstamp, they come from the Country Area of the Twopenny Post, and were charged 3d if for delivery to London, and 2d if for transfer to the General Post.

566 TP/S

12x10 Red 1836-39 H

The TP/S handstamp was applied to letters transferred from the Twopenny Post to the Ship Letter Office.

568 WR

20x 9 Black 1818-27 E

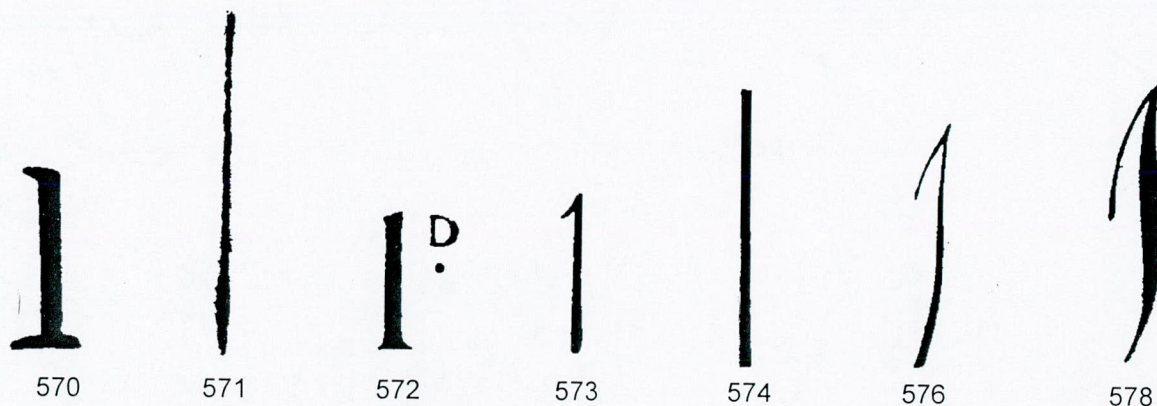
The WR handstamp is another mystery. The suggestions that it was used on the Western Road or the Willesden Ride are not borne out by some letters struck with this handstamp.

Charge Stamps

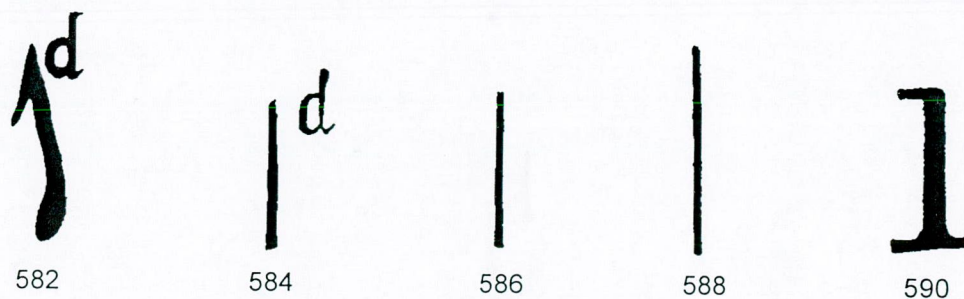
Between 1794 and the establishment of Uniform Penny Postage in January 1840, the Penny and Twopenny Posts usually used handstruck numerals on unpaid letters charged between 2d and 6d. In the Penny Post period (1794-April 4 1801) letters between the Town and Country Areas, or within the Country Area, were charged 2d. In the early part of the Twopenny Post period (1801-1805) letters within the Town Area, within the Country Area, and between Town and Country Areas, were all charged 2d. From 1805, the rate for letters between Town and Country Areas, and for those within the Country Area, was increased to 3d.

The handstruck '4', '5' and '6' were used on redirected letters which were charged both for the original journey and for the journey on redirection.

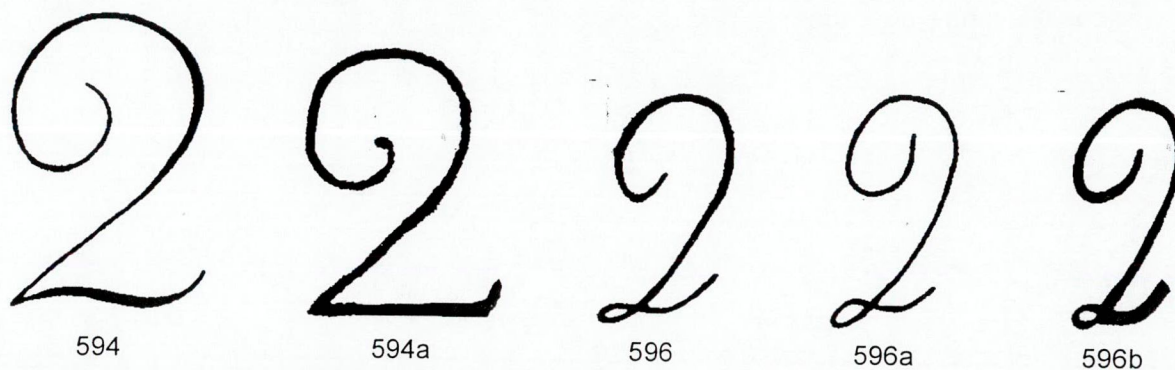
Handstamps of the Fourpenny Post and Uniform Penny Post are included in this section.



570	1	Lombard Street	25	Black	1809	F
570a	1	Fleet Street	23	Black	1826	F
570b	1	Ludgate Hill	18	Black	1827	F
571	1	on soldiers' letters	45	Red	1831-35	G
572	1 ^D	UPP Paid – Old Brentford	19	Salmon	1840-49	F
573	1	UPP Paid	23	Red	1840	E
574	1	UPP Paid	various	Red	1840-51	A
576	1	UPP Paid	35	Red	1846-52	A
578	1	UPP Paid	40	Red	1848-50	B



582	1 ^d	UPP Paid	28	Red	1857	C
584	1 ^d	UPP Paid	21	Red	1860	B
586	1	UPP Unpaid	22	Black	1843	B
588	1	UPP Unpaid	28	Black	1849	C
590	1	UPP Unpaid – Walworth	22	Black	1840-44	E



594	2		28x42	Black	1795-96	D
594a	2	March 1795	25x35	Black	1795	E
596	2	open loop in toe	19x33	Black	1797	B
596a	2	open loop in toe	18x32	Black	1798	B
596b	2	open loop in toe	15x32	Black	1799-00	B

The above three handstruck '2's are examples of those used in the Penny Post from 1797 to 1801; there may be other minor varieties of this type.



600	2	pointed toe	15x32	Black	1799-18	A
601	2	blunt toe	15x28	Black	1800-18	A
602	2	pointed toe	15x24	Black	1819-40	A
603	2	blunt toe	15x23	Black	1824-38	A
605	2	long pointed toe	20x26	Black	1837-38	A



607	2	UPP Paid	16x25	Red	1844-52	B
607a	2	UPP Unpaid		Black	1844-47	A
609	2	UPP Paid	15x22	Red	1844-45	B
609a	2	UPP Unpaid		Black	1840-56	A
615	2	UPP Unpaid (? Richmond or Kingston)	13x22	Black	1840-43	D
615a	2	UPP Paid (Brompton S.O.)		Red	1842	E

618

619

620

621

618	3		21x30	Black	1805-18	A
619	3		18x24	Black	1819-39	A
620	3	flat-topped 3 – on bye letters	19x26	Black	1812-38	D
620a	as L620, but			Red	1814-38	E
620b	as L620, but			Blue	1828-39	F
L 620b is known used at Kennington, Paddington & Putney						
621	3	flat-topped 3 – on bye letters	15x22	Black	1839	E

622

624

626

628

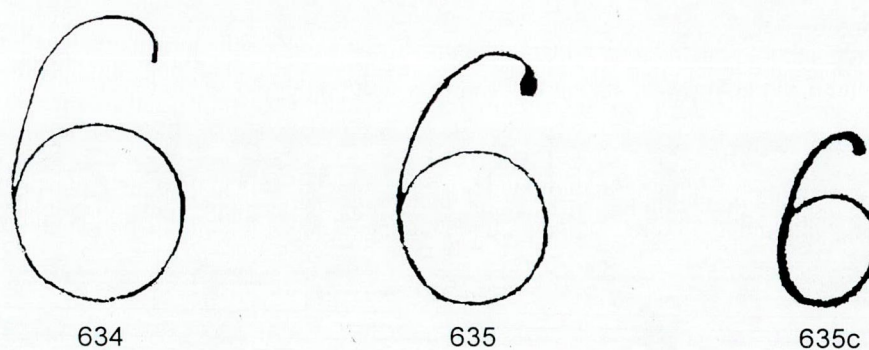
629

622	4		26x32	Black	1804-28	D
624	4		20x28	Black	1823-32	D
626	4	UPP Unpaid from 1840	14x23	Black	1835-46	D
628	4	UPP Paid	15x16	Red	1847	F
628a	as L628, but	UPP Unpaid		Black	1840-42	E
629	4		18x21	Black	1842	E



630	5	19x31	Black	1813-25	E
630a	5	18x35	Black	1821	E
631	5	18x26	Black	1817-27	E
631a	5	17x28	Black	1831	E
632	5	10x23	Black	1837-38	D
633	5	13x23	Black	1836-39	F

Waltham Cross
L633 is a General Post charge of 4d to London plus 1d Penny Post



634	6	22x35	Black	1811, 1826-27	E
635	6	19x32	Black	1816-30	D
635a	6	17x32	Black	1828-29	E
635b	6	14x23	Black	1835	E
635c	6	11x22	Black	1839	E



636



637

636	In All 4	54x24	Black	1802-06	H
636a	as L636, but		Red	1802	J
637	In All 6	53x26	Black	1805	J

In All

638

In All

639

Pd2d

643

638 In All

35x11 Black 1805-32 C

639 In All

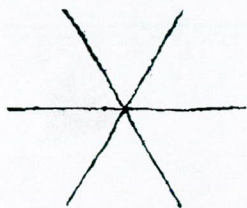
26x 7 Black 1828-31 D

For 'In all' (small 'a'), see L210

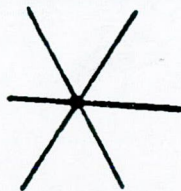
643 P^d2^d

Islington

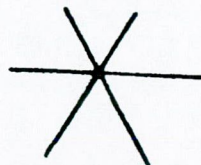
24x11 Brown 1802 G



644



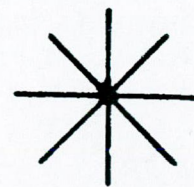
645



646



647



649

644 Used at Westminster Office

30x30 Black 1803-08 D

645 Used at Westminster Office

24x25 Black 1809-10 C

646 Used at Westminster Office

27x22 Black 1812 C

647 ? usage

26x29 Black 1811 C

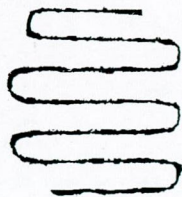
649 Used at Westminster Office

25x25 Black 1815-33 B

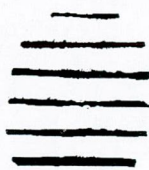
For similar stamps in red see the Foreign Branch L1042-1043



652



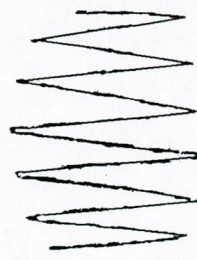
654



656



657



658



658b

652 Used at Westminster Office – 9 bars

21x31 Black 1824-25 B

654 Used at Westminster Office – 7 bars
654a as L654, but22x23 Black 1827-28 B
Red 1834 C

656 Used at Westminster Office – 6 bars

17x19 Black 1828-33 B

657 Used at Westminster Office – 7 bars

17x23 Red 1834 C

658 Used at Chief Office – 12 bars

24x31 Black 1812-28 B

658a as L658, but

Red 1824-25 C

658b as L658a, but

26x33 Red 1833 C



660



662



664

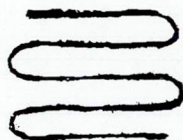


664b

660	Used at Chief Office – 10 bars	22x27	Black	1821-22	B
662	Used at Chief Office – 5 bars	16x16	Black	1828-31	B
664	Used at Chief Office – 7 bars	20x17	Black	1830-34	B
664a	as L664, but		Red	1831	C
664b	as L664, but	16x16	Black	1836	C



666



668



670



672

666	Used at Chief Office – 8 bars	20x22	Black	1832-36	B
668	Used at Chief Office – 5 bars	22x16	Black	1835	B
670	7 bars – different shape from L654	20x22	Black	1837-39	B
670a	as L670, but		Red	1837-39	C
672	'hot cross bun'	15	Red	1837-40	C

probably an inspector's mark

Transfer Stamps

Penny Post
Not Paid

674

'For every Letter or Packet put into the Penny Post, to be forwarded to the General Post Office, and from thence to be conveyed by that Post, 1d. In the latter case the Penny must be paid at putting in, and is not left to the Option of the Writer.' [London Chronicle, 1794]

From 1796 the Penny did not have to be prepaid on letters transferred to the General Post. If the Penny was not prepaid, this handstamp was applied.

674	Penny Post / Not Paid	38x23	Red	1795-01	D
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G P.

676

G:P

678

G:P

680

G:P

682

676	G P.	38x23	Red	1799-31	C
678	G:P no stop after 'P'	32x15	Red	1831-34	B
678a	as L678, but		Black	1834	C
680	G:P stop after 'P' level with lower stop of colon	19x 9	Red	1834-35	B
680a	as L680, but		Black	1834	C
682	G:P stop after 'P' level with foot of 'P'	22x11	Red	1837-39	B

The above GP handstamps were applied to letters transferred from the General Post, the Ship Letter Office and the Foreign Office to the Penny or Twopenny Post for delivery by one of their letter carriers, and on which no Penny or Twopenny Post charge was due.

For an earlier black G P (1778-85) see L1420.



684



686



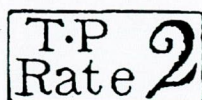
688

684	G·P / P	20	Red	1799-34	C
686	GPP	24x16	Red	1800-03	H
688	G·P / PAID	20	Red	1835-40	B

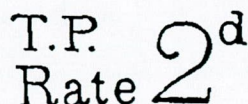
The above three handstamps were used on letters transferred from the Penny or Twopenny Post to the General Post (including the Ship Letter Office), and on which the General Post charge had been paid.



690



690a



691



692

690	T·P / Rate 2	27x13	Black	1830-36	A
690a	as L690, but 2 different shape	27x13	Black	1836	B
It would appear that L690 became damaged in 1835 and was replaced by L690a					
691	T.P. / Rate 2 ^d	32x13	Black	1837	C
692	T·P / Rate 2 ^D	30x13	Black	1836-39	A

The above handstamps were applied to letters transferred from the General Post and the Foreign Post (?before 1831) to the Twopenny Post for delivery to the Town or Country Areas, these letters being subject to a Twopenny Post charge of 2d.



694



694a

More to pay

695

More to pay

695a

More to pay 1

696

More to Pay 1^d

697

694 More / to Pay, / 1^d
694a as L694, but

33	Black	1813-17	H
31	Black	1823-36	H

695 More to pay
695a More to pay.

49x 9	Black	1818-27	G
35x 5	Black	1826-28	G

696 More to pay 1

41x 9	Black	1833-34	H
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697 More / to Pay 1^d

36x16	Black	1838-39	H
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Put in af-
-ter ½ p^t 4

700

Returned Letter

702

700 Put in af- / -ter ½ p^t 4

31x12			GPO
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702 Returned Letter

54x10	Black	1820	H
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703



704



705

703 crown / Too Late for / Mornng Post
703a as L703, but on redirected letters

42x24	Red	1813-15	E
	Black	1814	F

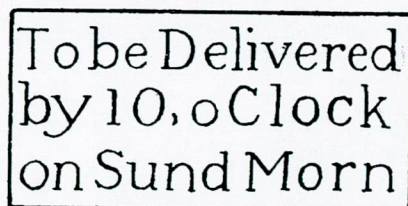
704 crown / Too Late for / Mornng Post

53x36	Red	1813-19	G
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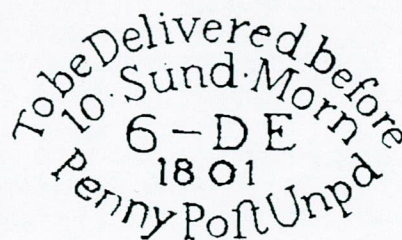
705 TOO LATE FOR / MORN^G POST

42x12	Red	1825-30	E
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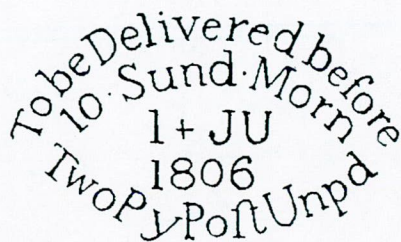
Sunday handstamps



708b



708d



709



710



711

708	To be Delivered / by 10.0Clock / on Sund Morn stop after '10'	49x26	Red	1797-09	D
708a	as L708, but		Black	1801-10	E
708b	as L708, but comma after '10'		Red	1811-19	D
708d	To be Delivered before / 10 Sund Morn date / Penny Post Unpd	54x31	Red	1800-01	H
709	To be Delivered before / 10 Sund Morn date / TwoPy Post Unpd Several examples of L709 have part or all of the date missing	54x31	Red	1803-12	G
710	To be Delivered / by 10 Sund Morn	42x14	Red	1821-34	E
711	To be Delivered / Sund / MORN / by 10	30	Red	1822-32	D

To be Delivered Free

The following handstamps were applied in the London Penny and Twopenny Posts to secure free delivery of official letters of the Post Office and of the private letters of a few postal officials. These handstamps, although bearing some resemblance to them, have no connection with those of the Franking System which allowed free delivery of letters in the General Post, but these 'free' letters were liable to postage when carried by local posts (including the London Post).

These handstamps were also applied to letters to and from seamen and soldiers which were delivered for an inclusive fee of 1d and which were not liable to the London Post charge.



715



716



717

715	To be / delivered / Free	in circle	30x37	Red	1799-37	D
716	To be / delivered / Free	in hexagonal frame	27x38	Red	1816-40	E
718	To be / delivered / FREE	in oval frame	31x40	Red	1837-40	F

It would appear that L715 was used in the Chief Office, while L716 was used in the Westminster Office until July 1834 and was then transferred to the Chief Office.

LONDON CROSS AND BYE POSTS

'At the close of the year 1834 the Postmaster-General directed that arrangements should be made for stopping letters brought by the mails passing through Hounslow, intended for the places short of London. For example: previous to this arrangement letters brought by these mails intended for Brentford, Hammersmith, &c, &c, were brought to the General Post-office, transferred to this office, and dispatched by the twopenny-post rides: they were also charged with the general-post rate to London, and with the twopenny-post rate. By stopping them at Hounslow they are delivered, under a penny-post arrangement, about three hours earlier, and are only charged with the rate of postage they actually travel.'

This extract from a letter dated September 1836, from the Superintendent President of the Twopenny Post-office, is quoted in 'The Ninth Report into the Management of the Post-Office Department' (1837).

In December 1834, an arrangement was made for stopping General Post letters at Hounslow, brought by the mails for places short of London. In March 1835, a similar arrangement was established for stopping letters brought by the Dover mail intended for places short of London, when a sub-office at Shooters Hill was used.

In the same manner, arrangements were made for stopping letters at Barnet (July 1835), Waltham Cross (March 1836), and Croydon (May 1836), and a similar arrangement must have been made for Kingston as Cross Post letters are known passing through this Post Town to places short of London, such letters being known from January 1839. This was a reversal of the Hounslow post when the railway came to Kingston (now Surbiton) station.

Letters handled by the London Cross and Bye Posts must be to or from an address in the London Country area, must not have passed through the General Post Office, and must be to or from a provincial address. In addition, all Cross and Bye Post letters prior to 5 December 1839 have a Penny Post handstamp, indicating the extra penny that had to be paid in addition to the General Post charge.

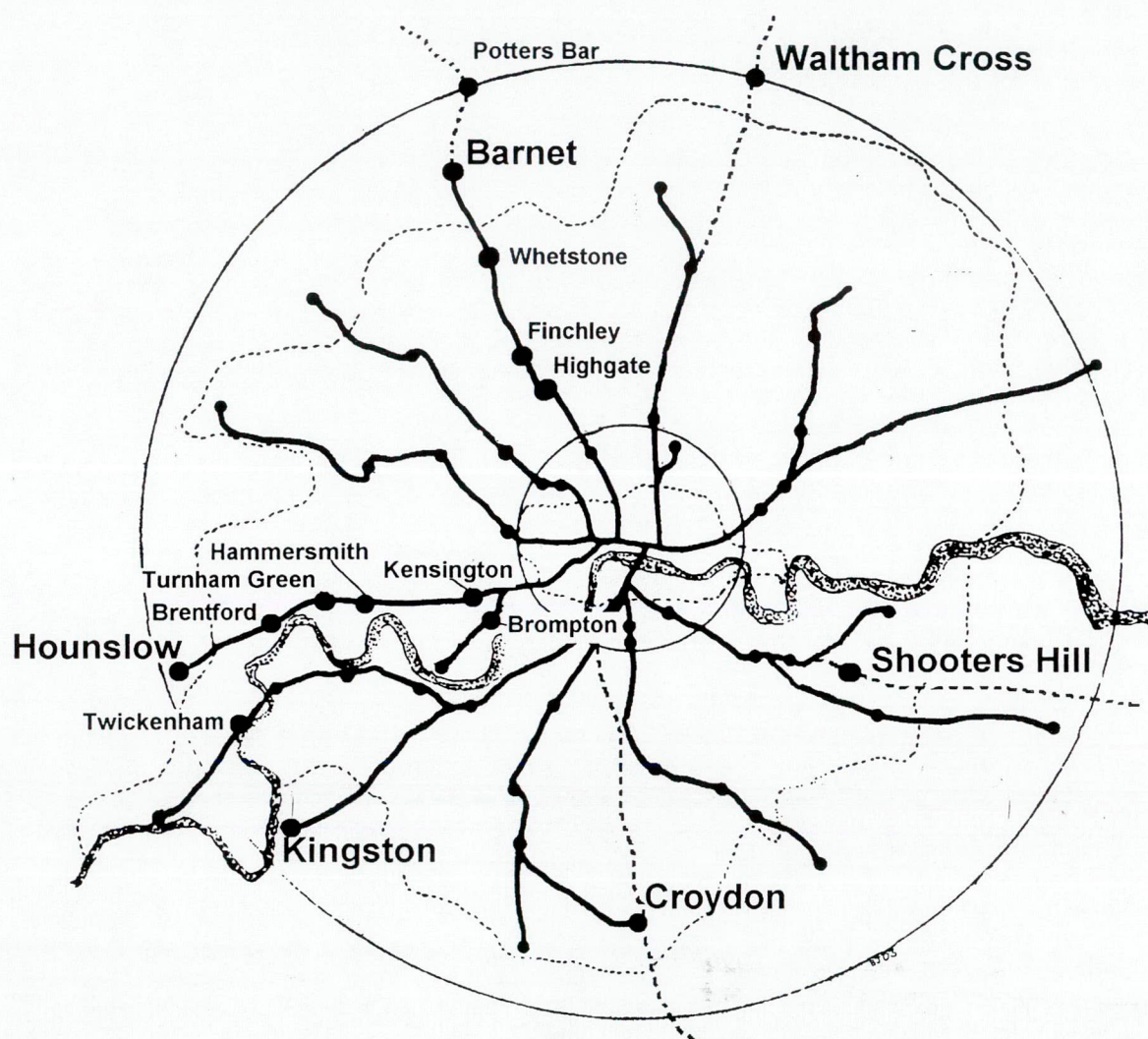
The Penny Post handstamps used on these Cross and Bye Post letters were, until the end of 1838, one of the provincial Penny Post types. In October 1838 the 'village' type of handstamp started to be issued, not only to four of the General Post towns at which inward Cross and Bye Post letters were dropped off (Barnet, Hounslow, Kingston and Waltham Cross), but also to several of the sub-offices of the Barnet, Hounslow and Kingston Penny Posts.

For further information on the London Cross and Bye Posts, readers are referred to 'Postal History' No 180, August-October 1973, pages 276-284, to 'England's Postal History' by RM Willcocks, pages 77-79, and to various articles in the London Postal History Group Notebook.

The map on the following page indicates the six General Post towns at which letters were dropped off: Hounslow on the Bristol Road, Barnet on the Holyhead Road, Waltham Cross on the Great North Road, Shooters Hill on the Dover Road, Croydon on the Brighton Road, and Kingston on the Portsmouth Road.

The sub-offices of the Hounslow, Kingston and Barnet Penny Posts, to which the 'village' type of Penny Post handstamps were issued (L721), are also shown.

The rides of the Twopenny Post are shown in continuous lines, while the Mail Roads are in interrupted lines.



*Barnet
Penny Post*

720

*Barnet
Penny Post*

721

*Hounslow
P. Post*

730

720	Barnet / Penny Post		38x12	Black	1835-36	D
721	Barnet / Penny Post		34x14	Black	1838	E
722	Brentford / Penny Post	as L721	35x14	Black	1839	E
724	Brompton / Penny Post	as L721	35x14	Red	1839	F
725	Croydon / Penny Post	as L721	35x14	Black	1836-39	D
725a	as L725, but			Blue	1838-39	E
727	Finchley / Penny Post	as L721	35x14	Black	1839	E
728	Hammersmith / Penny Post	as L721	36x13	Black	1839	E
729	Highgate / Penny Post	as L721	35x14	Black	1839	E
730	Hounslow / Py Post		42x11	Black	1835-38	C

731	Hounslow / Penny Post	as L721	35x14	Black	1838-40	D
732	Kensington / Penny Post	as L721	35x14	Black	1839-45	D

KINGSTON
Penny Post

733

*Shooters Hill
Penny Post*

737

SHOOTERS
HILL

738

*Waltham
Crofs
Penny Post*

741

733	KINGSTON / Penny Post		38x12	Black	1839	D
734	Kingston / Penny Post	as L721	35x14	Black	1839	E
735	Potters Bar / Penny Post	as L721	34x13	Black	1853-54	E
737	Shooters Hill / Penny Post		48x12	Black	1835-39	D
738	SHOOTERS / HILL	?only in 4d Post period	34x10	Black	1839	G
739	Turnham Green / Penny Post	as L721	35x14	Black	1839-40	E
740	Twickenham / Penny Post	as L721	35x14	Black	1839-40	E
741	Waltham / Cross / Penny Post		41x15	Black	1836-38	D
741a	Waltham Crofs / Penny Post	framed		Black	1837	F
742	Waltham Cross / Penny Post	as L721	35x14	Black	1839	E
743	Whetstone / Penny Post	as L721				GPO

LONDON SHIP LETTERS

The history of the overseas mail is a fascinating and complex subject. Following the Acts of 1657 (1657, c.30) and 1660 (12 Car 2, c.35), incoming ship letters had to be handed in at the Post Office of the first port of call and were subject to inland postage to their destination. At first, ship letters could only be identified by manuscript endorsements, but from the mid 1760s ship letter handstamps started to be issued to various ports, so that they could be identified and the inland rate from port of entry to destination calculated. Outgoing letters were carried by arrangement with ships' masters until the Act of 1815 (55 Geo 3, c.153), which made it compulsory for all ships' masters to carry such mail as should be tendered to them by the Post Office.

From as early as the 17th century the Post Office maintained a small number of packet ships, operating over specified routes. Although these were faster than private ships they were expensive to maintain and packet rates of postage were higher than those for letters carried on private ships.

As far as London is concerned, before 1799 the Foreign Office dealt with letters to and from Continental Europe, including the Continental packet services. Letters brought to England by private vessels were handed in at the first port of call and were then carried to their destination by the Inland Office, which was also responsible for the Colonial packet service. This situation changed in September 1799 when the London Ship Letter Office was opened. This Office became responsible for all overseas letters, other than those carried by packets. Also at this time the original two-line ship letter handstamps were gradually replaced by oval ones. With the introduction of uniform postage in 1840 the duties of the Ship Letter Office diminished, and in 1847 it was transferred to the Inland Office.

For a more comprehensive introduction to this subject, the reader is referred to the chapter by the late Alan Robertson in *England's Postal History* by R M Willcocks. For an exhaustive, masterly and fascinating account of ship letters, see *The Maritime Postal History of the British Isles* by Alan Robertson, brought up to date by Colin Tabeart in *Robertson Revisited*. The numbering used by Robertson is added to the following list as a cross-reference, before the size of each stamp.

Unpaid Ship Letters

LONDON
SHIP LRE

1200

LONDON
SHIP-LRE

1202

Cat No	Type	Robertson Numbers	Size mm	Colour	Dates	Rarity
L1200	LONDON/SHIP LRE	S1-2	36x11	Black	1766-91	E
1202	LONDON/SHIP-LRE	S3-6	37x11 to 42x16	Black	1772-99	E
1202a	as L1202, but		Red, Claret & Magenta		1791-99	G

There are minor variations in each of the above handstamps



1204



1206



1207



1208



1208a

1204	Ship Letter/Crown/LONDON	S7-8	40x30	Black	1799-05	F
1204a	as L1204, but		40x30	Red	1799	G
1206	SHIP-LETTER/Crown/LONDON	S9	40x30	Black	1807-15	F
1207	Ship Letter/Crown	S7a	40x30	Black	1800	J
One copy of this has been recorded, on a letter from Madras to Madeira via London. This is thought to be a forerunner of L1208, a stamp applied in London on letters landed at ports other than London.						
1208	SHIP/Crown/LETTER					
	stars on each side of SHIP					
		S10	38x31	Black	1801-16	E
1208a	as L1208, but					
	hyphen to right of SHIP					
		S11-12	38x31	Black	1808-15	E

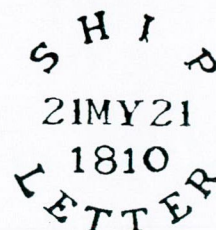
L1208, L1208a and L1214 were struck in London on letters landed at ports other than London and precede the set of SHIP LETTER/Port name handstamps with a similar usage.



1210



1212



1214

1210	SHIP-LETTER/Crown/Date/LONDON	S13-14	38	Black	1801-16	F
1210a	as L1210, but		38	Red	1806	G
1212	SHIP-LETTER/Crown/Date/LONDON	S15	36	Black	1804-09	F
1214	SHIP/Date/LETTER	S16	28	Black	1810-11	H



1216



1218

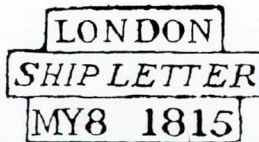


1220

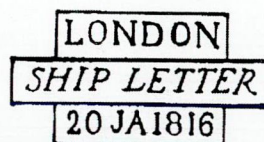
1216	SHIP LETTER/Crown/Date/LONDON	S17-20	26-28	Black	1807-22	D
1218	SHIP LETTER/Crown/Date/LONDON	S21-28	31-35	Black	1820-46	B-D
1218a	SHIP LETTER/Crown/Date/LONDON		34-35	Red	1834-47	A-B
1220	SHIP-LETTER/Crown/Date/LONDON	S29	28½	Black	1847-51	C
1220a	as L1220, but		28½	Red	1847-58	A



1222



1224



1224b



1226

1222	LONDON/SHIP LETTER	S30-31	43x10 to 46x12	Black	1814-15	D
1224	LONDON/SHIP LETTER/Date	S32a	34x18	Black	1815	H
1224a	as L1224, but		34x18	Red	1815	H
1224b	as L1224, but day, month, year	S32	34x18	Black	1816	J
1226	SHIP/LRE	S34a	21x15	Black	1780-83	G

SHIP LRE

1228

S
SHIP·LRE

1229

SHIPLETTER

1230

A SHIP LETTER

1232

1228	SHIP LRE	S34	40x 6	Black	1775-00	C
1228a	as L1228, but		40x 6	Red	1793-95	F
1229	S/SHIP·LRE		44x13	Black	1800	J
1230	SHIPLETTER	S35	47x 6	Red	1819-39	D
1230a	as L1230, but		47x 6	Black	1819-46	B
1232	A SHIP LETTER	S35a	?	Black	1810	J
1232a	as L1232, but		52x 5	Red	1819-21	J

These might be Irish handstamps

SHIP-LETTER

SHIP LETTER

ShipLetter.

1234

1236

1238

1234	SHIP-LETTER	S36	41x 5	Black	1840-48	A
1234a	as L1234, but			Red	1840-61	A
1236	SHIP LETTER	S37	44x 5	Black	1814-48	C
1236a	as L1236, but		44x 5	Red	1840-49	D
1238	Ship Letter.	S38	42x 9	Black	1838-49	C
1238a	as L1238, but		42x 9	Red	1850	D
1238b	as L1238, but		42x 9	Blue	1850	E

This handstamp was also used in the Foreign Office

Outport Ship Letter Handstamps

Alan Robertson indicated (*A History of the Ship Letters of the British Isles*, page E182/A) that four ship handstamps (of Jersey, Guernsey, Greenock and Dublin) might have been applied in London. Patrick Pearson (*Postal History*, No 275, p73) added further handstamps to the list, as did Colin Tabear (Robertson Revisited, p186). It is possible that the London Ship Letter Office held a complete set of ship letter handstamps of other British ports and readers are referred to the above references for further information on this subject.

Paid Ship Letters



1242



1244



1246



1246b

1242	POST-PAID-SHIP-LETTER/Crown/Date/LONDON	S42	38	Black	1802-05	F
1242a	as L1242, but		38	Red	1806	G
1244	POST-PAID-SHIP-LETTER/Crown/Date/LONDON	S43	37	Red	1805-06	F
1244a	as L1244, but		37	Black	1804-07	G
1246	PAID-SHIP-LETTER/Crown/Date/LONDON	S44	26	Black	1808-22	D
1246a	as L1246, but		26	Red	1809-19	D
1246b	as L1246a, but year error: 5181 for 1815, 27 February				1815	F
	L1246 has Day Month Day in the date					
1247	as L1246 but Month & Day	S44a	26	Red	1808-18	D



1248



1250



1250a

1248	Post Paid Ship Lre/Crown/Date/LONDON	S41	38x34	Black	1800-19	G
1248a	as L1248, but		38x34	Red	1819	G
1250	POST PAID SHIP L ^R /Crown/Date/LONDON	S45-46	42x34	Red	1818-23	E
1250a	as L1250, but larger pearls & smaller letters		42x34	Red	1823-25	E



1252



1254



1256

1252	POST PAID SHIP L ^R /Crown/Date/LONDON	S47-48	38x29	Red	1816-32	C
1252a	as L1252, but		38x29	Black	1831	E
1254	PAID SHIP LETTER/Crown/Date/LONDON	S49-51	37x30 to 40x31	Red	1832-47	C
1256	as L1254, but sans-serif	S52	33x26	Red	1847	D

Packet Letters

PACKET-LETTER

1260

PACKET LETTER

1262

Packet Letter.

1264

1260	PACKET-LETTER	P2	53x 5	Black	1802-63	C
1260a	as L1260, but			Red	1823	D
1262	PACKET LETTER	P3-4	43x10	Black	1818-58	B
1262a	as L1262, but			Red	1818-48	B
1264	Packet Letter	P5	48x9½	Black	1836-45	C
1264a	as L1264, but		48x9½	Red	1838-43	B

This handstamp was also used in the Foreign Office

India Ship Letters



1270



1272



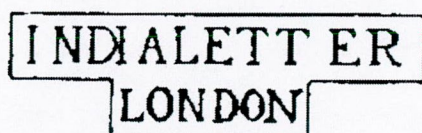
1274

From 1815 there were special rates on letters from India (and Mauritius & the Cape), and these letters had, therefore to be identified.

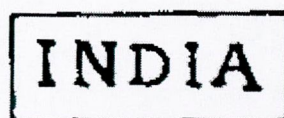
1270	INDIA SHIP LETTER/Crown/Date/GPO/LONDON	In.1-2	32-33	Black	1815-20	G
1272	INDIA SHIP LETTER/4/LONDON	In.3	43	Black	1827-40	H

The '4' relates to the sea postage on incoming letters of 4d up to 3 oz. It is not known why this handstamp is so rare, or what was its purpose, there being at least 3 other 'India Letter' stamps in concurrent use.

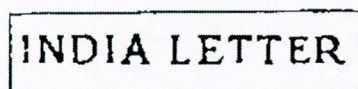
1274	INDIA LETTER/LONDON	In.4,5,7	various	Black	1822-33	C
1274a	as L1274, but			Red	1830-39	D



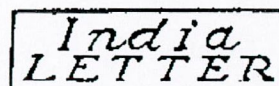
1275



1276



1278



1280

1275	INDIA LETTER/LONDON	In.6	58x18	Red	1837-39	E
L1276	INDIA	In.8	28x11	Red & Black	1820-38	
Considered an Indian handstamp						
1278	INDIA LETTER	In.9	48x12	Red & Black	1830-38	C
1280	India/LETTER	In.10	39x12	Black	1835-39	D



1281



1282

1281	POST PAID INDIA SHIP LETTER	In12	32x27	Black	1817	K
1282	FREE LONDON INDIA LETTER	In13	32x27	Black	1816-17	K

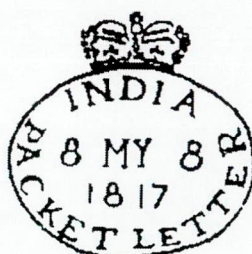
The Act of 55 Geo III c153 allowed the Board of Control and Directors of the East India Company to send letters free of postage. It is assumed that L1281 and L1282 were introduced for such letters.

India Packet Letters

Between 1815 and 1819 the East India Company provided a monthly packet service to the Cape and India, packet letters being charged 3/6d (single) per ½oz. Letters carried by other Company ships were charged the India Ship Letter rate by private ship, which was one third the packet rate.



1284



1286



1288



1290

1284	PAID/INDIA/Date/PACKET LETTER	In.P1	34x30	Red	1816-19	H
1286	Crown/INDIA/Date/PACKET LETTER	In.P2	34x35	Black	1817-19	H
1288	Crown/INDIA PACKET LETTER/Date/GPO/LONDON	In.P3	30	Black	1815-17	G
1290	Crown/INDIA PACKET LETTER/Date/GPO/LONDON	In.P4	30	Black	1816-19	G



1292



1294



1296

1292	Crown/FREE/INDIA PACKET/LETTER/LONDON	In.P5	35x38	Red	1816	K
1294	INDIA/PACKET LETTER/PAID TO/ LONDON	In.P6	30x30	Red	1819	
L1294 was probably struck in India (see Robertson E.186/D)						
1296	Crown/FREE/INDIA/LONDON PACKET LETTER	In.P7	28x30	Black	1819	K

India Soldiers Letters

Soldiers and sailors were entitled to privilege rates of postage. The following stamps indicated the total amount that had to be paid by the addressee, irrespective of the number of inland miles from London to the destination. (For possible explanations of the different rates, see Robertson D.29-31 and Willcocks pp 113-4.)



1298



1300



1301

1298	PAID/INDIA/Date/SOLDIERS LETTER	In.Sol.1	34x30	Red	1816	J
1300	INDIA SOLDIER&c/1/LONDON	In.Sol.2	38	Black	1824-28	K
1301	INDIA SEAMAN&/1/LONDON	In.Sol.2a	38	Black	1827-28	K



1302



1302a



1302b

1302	INDIA SOLDIER&c/3/LONDON	In.Sol.3	42	Black	1823-48	H
1302a	INDIA SOLDIERS/3/LONDON	In.Sol.4	42	Black	1823-48	H
1302b	INDIA SOLDIER&/3/LONDON	In.Sol.5	43	Black	1823-48	H



1304



1306



1306a

1304	INDIA SOLDIERS/3/LONDON	In.Sol.6	31	Black	1838-40	H
1306	SOLDIERS&SEAMANSLETTER/4/BY SHIP	In.Sol.7	41	Black	1841-52	H
1306a	as L1306, but curved down stroke of '4'	In.Sol.7a	41	Black	1843	J

only one example recorded, from Hong Kong

Exempt Ship Letters

Letters sent by owners, charterers or consignees, carried by the ship in which the goods travelled, were exempt from the ship letter charge; full inland postage was, however, charged.



1310	Crown/EXEMPT SHIP LR		43x24	Black	1814-21	J
1312	Crown/EXEMPT SHIP LR 4mm letters	Exempt 1	45x12	Black	1832-47	G
1312a	as L1312, but		45x12	Red	1833-45	E
1314	Crown/EXEMPT SHIP LR 5mm letters	Exempt 2	46x13	Black	1841-55	E
1314a	as L1314, but		46x13	Red	1841-55	E

Rebate Letters

Certain larger banks and businesses kept accounts with the Post Office before the introduction of cheap uniform postage. Occasional letters were incorrectly overcharged and, when taken back to the Post Office for reassessment, were stamped with a special 'Rebate' handstamp.



[298b REBATE/SHIP LETTER OFFICE **Rebate 1** 30x23 Red 1839 J]

For a complete listing of the Rebate handstamps, see L298-298d

Withdrawn Ship Letters

A special handstamp was applied to letters on which one third the ship letter rate (the rate for carriage by private ship) had been paid, the letters then being returned to the sender who could forward them to any vessel other than a packet boat. This was to prevent the letters being confiscated if the ship was also carrying letters illegally.



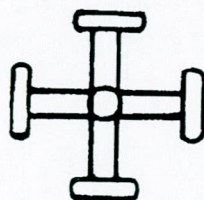
1322

1322 POST PAID WITHDRAWN SHIP LETTER **PPWSL** 38 Black 1814-15 J

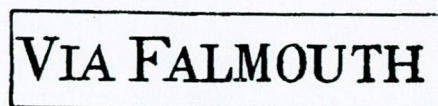
Miscellaneous Handstamps



1335



1330



1340

1330	'Crutched Cross'	26x26	Black	1817-19	E
1330a	as L1330, but	26x26	Red	1826-40	E

Used to cancel incorrectly applied Ship Letter handstamps

1335	RIVER/LRE	28x14	Black	1803	K
------	-----------	-------	-------	------	---

'8th. February, 1800. Two River Letter stamps are sent to the President on duty this evening, from Mr. Stow.'

This very rare handstamp (L1335) was struck on letters to and from ships in the River Thames (from London Bridge to Limehouse) until the end of April 1804; after that time the stamp was applied only to letters collected from ships by the River Postman.

1340	VIA FALMOUTH	55x12	Black	1838-40	J
1340a	as L1340, but		Red	1840	K

L1340 was issued to the Foreign Branch of the GPO, for mail to Southern Europe or the Mediterranean which was to travel by Falmouth packet rather than overland via France.

For the TP/S handstamp, see L566

Army Bag



1345



1347

Helder Expedition

In August 1799, a small British force landed in north Holland to create a diversion against Napoleon. Henry Darlot, one of the Clerks of the Foreign Letter Office, was chosen as the Army's first Postmaster, and his office was open between 14 September and 10 November 1799. Mail was identified by the rare **crown ARMY BAG** handstamp and was carried between Yarmouth and the Helder Point from September 1799 for about 3 months.

NOTICE is hereby given, that LETTERS addressed to Persons serving with the Army under the Command of Field Marshal His Royal Highness the Duke of York, will be received at the Ship Letter Office twice instead of once in the week, viz. on Tuesday and Friday, from 10 in the morning until 10 o'clock at night, and not on Thursday, as mentioned in the Advertisement from this Office of the 10th inst.; and that such Letters will be regularly forwarded in Vessels from Yarmouth to the Helder Point, on the same days as the Mails are sent to Cuxhaven.

Letters by this Conveyance will be chargeable with an Half Rate of Postage under the Act of the 35th of his present Majesty.

(General Post-Office, September 20, 1799)

1345	crown/ARMY BAG	32	Black	1799	J
1347	POST PAID/crown/ARMY BAG	42x32	Red	1799	L

It would appear likely – from the above Post Office Notice – that these ARMY BAG handstamps were applied in the London Ship Letter Office, and possibly also by Darlot in Holland.

UNCLASSIFIED AND CONTROVERSIAL MARKS OF LONDON

It has not been possible to classify a few handstamps which appear to have been used in London. Some of these are official marks of the Post Office, but their purpose has not yet been discovered. Others are probably unofficial or private marks, while the provenance of one or two is in doubt.



1400



1404



1408



1408a

L1400 Fleur-de-lys

13x13 Black 1669 J

This handstamp is known on a letter from Hucklow to London. It has been suggested that the device is the Prince of Wales's insignia, but the purpose of the mark is not known.

1404 Tudor Rose

16x15 Black 1683-88 J

Three copies of this mark are known, all on letters from Southwick, Hampshire, to London. Their significance is not known.

1408 2 in crude circle

16x15 Black 1786 G

Several copies of this handstamp are known, on Penny Post letters, on letters from the provinces to London, and on a letter from Gothenburg to London.

1408a 2 in a square

15x15 Black 1786 G

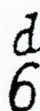
Known on a cover from Marlborough to Hackney,



1409



1410



1412

MY+26

1414

1409 2 in circle

17 Black 1795 H

1410 3 in circle

17 Black 1795 H

L1409 and 1410 are on letters addressed from London to Delft and are probably indications that these letters were detained and then returned to sender. Only one copy of each has so far been reported. [see Sussex, V. *Postal History* 1997, No 281, pp12-14].

1412 d/6

4 x14 Black 1761 G

1412a as L1412, but d/9

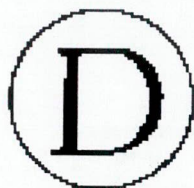
4 x14 Black 1764 G

L1412 and 1412a are each known on a letter which had also received the PARTINGTON General Post Receiver's handstamp (L71). These would appear to be private charge stamps applied by Partington at his Receiving House.

1414 MY-26, MY+26, MY-29

20x5 Black 1801 ?

The three date stamps of L1414 occur on one cover of 1801. Their significance is not clear; it almost looks as though someone was playing with the date plugs of handstamps which were struck on the cover.



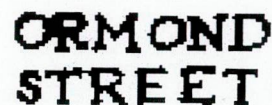
1416



1420



1424



1428

1416 D in circle

24 Purple 1791 F

This is on a cover from Belgium to Norfolk via London

1420 GP

23x13 Black 1778-85 F

L1420 is known on a few readdressed letters and would appear to indicate transfer from the Government Penny Post to the General Post.

1424 Date stamp in oval frame

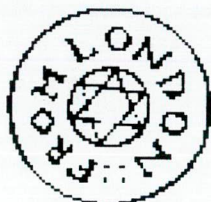
27x18 Black 1817-19 F

This is now known to be a London Ship Letter Office sailing date stamp.

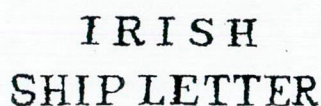
1428 ORMOND/STREET

35x14 Black 1708-9 H

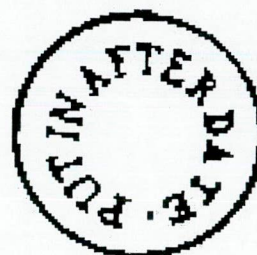
This is probably a private handstamp. There is as yet no evidence for the suggestion that it is a Receiving House of Povey's Halfpenny Post.



1432



1434



1436



1440



1442

1432 FROM LONDON in a circle

28 Black 1719-38 K

A few copies of L1432 are known, all on covers from London to Venice and Geneva. The finding of this mark on a cover to Geneva indicates it is not a Venetian mark.

1434 IRISH/SHIP LETTER

38x11 Black 1825-30 K

Possibly applied in London

1436 PUT IN AFTER DATE

33

GPO

No copy of L1436 has yet been seen and its purpose is not known.

1440 Crown/N.P.O./date

20x25

GPO

No copy of L1440 has yet been seen

1442 crown/TO BE FORWARDED in a double oval

21x24 Black

?