

**LONDON**

Twopenny Posts.....  
Comparative Scarcity

**POSTAL HISTORY GROUP**

**NOTEBOOK**

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**EDITORIAL.....**

The so called quiet season is over and the dark evenings give the excuse to deal with important matters such as postal history, rather than the one hundred and one tasks lurking all summer in the garden.

November saw the first major exhibition at Seymour Hall, the striking feature of which was the almost total absence of London material in what was otherwise a feast of stamps and postal history. This situation will, we hope, be corrected before too long.

The co-ordinators are getting a steady flow of information and this must be sustained by all of us recording and reporting all purchases and finds. The errors which will appear from time to time in "Notebook" must be challenged and it is good to report that members are querying these.

To further assist, those able to attend Group meetings are invited to bring along all their own material connected with the subject matter and assist the meeting co-ordinator with what may well be the find of the day.

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London Diamonds....Letter to the Editor, from K.J.A. Smith of West Bridgford

...." I collect Ship Letters but have never seen anything to confirm that number 22 was issued to the S.L.O.....I have a number of entires addressed from London overseas and diamonds were frequently used and no particular number appears of them....It is surprising how often number 12 turns up in Westley fig. 76 ( upright oval with the voided square ) and this, according to Stitt Dibden was used on letters which attracted a late fee which had been paid in CASH. I have some evidence to support this.

( Ed.note: Westley suggests 12 for Foreign Branch and 13 for Late Fee.)

...." To return to oval diamonds, I see I have a note in my copy of Westley that figs. 18 and 19 are the same and the numbers also, as far as 1 to 44 ( less 9 ). Figs. 20 and 21 also appear to be the same although here the numbers follow on. No mention is made of the early 25's though these are very scarce and rare on cover. Some theories have been suggested but the two covers I have seen with 25 had nothing unusual about them. Incidentally, I doubt whether it would be possible in practice to distinguish between Westley 20, 21 and 23.

...." As far as coloured cancellations in the horizontal oval diamonds are concerned, I have a cover, being a soldier's letter from Singapore, which is franked by a 1d. 'stars' on white paper and cancelled on arrival in London by a diamond in bright light blue ( number 44 ) the second '4' is markedly larger than the first and the lines are 2.8.2. ( 3rd. November 1957 in London). I have another cover with a first 6d. surface printed sent from Hartlepool, 18th. October, 1860 which was stamped P.D. ( in red ) and being found INSUFFICIENTLY PREPAID was so stamped and the P.D. cancelled by the horizontal diamond 51 IN RED. I have another piece which bears a 1d. ' stars ' cancelled by the same 51 handstamp and, alongside, is the large circ. handstamp in ref of SAN FRANCISCO on October 30th., 1859. The ' Diamond ' stamp has three complete bars above and below and 4 broken on the left and 5 on the right. A further cover sent from London on 11th. March, 1862 to Paris and Franked with the ' small letters ' 4d. red and cancelled by the number 12 in Westley Fig.76 ( already mentioned ) and though 4d. was the correct rate it was stamped INSUFFICIENTLY PREPAID and the PD was cancelled out by the London Horizontal diamond number 50 IN RED. On the reverse is the squared handstamp with chamfered corners dated March 11th., 1862 ( also said by Hendy and S.D. to denote that a late fee has been paid - S.D. says in CASH.) The '50' is 2.9.2."

Mr. Smith goes on to mention the use of the square to denote late fee and that examples coming up in the R.L. November sale are particularly fine and adds in brackets ( " I know for it is mine..." ).

( Ed. If any members are intested I believe it is lot 1713 with a valuation of £30.)



**LONDON'S TWOPENNY POST.....****Some thoughts on comparative scarcity, by M.V.D. Champness.**

In a sphere so largely undocumented as Postal History, many collectors find considerable difficulty in distinguishing the elusive from the commonplace. They tend to judge scarcity by the frequency particular items occur within their limited orbit of search, augmented by what they can glean from examination of material shown by their fellow collectors. Dealers are often driven by similar expediency to some form of standard pricing and in these days when shortage of material, particularly that of any quality, is providing such a boost to prices it is well to indulge in a little comparative research to establish which are difficult items.

London's Twopenny Post provides the collector with an enormous sphere of interest, the strikes of the various receiving offices providing examples in many colours and a number of different types. But what yardstick can the collector use to distinguish the bargain from the overpriced items?

In 1837 the 9th. Report of the Commissioners appointed to inquire into the management of the Post Office Department was published. Appendix No. 56 of the voluminous tome lists the Twopenny Post receiving houses and annotates the number of letters collected by each over a 4 week period in 1837. The quantities varied between 500 and 12000, so here we have a very fair indication as to what is scarce and what is comparatively common. Regretfully we shall never be able to compile a corresponding list indicating the survival rates associated with such material, but at least we have a basic yardstick on which to form our judgement.

Some 13 receiving houses were in such a small way of business that they handled less than 1000 letters in the 4 week period reviewed and these offices are likely to prove the most elusive.

These offices were:-

Albany Road, Kent Road  
Blackwall  
Camberwell, Southampton Street  
Dover Road  
East Place Lambeth  
Fleet Market  
Hackney Road E  
Hoxton  
New Park Street  
Newington Green  
Pancras  
Shacklewell  
Wapping Dock

In contrast to these, those offices handling 5000 or more during the four weeks may be considered to represent those most commonly met with, though that is not to say that collectors will find it easy to acquire examples of many of them. Much of the surviving correspondence relates to legal matters and it is reasonable to suppose that residential areas would provide much less extant material than areas primarily concerned

with business. Those offices handling over 5000 items a month were:-

Albany Street  
Alsop's Buildings  
Bishopsgate Within  
Blackman St.  
Bond St.  
Borough  
Bridge St. Westminster  
Chapel St. Grosvenor Place  
Charing Cross ( Top of the Pops!! )  
Charles St. Westminster  
Cheapside  
Coleman St.  
Connaught Terrace  
Coventry St.  
Crawford St.  
Devonshire St. Marylebone  
Eastcheap  
Ebury St.  
Fenchurch St.  
Finsbury Place  
Fleet St. E.O.  
Fleet St. W.O.  
High Holborn E.O.  
High Holborn W.O.  
Holborn Bars  
Holborn Hill  
Islington C.O.  
Lambs Conduit St.  
Leadenhall St.  
Ludgate St.  
Marchmont St.  
Old Broad St.  
Oxford St. C.O.  
Oxford St. E.O.  
Pall Mall  
Park Terrace  
Piccadilly C.O.  
Portland St.  
Sloane St. N.O.  
St. James's St.  
Strand C.O.  
Strand E.O.  
Strand W.O.  
Tower St.

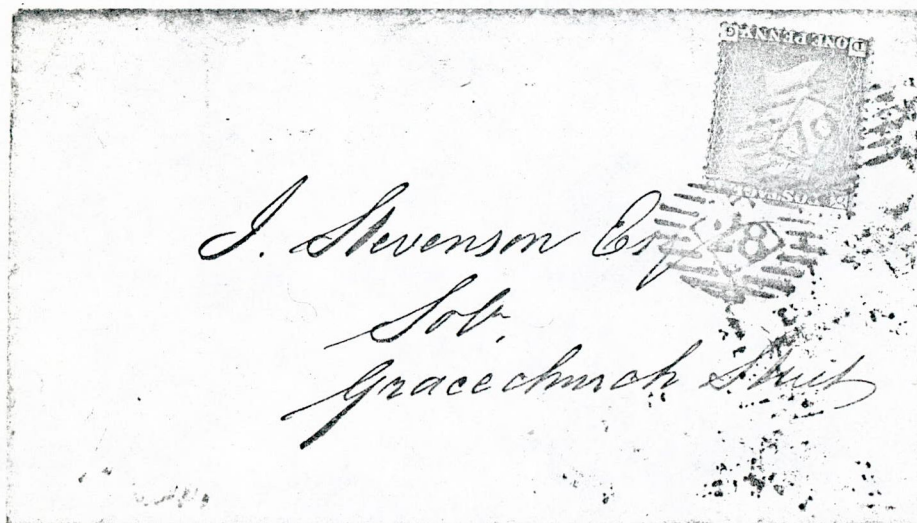
To bear out my earlier remarks as to survival rate, how many collectors possess, or have ever seen an example of TP Alsop's Buildings? ( According to Brumell, New Road was later called Alsop's Buildings in lists, but stamps always had New Road until the name changed again to Upper Baker St.)



## A DOUBLE DIAMOND WORKS WONDERS.....

Quite one of the nicest aspects of Postal History is the discovery of something in one's own collection, not previously appreciated, which causes interest in other collectors and sparks off enquiries.

One such is the cover illustrated below, the title of the title of the article seeming most appropriate.



The reverse bears TWO strikes of the unpaid A & H fig. 53, code letters CR dated SP-15 1855 and ONE in red of the paid A & H fig. 150 of the same date. It was of interest to read A & H comment..."such stamps remained in use until the local post which by then was known as the London District Post was amalgamated with the General Post in 1855 ". There also appears on the front a series of red smudges, partly ON the adhesive but these are, most likely, off sets from the adjacent envelope.

Why two strikes, with different numbers, three back stamps, for what would appear to be a local London letter, being addressed to Gracechurch Street, with no 'London' added for clarity?

Information and opinions would be most welcome.

**NEWSPAPERS AND THE POST OFFICE 1635 - 1834.....A Review**

This is the title of a new publication which discusses the part played by the Post Office, mainly in London, in the circulation of newspapers throughout the country and abroad between 1637 and 1870.

The coverage includes the following:

- ....The Growth of Newspapers and Propaganda 1632 - 1712
- ....A Brief History of the Post Office 1635 - 1761
- ....The Rival Newspaper Services
- ....The Clerks of the Roads Privileges
- ....Government Propaganda 1712 - 1800
- ....Eighteenth Century Newspaper Distribution.....and

has excellent biographies, bibliographies and full references, contained in some 59 pages. Strongly recommended.

Published by the Postal History Society at only 85p ( including postage ) and is available from the author.....

**Jeremy Greenwood,**  
Deerings Place,  
50 Reigate Road,  
REIGATE,  
Surrey.

**THE BRITISH PHILATELIC ASSOCIATION.....**

The Group has been elected to membership of the B.P.A. The benefits to members are they can:

1. Use the B.P.A. Expert Committee at reduced rates.
2. Obtain assistance in arbitration in any dispute with another collector or dealer and advice on the standing of dealers and collectors.
3. Obtain admission to some exhibitions and conventions at reduced rates.
4. Use the B.P.A. Board Room for meetings - we can arrange for any specialist groups to use this room, in the Strand, for meetings, formal or otherwise.

The bi-monthly magazine ' Philately ' will be available in the Library and articles of interest will be mentioned in ' Notebook '.

Please contact the Group. Hon. Secretary if you wish to use any of the B.P.A. facilities or obtain further information.

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LONDON 1794 - 1801.....

The wealth of material shown at the October meeting, which was somewhat carelessly entitled ' London Pre 1800 ', only served to confirm the wonderful range of Postal History the Group has to research and report upon.

It is, therefore, good news to report that the very complex period of 1794 - 1801 is to be covered with Dr. Barrie Jay acting as the Study Co-ordinator.

We shall, of course, be returning to the pre 1801 period again for, as with the other meetings thus far, we have merely seen the tip of a very large iceberg.

EXPERIMENTAL POSTMARKS OF THE 1880's.....

This period is rich in short lived and poorly recorded postmarks as the postal authorities tried to produce something that would both cancel the adhesive in a readable manner and have a useful ' life '. Quite how much documentation remains in official archives has to be established but there must be a mass of material available in collections.

The late J.S. Donaldson reported a conversion he had last year with M. Dubus, in which when asked why he had not included a study on these marks...."shrugged his shoulders in the usual French fashion and said ' One has to stop somewhere '".

Here is a subject which could well provide much meat for a Group meeting in 1972 and should any member have either material or information they are invited to contact the Hon. Secretary, especially if they would be willing to act as the co-ordinator!

UNPAID AND UNDERPAID LETTERS AND PACKETS.....

For members who have invested a modest sum in the Robson Lowe publication " The Philatelic Journal of Great Britain ", the current series of articles with the above title will be of considerable interest. The author, Mr. R.I. Johnson, also a Group member, has expressed willingness to classify those marks which relate to London and to prepare an article for " Notebook ".

The sub title used by Mr. Johnson in the PJGB is " An Account of surcharge and connected explanatory marks used by the Post Office after 1840 " should be sufficient to indicate the scope of the study and members with appropriate London material are invited to contact him at :

9 Branscombe Road,  
Stoke Bristol,  
BRISTOL 9.

INTERESTING CONTENTS.....by C.J. Adams.

This is an expression used by dealers and auction lot describers to help sell a pre-stamp or philatelic item - a fact that often proves to be the case even when sometimes the contents are non-philatelic.

An entire in my own collection of Receiving House namestamps would, I think, come under this heading.

It is dated 5th. November, 1839 and is addressed to :-

the Right Honorable the Paymaster General  
of Her Majesty's Land Forces,  
Whitehall, London.

and endorsed " **from a Chelsea Pensioner** " on the obverse.

It carries unpaid Receiving House namestamp, in red, of T.P./Blackman St - in two lines and unframed - ; 2d. rate handstamp and Chief Office ( St. Martins-le-Grand ) unpaid time stamp.

The letter reads:

" Gentlemen exquese me for riting on this cashion my Pension been so lo and i ham not habel to work i have a ( ????? ) of taking a small shop and trade hif i had money i think hif you would allow me to sell my Pension i could provide beter for my self and familey it is not my intenshion to trouble you any more of you would allow me that favour

George Porter

ple's to direct for  
George Porter  
Fling Mors Yard  
Blackman St. Borough.

9 per day from the 73  
Foot Discharged on the  
20 day of March 1816

"

As a follow up a little research uncovered the fact that George Porter was a Private in the Battle of Waterloo in 1815 serving in the 73 Foot ( later the Black Watch ) under a Capt. Wm. Wharton and was awarded campaign medal No. 193.

It would be interesting to know if his request was granted and if so what amount he received in view of the fact he had already enjoyed 9d. per day for 23 years.

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## BIBLIOGRAPHY AND LIBRARY.....

The Group is setting up a small library of books, magazines, articles etc. on any aspect of London Postal History.

Any member will be able to borrow items from the library for up to one month. Items will normally be posted to members who will have to pay the return postage only.

To build up this service members are invited to donate or lend any books etc. which they no longer use or if they would prefer to lend direct to other members, merely to send a note of the material they are willing to lend in this fashion.

Here is the first list of acquisitions :-

1. The Local Posts of London, 1680 - 1840 ( G. Brumell ) 91 pages, 1938.
2. Copy Rowland Hill's letter to Chancellor of Exchequer, 1839, 20 pp. 1969  
( National Postal Museum )
3. Post Office Railway - pamphlet ( G.P.O. ) 5pp. 1967
4. " Philately " Mar-Apr 71, including " Reason for the Penny Post " 2pp  
and " The 1787 Experimental Mark ", 1 page.
5. " Discovering Picture Post Cards " ( C.W. Hill ) 64 pp, 1970.
6. " 350 Years of Anglo-American Postal Links " 16pp, 1970.  
( National Postal Museum )

All enquiries and offers of material should be sent to the Hon. Secretary.

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PLAYBACK.....Notebook No. 3 page 7

The date of figure 1 is March 9th., 1849

Although mentioned in the text, there is no figure 4, it being found too difficult to reproduce with the available equipment, this after the text had been printed.

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## RAILWAY RECORDS.....

Following enquiries in connection with the Cresswell marks, still unresolved, the Editor came across a useful source of information in the form of  
BRITISH RAILWAYS BOARD, HISTORICAL RECORDS DEPARTMENT, 66 PORCHESTER ROAD, W2.

The office adjoins Royal Oak Station on the Hammersmith & City Section of the Metropolitan Line is open Monday to Friday 9.30 a.m. to 4.30 p.m. and until 8.00 each Tuesday. For your first visit on a Tuesday evening is suggested.

## LETTERS FOUND ON FREE MARKS.....by A.J. Kirk

It has always been assumed that the initials 'A', 'C', 'P', and 'S' found on the Free Marks in the late 1700's are the initial letters of the names of Inspectors of Franks. Is this so? There was a Charles Colston who was Inspector of Franks for the Bye-Days, from 1782 to 84, who became an Inspector of Franks, a post he held until at least 1797. This would appear to account for the letter 'C'. James Stafford was Inspector of Franks for the Bye-Days 1788-90. The letter 'S' appears about this time and would seem to be somewhat scarce. My copy is dated 1788. There was a J. Palmer who was elected an Inspector of Franks for the Bye-Days in 1791 and became an Inspector of Franks 1793-94. However, two of my letter 'P' s are for 1790 and 1795, i.e. before and after he was in office. This leaves letter 'A'. From the slight investigation I have made this is the scarcest of the letters ( I do not have a copy ) also during the time this intial was in use there was not, as far as I can find, an Inspector of Franks with a name beginning with 'A'. What, therefore, does this letter signify?

From 1793 there were four names listed as Inspector of Franks; why, therefore, should the initial of only one name be used and not the others?

This is only a preliminary canter into this subject and I am sure other members will have information of interest.

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Editor's Note: The 1940 Alcock and Holland publication is quite specific on this matter and states..."In 1787 came stamps of a more decorative design ( fig.830 ). Various letters are found in the centre, these being the initials of different Inspectors of Franks. These stamps have been recorded in black, dull reddish purple and red".

Since much of the section dealing with "FREE's" was based upon Brumell's work ' The Franking System in the Post Office 1652 - 1840 ' it would seem reasonable to suggest a second look after all this time.

The next meeting of the Group will be at the B.P.A. Boardrooms in the Strand ( opposite Charing X Station ) on Saturday 27th. November starting at 2.p.m. The subject is ' The Franking System '. Members are invited to bring along all relevant material in their collections.

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POSTED ON BOARD SHIP ABROAD.....by R.I. Johnson

Posted on board ship Abroad

I. S.

The mark illustrated in block above is also shown in Mr. A.W. Robertson's book at page E. 196 as a complimentary mark connected with maritime mail with the explanation " Self-explanatory, rated accordingly ".

It is not a commonly found mark. Apart from the cover in my possession, I have only seen one other reference to a cover with such a mark in auction catalogues in recent years.

The purpose of the mark is to explain why a surcharge has been raised by the Post Office on an apparently properly stamped letter.

My cover bears a 1½d. brown George V adhesive and is dated 22nd. March, 1932. The adhesive has been cancelled by a London rubber c.d.s. code 348. The address is one in England. The surcharge is effected with the handstruck 2d./I.S./R used on underpaid incoming foreign mail.

The Inland Section in London used this mark to designate letters posted on the high seas in British ships. Such letters were treated as outgoing postal packets. The earliest authority I can find in this field is contained in section 30 of the Foreign and Colonial Post Warrant 1892. This reads:

".....The following provisions shall apply to postal packets deposited in a letter box on board a British ship or in the hands of the commander of such ship, that is to say:-

- (i) If such packet is deposited when the ship is on the high seas, such packet shall, with reference to the several rates of postage and to the other provisions of this warrant ( so far as such provisions are applicable ), be treated as an outgoing postal packet of the same description.
- (ii) If such packet is deposited when the ship is in a foreign or colonial port, such packet shall, with reference to the several rates of postage and to the other provisions of this warrant ( so far as such provisions are applicable ) be treated as an incoming postal packet of the same description....."

The other cover was described in the catalogue: " 1921 envelope to Lancashire with an uncanceled Bermuda ½(2) and 1d. Tercentenary adhesives accompanied by the rare step type " Posted on board ship Abroad/I.S. of Robertson Type B. 4 accompanied by 4d. postage due adhesive. "

With so few marks about it is difficult to say when it first came into use. I have not seen the mark used by any office other than the Inland Section in London. Can anyone give any more details?

Footnote.....

Since I wrote this article I have acquired two further covers with this amrk. The first is more interesting as it is an earlier date and the format of the mark is different. It is a step type but has a precise square look as if it were a rubber mark. The main point is that both covers have charge marks and thus confirm that this mark is an explanation of the charge.

First Cover.....In capital letters. Office Inland Section. Struck in violet.

POSTED ON BOARD SHIP ABROAD

I.S.

This is from Spain and is prepaid with Edward VII  $\frac{1}{2}$ d. green adhesive, postmarked London 175 March 16th 1910 c.d.s. Handstruck charge mark 1d I.S. code D. The mark has sans serif letters.

Second Cover.....As type illustrated at the beginning of this article. No indication of the country of origin. Prepaid with George V  $1\frac{1}{2}$  brown. Adhesive postmarked with large London 70 March 21st 1927 c.d.s. Handstruck charge mark 2d I.S. code G.

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**SECOND REPORT OF THE POSTMASTER GENERAL 1856.....APPENDIX (A)**

Extracts from a REPORT to the SECRETARY of the POST OFFICE, by a COMMITTEE of OFFICERS, on the question of establishing District Sorting Offices and Hourly Deliveries in the Metropolis.

General Post Office, 4th July 1855.

1. We beg leave to report that, in obedience to the directions contained in your minute of the 21st of December last, and under the instructions from time to time received from you, we have attentively considered the subject of the improvements which you contemplate making in the postal service of London and its environs, by the adoption of certain measures originally submitted by you to the Commissioners of the Post Office Inquiry in 1837, and to the Select Committee of the House of Commons on postage in 1843; viz:- the division of London for Post Office purposes into several Districts, with a separate sorting office for each, and the establishment of hourly deliveries ( during 12 hours of the day ) in London, to be made conjointly by the General Post and the London District Letter Carriers.

2. By a careful examination of the general principles of this plan we became satisfied that arrangements might be based upon them which would tend, in many important respects, to promote the accommodation of the public, and to increase the efficiency and usefulness of that branch of the Department which the question concerns.

3. It appeared to us that the following are amongst the immediate advantages which may be expected to result from the proposed measure.

1st. The public would gain a direct and material benefit by the establishment of two additional deliveries in London; which deliveries it seemed probable, by uniting and carefully applying the services of the two corps of Letter Carriers. might be given at a comparatively small increase of expense.

2d. The establishment of a continuous series of hourly deliveries would facilitate the observance of a punctual despatch of the Letter Carriers for the first or General Post delivery, at a fixed hour of the morning, say at 7.30 a.m.; inasmuch as instead of the delivery being retarded on the occasion of the Mails arriving late, or of heavy arrivals from abroad, all letters not ready at 7.30 might be reserved for the next delivery, which would quickly follow.

3d. The distribution of that large portion of London District letters intended for delivery near to the place of posting, ( and which we subsequently found to amount, on the average, to about one-fifth of the whole number of London District letters collected ) might be much accelerated in the outer parts of the Metropolis, by stopping those letters at a local



sorting Office ( instead of sending them as at present to one Central Office for all London, ) and arranging for the delivery to take place soon after the time of making the collections.

4th. The circulation of letters in London generally might be expedited by employing the Letter Carriers at District Offices to assist in the stamping and sorting duties, and thereby shortening the time which those duty occupy: an arrangement not practicable at present, as a rule owing to many of the Letter Carriers being stationed, for the purpose of delivery, at a distance from the Central Office, where the sorting duty for despatch is now exclusively performed, as well as a great part of the sorting for distribution.

5th. In many cases, the Letter Carriers by starting with the letters for delivery from Offices judiciously placed in the proposed Districts, could arrive more quickly than they now do on the ground they have to serve.

6th. The distribution of the duties of the London District Branch of the Department amongst several sorting Offices would, moreover, relieve the Chief Office in St. Martins-le-Grand, ( now so much crowded and deficient in space, ) of a large portion of business; and would thereby tend to prevent confusion and ensure greater regularity in the performance of the duties. It would have the further great advantage of furnishing the means of bringing large numbers of the Letter Carriers under better supervision and control than can at present be maintained.

( Editor's Note: the next three paragraphs are numbered as printed! )

4. There are no doubt some advantages appertaining to the present system of concentrating at one Office the sorting duty for all London, which may be diminished or partially lost under the proposed plan; but it appeared to us that the above considerations clearly determined the question in favour of adopting the scheme of District Offices.

5. We, therefore, proceeded to inquire in what particular plan of arrangements the scheme would assume the most favourable form: it being evident that, by varying the different details, a large variety of results, more or less affecting the success of the measure, might be obtained.

6. We have given the most careful attention to this part of the subject, examining many different plans, and making numerous calculations bearing on the subject, not perhaps necessary to describe at length; and we are decidedly of opinion that the form of arrangement we are about to submit will afford the best means of realising the design in view, being that which, taken as a whole, offers the greatest balance of advantages to the service, whether as regards increase of public accommodation, simplicity and uniformity of character, or capability of being worked with convenience and regularity.

7. Its main features may be described as follows:-

I.- We propose that London be divided into ten Districts, each with a district sorting Office, viz: two central and eight out Districts; - the out Districts stretching through the environs of London, and beyond



until they reach the 12 mile circle by which the present London District is bounded.

II.- The collection, sorting, dispatch, and delivery of all London District letters should be made through the agency of these District Offices, each as regards its respective district.

III.- Hereafter, when the machinery is matured by practical working and experience, the operations of the offices may be extended to the assisting in the receipt and dispatch of the Provincial Mails; to which end, in respect to the Mails inwards, a preliminary sortation to the Districts on the several lines of railway ( or some analogous arrangement ) is perhaps essential. But in the meantime, and as part of an introductory and temporary state of things, we consider it expedient that the great morning delivery of General Post Letters, and the dispatch of all Provincial, Foreign, and Colonial Mails should be made from the Chief Office in St. Martin's-le-Grand, as at present.

IV.- We propose that in those parts of London ( with some few exceptions ) which now have the ten deliveries, there shall, besides the first morning delivery, be eleven distributions of letters daily from the District Offices, making in all twelve deliveries in the course of the day. The partial General Post deliveries now made within certain narrow limits, at 9.30 a.m. and 12.30 p.m. respectively, of Foreign and Mid-day letters, will of course be discontinued.

V.- Previously to each delivery, a collection of letters should be made from all the Town Receiving Houses and from the District Offices themselves.

VI.- The letters thus collected should be sorted at the District Offices, and those intended for other districts immediately despatched. Every District Office should send a bag to and receive from all the other Offices.

VII.- The communications should be made by mail cart; the carts from the three outer districts on the western side of London should run to the Western District Office; and those from the other five to the Eastern Central Office. As soon as the two Central Offices receive the despatches from the outer Offices, they should send on, one to the other, by a cart from each Office, all the bags going forward to the other side of London; and when this exchange is effected, each Central Office should dispatch the carts, with the return bags, to their dependent outer offices. By these means letters will circulate ( counting from the time of collection ) between all parts of London, within the town limits, in about one hour.

VIII.-Immediately on the receipt of the bags inwards, the letters should be sorted and sent out for distribution. In one respect, the course of delivery will be different at the outer Offices from that at the two centres. At an outer office, within a few minutes from the time of the letters brought by the cart and those already in the office being ready for the Letter Carriers to take out, another collection will be brought in from the District Receiving Houses, and such of the letters contained in this collection as are intended for local delivery should at once be selected and sent out by the letter carriers who are on the point of starting. This arrangement will effect



to the utmost possible extent, that acceleration of 'local' letters, which, as we have thought from the outset, the plan of District Offices is so especially adapted to produce.

IX.- Letters arriving from the country parts of each out District, and intended for delivery in the town parts of the same district, will participate in this acceleration, and letters going from the Town to the Country parts of the same out-district, may be posted later than at present.

X.- At the two Central Offices, the letters from the other districts will of course be received sometime before the arrivals will take place at the out District Offices. At those two Offices, consequently, the Letter Carriers will be ready to go out earlier, and before the next collection is brought in and sorted. It would be unprofitable to retard the delivery ( for about 20 minutes ), for the sake of including local letters contained in the next collection; therefore, those letters will not be distributed so rapidly in the two centres as in the other districts, but must wait for the next delivery. On the other hand, the letters from the surrounding Districts will go out for distribution more quickly.

XI.- All Provincial Letters brought by Mails arriving late, or by Day Mails, and all Foreign and Colonial letters not in time for the first morning delivery, will fall into one of the subsequent deliveries.

XII.- In addition to the eleven collections already mentioned, the present collection of General Post Letters at 5.30 p.m., the partial newspaper collection at 5 p.m., and the night collection at 10 p.m. for the Morning mails outwards, and for the first morning delivery, should be continued.

XIII.-With the exception of the Money Order business, which we think it undesirable to extend to the District Offices, at least for the present, there will be available for affording the public all the accommodation usually given at superior Post Offices, and also for transacting much of the business of inquiry and control now carried on in the Chief Office in St. Martin's-le-Grand. The Money Order duty can, with ease, be superadded hereafter, if that course be found expedient.

8. Having thus stated the chief features of the scheme we recommend, we proceed to report in detail on the various parts which require separate explanation, and on the results to be produced.

#### Denomination and Formation of the Districts

9. The two Central Districts may be termed the Eastern Central, and Western Central:- the eight outer Districts may be called respectively the Northern, the North-Eastern, the Eastern, the South-eastern, the Southern, the South-western, the Western, and the North-western Districts.

The dimensions proper for these several Districts have been very fully and carefully considered.

\* \* \* \* \*



The two Central Districts, we have thought, should include such an area, having the River Thames for a southern boundary, as will admit of all the Letter Carriers reaching the points at which their deliveries will commence in about ten or fifteen minutes from the time of leaving the District Office. The boundary lines of the outer districts will radiate from those of the two centres until they reach the 12 mile circle.

10. In determining the district boundaries in London itself, we have endeavoured, where practicable, to select main streets or roads, which present clear and well defined lines; We have likewise aimed at keeping together the several parts of any locality which has a connected and peculiar character; and care has been necessary so to arrange the ground that no part shall be at too great a distance from a District Office.

11. In defining the boundary lines which will divide the outer Districts one from the other, we have, after quitting London itself, followed the existing limits of the country deliveries of the London District Post except in a few instances - preserving, to a great extent, the present routes of the mail cart service. We have been able, in so doing, to observe a tolerably correct geographical distribution of the ground, in harmony with the designations given to the proposed Districts.

\* \* \* \* \*

50. The business of sorting would be much facilitated and simplified if the public, as you propose to suggest, would assist in the process by adding the name of the District to that of the street or place in the addresses of their letters. We recommend that the advantages attending such a practice be brought to the public notice, and that outline maps and lists of places within the several districts be prepared and circulated for general information.

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