

## NOTEBOOK

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BOTH PUBLIC AND PRIVATE AND THE PUBLICATION OF THE FRUITS OF  
SUCH STUDY

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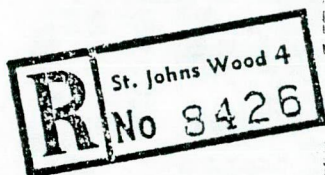
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LONDON SKELETON POSTMARKS, by Tony Clark

I have now started sorting through accumulated material and collection and decided to check my skeletons against the listing given by George Crabb in Notebook No. 21 and the subsequent additions by Mike Goodman. The list contains both old and modern; of particular interest is the mis-spelling LOUDOUN from St. Johns Wood.

<u>OFFICE</u>	<u>DATE</u>	<u>SIZE</u> mm	
ACTION THE VALE W3	2 MR 1967	30	
BATTERSEA / SW	JU 28 99	31	
- do -	JY 16 03	31	
- do -	JY 17 03	31	
- do -	AP 27 04	34	
BRIXTON ACRE LANE 154 SW2	15 MY 1965	30	
BROCKLEY SO / SE	JY 8 04	31	
CHELSEA FLOWER / SHOW	26 5 1949	29	Has " MY " where time
DULWICH SO SE ? /1	16 AP 21	28	should be but also has
EAST DULWICH / SE	AU 17 10	34	" 5 " in date line.
FOREST HILL SO / S.E.	MR 11 09	36	
HOUNSLOW	13 JY 20	28	
HOUNSLOW / PAID / 1/2	28 SP 10	35	PAID die in RED
LEE SO / SE	NO 18 05	23	
NEW SOUTHGATE / ?	NO 8 ?	36	
NEW SOUTHGATE / N	AU 23 09	32	
- do -	SP 4 09	32	
ST JOHNS WD LOUDOUN RD NW8	4 FE 1966	30	



MR. R. G. PLINT,

1 TONY VIEW,

KENDAL, WESTMORELAND.

SOUTH NORWOOD / SE	JA 25 01	31
WESTBOURNE PARK RD W11	5 DE 1966	30
WILLES DEN DUDDEN HILL NW.10	12 JY 1965	30
21 REGENT ST BO / SW	JY 8 02	29



LONDON POSTAL CANCELS, by Abbot Lutz

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Continued from Notebook No.44, page 20

I submit that these applications should not be entertained.

Isolated experiments are no conclusive proof of the results that would be obtained on a large scale under the varied conditions of actual work; and of these and of the general bearings of the whole subject, the practical officers of the Department, with their every day experience and thorough knowledge must certainly be competent to judge.

Even if some allowance is made for possible bias in favor of established methods of work, though I am unaware that any such bias exists, there can be no doubt but that the responsible officers of the Circulation Office would be quite ready to welcome any means for reducing manual labor, consistently with other objects, in view of the ever increasing work of the office and the consequent demands for more force.

If you should concur in these views, you will perhaps approve of my informing Mr. Baring Young that you have looked carefully into the subject, and that you are unable to depart from the decision arrived at by your predecessor.

Endorsement by the Postmaster General, Henry Cecil Raikes.

" If Mr. Baring Young is prepared to submit a Hoster Machine, constructed on improved principles, I think it might be worth while to try it, and at such trial it would be convenient that the inventor should be present, of course without prejudice to its ultimate decision.

Minute 13807/86, November 12th., 1886: ( Submitted for approval in the shape of a draft letter to the Treasury.)

" My Lords,

By Treasury letter dated 1st. of October, 1884, No.13980 authority was given for the purchase of three stamping machines of a pattern invented by Mr. Hoster at a cost of £105 per machine, but in pursuance of what was understood to be the meaning of the last part of the Treasury letter, two machines only have been purchased.

Since that time, with a view of testing the usefulness of this method of stamping letters on a somewhat larger scale, three other machines have been placed in the office on loan by Mr. Hoster, and are still in use.

These machines, even if their performance does not come up to the estimate of their inventor, are useful as auxiliaries, especially at times of pressure, and as it is not desirable that the present arrangement of using machines on loan should continue, I shall be glad if your Lordships will allow me to purchase the three machines at a cost of £105 each.

In that case the Department would possess five machines in all, and it is not proposed at present to go beyond this number "

Approved 13th. November, 1886.

Minute 1415/87, February 2nd., 1887:

" The Controller of the London Postal Service, in his report of the 30th. March last shows, I think, that no good result would be likely to follow from further personal conference between the officers of the Department and the representatives of the so called Postal Machinery Company, Mr. Hoster's object is obviously to extract a more favorable opinion than our officers are able to give.

The Department has conceded so far as to purchase five of the machines and, as you have informed the Treasury, it is not propose to increase this number. Indeed there



London Postal Cancels.....

is another Stamping Machine in the field that may turn out to be more useful.

Under all the circumstances I cannot, in the interests of the Public Service recommend any further dealings with the Company, at all events at present."  
Endorsement by the Postmaster General, Henry Cecil Raikes.

" The advantages offered by the Hoster Machine appear to be so considerable that I think the Public Service will be greatly benefitted by a conference between the officers of the Department and its Proprietors, at which any improvements in it might be pointed out and discussed.

3rd. February, 1887.

### The Hoster Cancellations.

Col. Crouch in the Philatelic Advisor of November, 1943 published a classification of the dies used in the Hoster machines. Leon Dubus, in his two volume work, " London Cancellations ", updated the Church listing in 1969. I, in turn, use the Dubus listing with new dating where necessary and "a" numbers for new varieties.

The first two types were made by the experimental machines loaned to the post office by Newton, Wilson & Co.

( Fig.35 ) Single ring 20½mm. in diameter with 17 thick bars sloping downward from left to right. No corners on left, October 27th., 1882. Only one copy is known on cover, travelling from Italy to London, it bears a 25 centime blue stamp, very lightly cancelled. This is in the collection of Major F.C. Holland. A curious fact is that this cover bears a " London E.C. Paid " obliteration dated September 18th., 1882. It seems that the envelope was supplied from the Dead Letter Office for testing, hence the six weeks date differential.



Fig. 35 Type #1

( Fig.36 ) Single ring 28mm. in diameter with 14 thin bars sloping downwards from left to right. No corners on left, September 3rd., 1883. The only copy known is in the collection of George Brumell.



Fig. 36 Type #2

( Fig.37 ) Single ring 28mm. in diameter with 14 thick bars sloping downwards from left to right. No corners on left. From April 28th., 1884 to March, 1887. Type 3 - with asterisk between month and day. Type 3a - without asterisk.



Fig. 37 Type #3

( Fig.38 ) Single ring 30mm. in diameter with 14 bars sloping downwards from left to right. Corners at left consist of one straight bar and one corner triangle. From January 19th., 1885 to June 3rd., 1887.



Fig. 38 Type #4A

Type 4A - without any mark between month and day.  
Type 4B - with asterisk between month and day.  
Type 4Ba -second asterisk directly above first one.  
Type 4c - 8 pointed sunburst between month and day.



London Postal Cancells.....

Fig. 39 Type #5



Fig. 40 Type #6A



Fig. 41 Type #7A



Fig. 42 Type #8C



Fig. 43 Type #9A

( Fig.39 ) Same as Type 4, but figures " 11 " and " 22 " inserted into the fourth and third bars of the right foot. From December 22nd., 1884 to January 3rd., 1887.

( Fig.40 ) Same as Type 4, but with " XXII ", " 22 " and " I " inserted in the fourth, third and second bars of the right foot.

Type 6A - without asterisk between month and day. Used from March 6th., 1885 to July 1885. New dating.

Type 6B - with asterisk between month and day. Used April, November, December 1885 and January 1886. New dating.

Type 6C - with sunburst between month and day. Used July 1885.

( Fig.41 ) Type 7. Same as Type 4 with " 23 " and " 1 " or " 2 " inserted in the third and second bars of the foot.

Type 7A - 23/1 with stars at each side of circle. Used April 10th. to November 20th., 1885.

Type 7Aa - as above, but without stars. The " 3 " is inverted. Used March 18th., 1885.

Type 7B - 23/2. Same as Type 7A used April 23rd., to October 28th., 1885.

Type 7C - as above, but asterisk added between month and day. Used June, July and October 1885. New dating.

( Fig.42 ) Type 8. Double ring 29 and 26mm in diameter with 17 thin bars sloping downward from left to right. Corners at left with two bars and one triangle. Bottom left bar is split with either a " 1 " or " 2 " inserted.

Type 8A - "1" without anything between month and day. Used February 4th., 1886 to December 10th., 1887.

Type 8B - as above with asterisk between month and day. Used May and July 1886. New dating.

Type 8C - as Type 8A, but with " 2 " instead of " 1 ". Used January 18th., 1886 to June 23rd., 1887.

Type 8D - as above but with asterisk between month and day. Used December 1885 and April 1886. New dating.

Type 8Da - as Type 8D, but with sunburst instead of asterisk. Used July 30th., 1887.

( Fig.43 ) Type 9. Double ring, 29/30 and 25/26mm in diameter with 15 thick bars sloping downward from left to right.

Type 9A - the year is between E. and C. Used April 19th., 1887 to August 1st., 1890.

Type 9B - the year is higher than E.C. Original dating contents used only October 4th., 1887. New dating is January 15th. and December 19th., 1889.



London Postal Cancels.....

( Fig.44 ) Type 10 - as Type 9 but without E.C.  
Used January 12th., 1889 to December 8th., 1890. New dating.

Type 10A - with month first in date line.

Type 10B - with day month and year in center.

( Fig.45 ) Type 11, as Type 10 with modifications.

Used October 21st., 1889 to November 30th., 1891.

Type 11A - with month, asterisk and day in the middle.

Type 11B - with stars added at each side and E.C. at the bottom.



Fig. 44 Type #10A

( Fig.46 ) Type 12. Double ring, 30 and 26mm, in diameter with 12 thick bars sloping downward from left to right. Used February 9th., 1891 to February 28th., 1893.

( Fig.47 ) Type 12A - with code " A " between month and day.

Type 12B - with asterisk between month and day and one small asterisk at each side. The cancellation dated on first day of usage, February 9th., 1891, with code "zz" denoting it was posted "Too Late"



Fig. 45 Type #11A

( Fig.48 ) Type 13. Double ring, 30 and 26mm. in diameter with 18 thin bars sloping upward from left to right. Used October 1889 to April 1892.

Left corners separated from right.

Type 13A - with E.C. without asterisk between month and day.

Type 13B - as above but with asterisk between month and day.

Type 13C - as Type 13A but without E.C., January 1892.

Type 13D - as Type 13B but without E.C., December 27th., 1890 and January 1891. New dating.



Fig. 46 Type #12A

Left corners joined to the right.

Type 13E - with E.C., without asterisk, February and March 1893. New dating.

Type 13F - with E.C. and asterisk, July 1892 to April 1893.

( Fig.49 ) Type 14. Double ring, 29 and 26mm. in diameter with 17 bars sloping downwards from left to right, one bar and triangle at the left corners. " Charing-Cross W.C. " around inner circle. Used September 16th., 1885 to December 7th., 1887. New dating. Only five covers have been recorded of this cancellation.

Type 14A - long hyphen between Charing - Cross.

Type 13Aa - short hyphen between Charing - Cross.

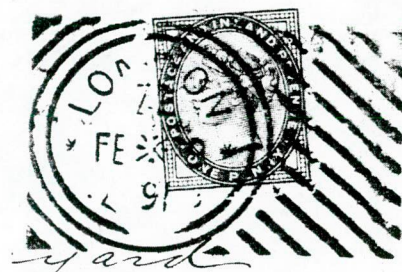


Fig. 47 Type #12B



Fig. 48 Type #13E

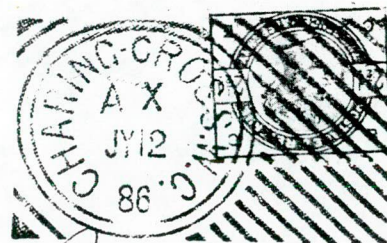


Fig. 49 Type #14Aa



London Postal Cancels.....

( Fig.50 ) Type 15 - Double ring, 29 and 26mm in diameter with 16 bars sloping upwards from left to right. Corners on left as type 14. " Bedford St B.O.W.C. " around inner circle. Only three examples are known dated November 10th. and 23rd., 1885 and December 17th., 1886. New dating.

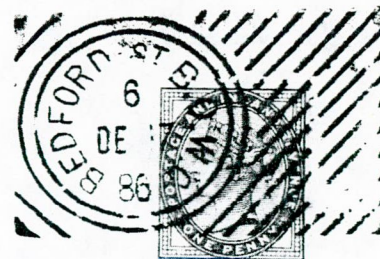


Fig. 50 Type #15

( Fig.51 ) Type 16 - Double ring, 30 and 26mm in diameter with 14 rows of diamond shaped dots running diagonally right and left. Left corners consist of diamonds. " London " around inner circle. Two examples are known on piece dated February 24th., 1887 and March 12th., 1887. Two examples are known on full postal card dated February 2nd. and 28th., 1887. New dating.

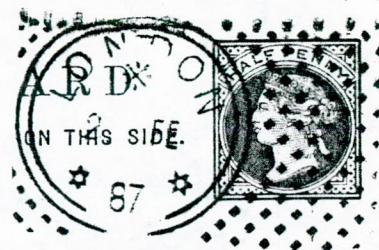


Fig. 51 Type #16

( Fig.52 ) Type 17 - Single circle, 28mm in diameter with 14 thick bars sloping downward left to right. Left corners empty. No dates known. "N.P.B." foot of inner circle.

Type 17A - one star and one sunburst plus two asterisk forming a diamond in the date area. Only five examples known.

Type 17Aa - as above with an additional star in centre of diamond. Only one example known.



Fig. 52 Type #17A

Five machines were sold to the German Post Office. Two to Hamburg with the bottom left corners reading " 1 " or " 2 " ( Fig.53 ). Three machines went to Berlin with numbers " 1 ", " 2 " ( Fig.54 ) or a 'diamond' ( the trial machine ) in the bottom left corner



Fig. 53 Hamburg #2 Machine



Fig. 54 Berlin #2 Machine

I have found a trial or specimen card from the Berlin machine with diamond in the left foot ( figs.55 & 56 ). Trial dates show the 27th., 28th., 29th., and 31st. of July, 1885. The note in German reads. " First postmark print of 28th. July, 1885. To be used as of August, 1885. By the postmark engraver E. Wolte, Berlin S.W. 14, Headquarters Street 53, turned over to the Berlin Post Office.

( signed ) W. Lüdtkke "

Finally, back to London where the House of Commons in an official report stated:.... " ...Hoster apparently endeavoured by a judicious distribution of largesse to a few members of the manipulative staff who assisted at the trials and who doubtless accepted his liberality in good faith."

The remaining machines were withdrawn from service in 1893.

Figures 55 and 56 are shown on page 8.



London Postal Cancells.....

Fig. 55 Front of Berlin Hoster Specimen card

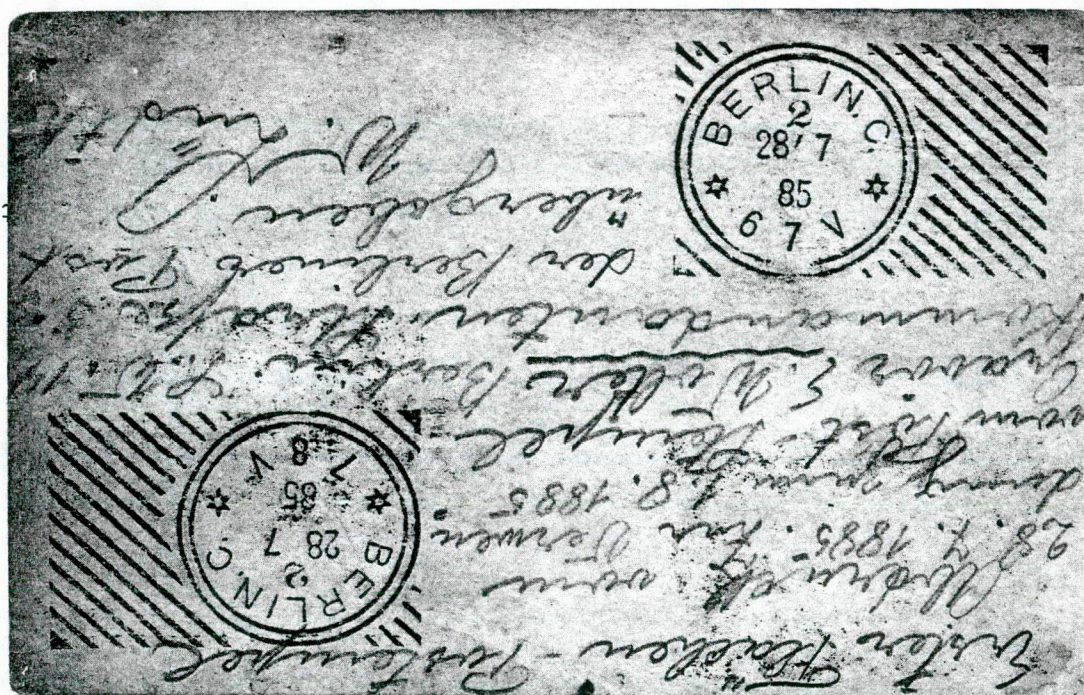


Fig. 56 Back of Berlin Hoster Specimen card

## Editorial Note:

Quite a lot has been printed in 'Notebook' on early machines, in particular the Hoster. It is hoped additional information derived from readers collections can be forwarded to Abbot Lutz for a possible follow article in 'Philatelist'. We will, of course, publish anything which comes to hand in 'Notebook'.

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



METAL STAMPS IN THE TWOPENNY POST

In his ' Local Post of London ', Brumell records the introduction of a new type of datestamp for both the paid and unpaid stamps but seems to make no mention of what is a most important change, namely from wood to brass construction. By happy chance work in Post Office Records has yielded the papers connected with this event and, most important, rough designs for the new brass stamps, including some pencil sketches for what proved to be unadopted stamps. These do not reproduce too well but are of ( obvious ) interest.

The papers are reprinted by kind permission of the Post Office and are taken from P.M.G. Reports, ref.531/1835 and 672/1835.

531/1835

Smith - Freeling

Sir.

Twopennypost office

21st August 1835

My attention has for some time been directed to the possibility of improving the present Stamping of letters which I am compelled to say is too frequently very defective, altho' various orders have been issued to the Stampers on the Subject and the necessity of having a clean impression of the Stamp most strongly urged upon them, yet the evil continues, and it is my decided opinion the fault is more in the make of the Stamps than from want of attention on the part of the Stampers.

The remarks I am about to make and the alteration I am about to propose will be confined to the Hour Stamps which is certainly the most important Stamp. The present one is a large Wood Stamp which I am ready to admit is very distinct when well put on, but it too frequently fails & I attribute this to the size of the Stamp & the thickness of the letters, which causes too great quantity of the liquid to adhere to it so that a smear is made instead of a clear impression, the size of the Stamp is also objectionable for other reasons, the duty is done with great dispatch, and if the Stamp is not firmly struck one part of it does not touch the letter, it is also frequently necessary to stamp the same letter 3 or 4 times with the Hour Stamp, & this almost covers the letter, the Stamp is also made to last 12 Months, & the date in the middle of the Stamp takes out to be changed and as the wood sometimes swells it is not infrequent for the date to protrude beyond the surface of the Stamp & prevent a clear impression being made, the Stamp is also liable to chip from striking against the sides of the Stamping Box.

Having, I trust, stated sufficient to show the defects of the present Stamp it appears to me the evil may be greatly removed by substituting Metal Stamps. I propose they should be much smaller & that there should not be more letters or figures than is necessary to make them intellegible.

I have drawn & include a Set of the Stamps for one day that I propose to introduce & have contrasted them with those now in use. I have not at present made any enquiries of any Metal Stamp Makers, but I have not the least doubt that Stamps something like the plan may be made, it will be seen that I propose an alteration in the shape of the paid & the unpaid Stamps, the Metal Stamps will certainly be more expensive, but if the important object in view can be obtained I am satisfied it will not be an objection.

Should this alteration be approved of by the Board, I beg to suggest that I may have permission to apply to two or three Metal Stamp makers \*\* and ascertain at what rate they would furnish each Stamp. I should propose that the changes be made on the 1st. of January next, the present Stamps are made to last till then & it will take some time to prepare the new Stamps.

I am, Sir,/ your most obedient / faithful Serv<sup>t</sup>/ Rsmith

\*\* Qy Birmingham ( endorsement in red on the original, by Freeling ? )


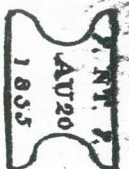


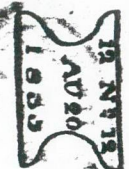


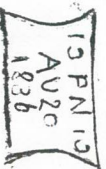



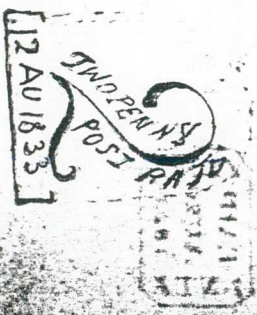

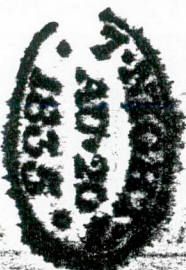






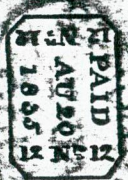






Freeling - PMG

General Post Office  
24th. August 1835

My Lord.

I have taken great pains at different times to ensure the distinct Stamping of



<div>Brown</div> <div>Professors Stamps</div> <div>unfaded</div>	<div>Wooden</div> <div>Professors Stamps</div> <div>unfaded</div>	<div>Brown</div> <div>Professors Stamps</div> <div>paid</div>	<div>Wooden</div> <div>Professors Stamps</div> <div>paid</div>
<div></div>	<div></div>	<div></div>	<div></div>



Metal Stamps in the Twopenny Post.....

of Letters in this Office, and in the Country. Some years since I suggested the introduction of Stamps made of Steel instead of brass and I am justified in stating that it had led to a great improvement in the Stamping as well as to a saving of expense from the greater durability of the Material. It is of great importance that the Stamps in the Twopenny Post should be as distinct as possible, in as much as they not only denote the day of the Month, but the Hour of each delivery, and I agree with Mr Smith that those at present in use admit of improvement, both as regards the Size, Form, and the Material of which they are made. Being of Wood they cannot be cut so fine as in metal, and they become more easily clogged with the composition. I have looked carefully at the forms submitted by Mr. Smith to be hereafter adopted in Steel, and with the important object of securing the best possible performance of this duty which is always executed in great haste and therefore requires every facility, I recommend that application should be made to some respectable Manufacturers in London and also to the Person in Birmingham who has for some years supplied the Steel Stamps for the Country Offices at a cheaper Rate than we could procure them elsewhere - to furnish Tenders of the Prices, at which they would supply the Stamps for the Two Penny Post - We may then be able to form some idea of the extra expense. It must be recollected that one Steel Stamp will last longer than many made of wood.

All which is humbly / submitted by F. Freeling

672/1835

Smith - Freeling

Twopenny Post Office  
2nd October 1835

Sir,

My Lord the Post Master General having been pleased to approve of my recommendation of substituting Metal Hour Stamps for those now in use, and having received his Lordships directions to procure Tenders from some of the Respectable Houses in London &c I lost no time in ascertaining the description of persons best qualified to furnish such Stamp, and I beg to inclose Tenders from five respectable tradesmen, with specimens of the impressions of the Stamps furnished with the prices in Brass & Steel. (Ed: these are no longer in the records.)

It will be observed that there is a material difference in the charges & that of Mr. Timbury & Mr. Francis are the lowest. Mr. Timbury will furnish the unpaid Stamp in Brass with dates &c complete for £1:2 - and the paid Stamp at £1:4 - but it will be seen by the remarks I have thought it right to make against each tender, that I do not consider the workmanship so good as the one furnished by Mr. Francis whose charge is £1:6:6 for each Brass Stamp making no distinction between the price for the paid & unpaid stamp. I certainly give the preference to this Stamp, it is strong, deeply cut and well finished, and from the interviews I have had with Mr. Francis he appears to me to be a person who well understands his business. I have not sent the Stamps with the Tenders but should the Board require to see them, they are all in my possession.

I am very sanguine that the introduction of these stamps will be a great improvement, and I am disposed to recommend that trial should first be made with Brass, if properly used ( which must be enforced ) they will be very durable, and I think will be better adapted for the work than Steel, because they will retain the liquid longer.

Instead of the expense being increased by the introduction of Metal Stamps, I am glad to say there will be a considerable diminution. The expense for the present Hour Stamps is about £100 per Annum, should Brass be substituted it will certainly be under £30, the difference appears extraordinary but may be soon explained. There are 22 Wood Hour Stamps in use, the charge for each Stamp is 5/- the shifting date is charged 1/- . Six of these dates are used daily & to prevent improper access to these they are destroyed every day, consequently the charge for these dates is 30/- Pr Week, the introduction of Brass Stamps will prevent this for I propose that the same dates shall serve for the year, & probably for 2 or 3 years, and to prevent an improper use of them. I intent they shall be kept in the possession of the President, and



Metal Stamps in the Twopenny Post.....

that the Stamper shall bring to him every Morning the dates used the previous and shall receive those for the daily use; this I think will be an effectual guard against an improper use of the old dates; if this was not done there would be some difficulty in destroying the Metal dates.

After these stamps have had a fair trial and should they be found to answer, I shall recommend them for the Receiving Houses. I apprehend they may be furnished nearly as cheap as the Wood Stamps and there can ( I think ) be no question but they will make a very Superior impression.

I am Sir, / your most obedient / faithful Serv<sup>t</sup> / Rsmith.

Smith - F. Abbott Esq

Twopenny post Office  
13th Nov<sup>r</sup> 1835

Dear Sir,

I am sure you will believe me when I say I would not unnecessarily trouble the Secretary at the present time, but unless a decision is soon come to as to the party to be fixed on for furnishing the Metal Hour Stamps for this Office, I fear we shall not get them completed by the New Year: I am therefore reluctantly compelled to ask you to try and do something in this matter.

Believe me / Dear Sir / yours truly / Rsmith

( the following is on a separate piece of paper, is not addressed or signed )

I place these papers in the hands of Messrs Welch & Abbott.- they know my Sentiments as to the propriety & necessity of distinct Stamps - they know the efforts I am constantly making & have made for many years to accomplish this always been in mind as I do the haste in what the business of dispatching so many thousands of Letters not only for London but to and from all principal Offices in the United Kingdom & what must present the possibility of accurate Stamping. In all instances as Messrs W & A also know the quality of the seals made at Birmingham a cheaper Market than that of London.

Endorsed:

In No 872 18 Nov 1835

Post Master to Freeling

P.O. Birmingham  
12th.October, 1835

Sir,

I enclose the Twopenny Post Stamp transmitted in your favour of the 6th Inst which I have but this very day received in return from Mr. Pane, with the accompanying note, in which he states he could make the Stamp in Brass for 35<sup>s</sup>/- and in Steel for 40<sup>s</sup>/- but he wishes to know whether each stamp is to be forwarded with a single or double set for figures ?

I remain / Sir / Your faithful Servant / G.M. Gollwally

Pane to PM of Birmingham

Sir,

In answer to your note requesting me to state at what rate I will supply Stamps such as Pattern in Brass also or in steel I consider I could make them in Brass at 35/- or in Steel 40/- with month and dates complete. But should like to know if the figures are to be single or double to date 31st.

I am Your Obligated Servt  
Alfred Pane

Birm 12th Oct 1836



Metal Stamps in the Twopenny Post.....Addressed to Sir Francis Freeling

Sir,

I beg to offer the subjoined tender for the Brass Stamps required for the Twopenny Post Office - the efficient manner in which the Brass Stamps for the General Post are at present executed will I trust be sufficient guarantee that they will give you satisfaction.

I am Sir / your Obligated Humble Servant / Matilda Maria Scott

£ s d

Stamp	12	
12 Month	9	
26 figures	9	
		£ 1 11

Addressed to Sir Francis Freeling

Sir,

Having sent a tender for the Brass Stamps required for the Two Penny Office under the impression they were to have dates at each side of the Month similar to those I do for the General Post I beg permission to rectify my mistake and submit the following for your inspection - never having had the slightest complaint of those already sent in by me I trust will be sufficient to assure you every attention will be paid to accuracy and time.

I am / Sir / your Obligated Humble Servant / Matilda Maria Scott

£ s d

Stamps	12	0
12 Months	9	0
12 Figures	5	0
2 Blanks		6
		£ 1 6 6

( neither letter is dated )

Freeling to P.M.G.

General Post Office  
18 November 1835

My Lord,

Your Lordship having approved of the proposition to substitute Metal Hour Stamps in the TwoPenny Post for those now made of Wood, Mr. Smith has procured specimens and Tenders from some respectable manufacturers in London, and I beg to enclose his Report accompanied by Impressions of the new Stamp sent in by each maker ( Editor's note: these were missing when the file was examined ) and the price at which he offers to supply them in Brass or in Steel.

All the specimens appear to be well executed, but there is a considerable variation in the charges; and Mr. Smith has confined his observations to the 2 lowest, vizt that of Mr. Tenbury of Fetter Lane, whose price is, for the unpaid Stamp £1 2s in Brass - and £1 - 15 in Steel, and for the paidstamp £1-4 in Brass and £1 - 17 in Steel. The second lowest offer is from Mr. Francis, Dean Street, Holborn vizt £1-6.6 for both paid and unpaid Stamps in Brass, & £2 - 10 in Steel.

In addition to the above Tenders, I thought it right to ascertain from the person in Birmingham, who has for some years manufactured the Steel Stamps used in the Country Offices at much cheaper rates than was formerly paid in London for Brass ones at what price he would supply those required for the Two Penny Post. His terms are £1.15 for Brass and £2 for Steel, the former being considerably above the 2 others before referred to. I presume therefore that we must confine ourselves to them, and as



Metal Stamps in the Twopenny Post.....

Mr. Smith recommends for the reasons he assigns that the Experiment should be made in the Twopenny Post with Brass stamps ( which are cheaper than those made of steel ) if your Lordship approve that suggestion it will only be necessary to consider the Tenders for one description and it will be seen that averaging the prices of the paid and unpaid of Mr. Tenbury, the charge would be £1 -3- each and that of Mr. Francis £1.6.6 being a difference of  $\frac{3}{6}$  each. Mr. Smith however observes, and I have satisfied myself by an impression of the Stamps, that " the workmanship of Mr. Francis is very superior the Stamp being cut much more deeply would be less likely to be clogged with the composition, and would naturally be more durable, and probably for these reasons in the end less expensive ". Our object is to unite the distinct Stamping of letters with economy in the article used, and I incline to agree with Mr. Smith that this would be on the whole the best secured by accepting the offer of Mr. Francis. Upon this however your Lordship will be pleased to decide. It is very gratifying that by the introduction of Metalstamps we shall not only in great probability improve the Stamping of the Letters, which I have for years in various ways labored to ensure, but shall effect a saving of expense in the article of the Hour Stamps alone of about £70 a year. If they should succeed it will be right to consider whether the others used in the Twopenny Post should not also be made of Metal. And as the London Manufacturers offers are now so much below of the Party at Birmingham it may also become a question whether new Tenders ought not to be procured for the supply of the Stamps which are manufactured at Birmingham.

All which is humbly / submitted by / F. Freeling

endorsements:

If this service were to be performed for myself individually I would not hesitate to prefer Mr. Francis's more expensive plan, but we always find the Public desirous that we sh<sup>d</sup> take the lowest bidder & that Bidder himself is always dissatisfied that his Tender as such has been rejected F. Freeling

Although Mr. Francis's offer is higher than Mr. Tenbury's there is such an evident difference in the clearness of the two that I have no hesitation in feeling myself justified in accepting the Tender of the former - I think that if the metal Stamps if found to succeed should be generally adopted & at the proper time new Tenders must be procured for the supply of the Stamps now manufactured at Birmingham.

Lichfield

Editors Note:

It would seem the target date was 1st. January, 1836. The records were examined for a particular note of an actual date of introduction but none has yet been found. However, the earliest dating in the Editor's collection is 4th. January, 1836 which appears on a ' To be delivered Free ' ( Brumell fig 143 ) cover. Can a reader produce a FDC ?

-o-o-o-o-o-o-

BETHNAL GREEN IS.O1.E, a massive response

A great many members, it is gratifying to record, wrote on this one. The consensus of opinion is the stamp should be read as BETHNAL GREEN (S.O) E, which would appear to be a very reasonable interpretation.

-o-o-o-o-o-o-



THE POST OFFICE, by J.C. Platt ( continued from p.5, Notebook No.44 )

Compensation was granted to the parties whom it was necessary to remove: their houses were pulled down; and the first stone of the new building was laid in May, 1824. On the 23rd. September, 1829, it was completed and opened for the transaction of business. It is about 389 feet long, 130 wide, and 64 feet high. The front is composed of three portions, of the Ionic order, one of four columns being placed at each end; and one of six columns, forming the centre, is surmounted by a pediment. The other parts of the building are entirely plain. The public entrances are on the east and west fronts, which open into a hall 80 feet long, by about 60 wide, divided into a centre and two aisles by two ranges of six columns of the Ionic, standing upon pedestals of granite; and on each side of the hall are corresponding pilasters of the same order. There is a tunnel underneath the hall by which the letters are conveyed, by ingenious mechanical means, between the northern and southern divisions of the building.

On entering the hall from the principal front, the offices on the right hand are appropriated to the departments of the Receiver-General, the Accountant - General, the Money-Order Office, and the London District ( late Twopenny Post ) Office. On the left are the Newspaper, Inland, Ship, and Foreign Letter Offices. A staircase at the eastern end of the aisle leads to the Dead, Mis-sent, and Returned Letter Offices. The Inland Office, in the northern portion of the building, is 88 feet long, 56 wide, and 28 high; and there is a vestibule in the eastern front where the letter-bags are received, and whence they are despatched from and to the mails. The Letter-Carriers' Office adjoins the Inland Office, and is 103 feet long, 35 wide, and 33 feet high. The business of assorting the letters and newspapers for delivery and for despatch into the country is carried on in these two offices. The whole building is warmed by means of heated air, and the passages and offices are lighted by about a thousand Argand burners.

The business of the General Post Office, independent of the general routine of administration, is directed towards two operations, the delivery and the collection and despatch of letters and newspapers. But before giving some explanation of the means by which these objects are effected, we must briefly advert to the London District Post - the local post of the metropolis and its vicinity.

In 1683, a merchant of the name of Dowckra set up an office in London, and undertook the delivery of letters, within certain limits, for a penny each. This was thought to be an infringement of the right of the Duke of York, already adverted to; and in a suit to try the question, a verdict was given against Mr. Dowckra. He afterwards received a pension for the loss of his office, and at a subsequent period was appointed Comptroller of the Penny Post. In 1700 he was dismissed in consequence of various complaints, the nature of which will show the mode in which the office was at that time managed: - " He forbids the taking in any band-boxes ( except very small ), and all parcels above a pound, which, when they were taken, did bring in considerable advantage to the office, they being now at great charge sent by porters in the City, and coaches and watermen in the country, which formerly went by Penny-Post messengers, much cheaper and more satisfactorily. He stops, under specious pretences, most parcels that are taken in, which is great damage to tradesmen, by losing their customers or spoiling their goods, and many times hazrd the life of the patient, when physic is sent by a doctor or by an apothecary." He was also charged with opening and detaining letters and removing the office from Cornhill to a less central situation. The Penny Post was therefore at first similar in its operations to the Parcels' Delivery Company of the present day. In 1708, Mr. Povey set up a private post under the name of the " Halpenny Carriage ", and appointed receiving-houses and persons to collect and deliver letters in London, Southwark, and Westminster; but this undertaking was put down by the Post Office authorities. The conveyance of parcels by the Government Penny Post continued down to 1765, when the eight was limited to four ounces, unless the packet had first passed, or was intended to pass, through the General Post. The postage was paid in advance down to the year 1794. In 1801 the Penny Post became a Twopenny Post. In the same year the postage was advanced to threepence for letters delivered beyond the limits of London, Southwark and Westminster. In 1831 the limits of the Twopenny Post were extended to all places within three miles of the General Post Office; and in 1833 the



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boundaries of the Threepenny Post were enlarged so as to comprise all places not exceeding twelve miles from the same point. These are the present limits of the London District Post, which is in no respect distinguished from other parts of the country, except by the frequency of collection and delivery of letters, the service connected with which is administered by a distinct department of the General Post Office.

The gross revenue of the Penny Post before 1702 did not exceed 361£. In 1801 it was 54,893£, and in 1836 it had reached 120,801£, the cost of management in the latter year being 47,466£. The gross revenue under the last complete year before the adoption of the uniform rate was 118,000£, and for 1840, the first complete year under the new system, it amounted to 104,000£, being equal to the gross amount collected in 1835. The number of letters has since gradually advanced until the gross revenue has now become restored to its former amount.

The limits of the London District Post, extending twelve miles in every direction from the General Post Office, comprise an area of five hundred and seventy square mile miles, being, within sixty miles, equal in extent to the county of Hertford. Within this boundary there are, besides the principal office, four hundred and thirty-six sub-offices or receiving-houses, including four principal branch-offices centrically situated. A few years ago the receivers offices of the General and Twopenny Post were quite distinct, and a letter for the country dropped inadvertently into the latter was subject to a charge of twopence in addition to the General Post rate. The consolidation of these offices was a most satisfactory improvement, and they now receive indiscriminately letters intended for the General Post as well as those for the London district. Formerly the stranger might wander a long time in search of a receiving-house, and he might be compelled to pass one intended only for the reception of letters for the country, but during the present year the situation of the receiving-houses has been indicated by a plate of tin affixed to the nearest lamp-post, on which is shown the street number of such house, a crown being conspicuously placed at the top of the lamp. The keepers of the receiving-houses are shopkeepers, who were formerly paid according to the number of letters they received, but they have now fixed salaries, usually varying from 5£ to 40£, though a few, where the duties are heavier, receive considerably more.

At above two hundred receiving-houses, situated within three miles of the General Post Office, the letters are collected six times a day - every two hours from eight in the morning to eight at night; and there are as many deliveries within these limits. At above two hundred other offices, situated beyond this circle, and within one of twelve miles, the collection and deliveries of letters vary from two to five daily, in proportion to the wants and importance of each district. Thus the communications between the four hundred and thirty-six sub-offices and the central office amount, on the aggregate, to fifteen or sixteen hundred per day. For this purpose horse-posts, mail-carts, and letter-carriers are employed. A few years ago there were three classes of letter-carriers, the Foreign, General, and Twopenny, but the former are no longer a distinct class, and the latter are now extensively employed in delivering the letters which arrive by the day-mails, and also foreign and ship-letters. The General Post letter-carriers are employed only within the three-mile district to deliver the letters which reach town by the mails in the morning; but a few of them are engaged within a circle, comprising chiefly the heart of the city, in delivering those which are brought by the day-mails arriving before two o'clock in the afternoon; but others which arrive somewhat later are sent out by the letter-carriers in the London District department. The practical tendency is to consolidate the two services so far as concerns the delivery of letters. The number of General Post Letter-carriers in 1835 was 281, and in June, 1842, only 261; but there has been a very large addition to the other class, whose number at the latter date was 662, with 117 assistants, making in all 779; and if the 261 others be added, we have a total of 1040 persons engaged in the delivery of letters. In 1735 the General Post Office employed 65 letter-carriers, and the Penny Post 100; but the number of receiving-houses was very large, amounting, it is said, to about six hundred, each of which exhibited at the door or window a printed placard with the words, " Penny Post Letters and Parcels taken in here ". In 1821 the number



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of General Post receiving-houses in the three-mile district was only fifty, and of those for the Twopenny Post one hundred.

With this digression we shall now be prepared to understand the machinery by which the Post Office performs various of its important functions. On a Saturday the number of letters despatched into the country is above a hundred thousand, and there are as many newspapers. Each of the four hundred and thirty-six receiving-houses contributes its proportion, those from the greatest distance being received by horse-posts and mail-carts, which call at each office along their respective lines of road, and arrive at the central office between five and six o'clock. At five o'clock the receiving-houses in the three-mile district close, and at six o'clock the four principal branch-offices are closed for the evening's despatch. Within this district also the General Post letter-carriers go through their respective walks with a bell, and, for a penny each, collect the letters which were too late for the receiving-houses, calling also in many cases daily at the counting-houses and shops of merchants and tradesmen, for which extra service they are remunerated by a Christmas gratuity. At six o'clock they hurry with their bags to the chief office, or to the nearest branch-office. The letter-boxes at the central offices close at six, but a very large number of letters are received until seven, on payment of an additional penny. There is a box appropriated to these late letters, where, if an extra penny stamp be affixed to the letter, they may be deposited without the trouble of paying the penny to the window-man. A small number of letters are received from seven until half-past for a fee of six-pence. Newspapers are received until six o'clock, and, to expedite the business of sorting, the Post Office porters call at the different newsvendors before that hour, and carry to the office the sacks of newspapers prepared for the post. This is, comparatively, a recent innovation, and but for the reduction of the stamp duty would never have been necessary. From six until half-past seven newspapers are also received on payment of a half-penny fee. A minute or two before the boxes are closed for the receipt of newspapers, the late editions of the evening papers, with an account of the proceedings in Parliament, and of other events which have transpired before seven o'clock, are brought on horseback in bags; and it often happens that intelligence reaches Liverpool, Manchester, Leeds, and other great towns, as far north as Lancaster, distant two hundred and forty miles from the metropolis, which the merchant or trader who has retired to his house at Hampstead, Highgate, or Norwood, does not hear of until a later period on the following morning. The great exertions for effecting the despatch of the mails are crowded into the two or three preceding hours. The appearance of the large hall a few minutes before six is very striking. Men and boys with sacks of newspapers pour in in a continued stream; the newspaper window is raised for their reception, and one or two porters inside empty the contents into large baskets, which are wheeled forward for sorting, and pitch the bags outside to their owners. Within three or four minutes of the time for closing, the discharge of bags into the office-window, and the hurling of those which are emptied, take place as fast as it is possible for the two or three porters inside to perform the operation. When the clock has finished the sixth stroke the window descends as if it were impelled by a powerful spring. At the same instant all the letter-boxes close as if by some similar means. The scene there is as animated as at the newspaper window. Groups of persons arrive by each of the entrances into the hall, and if their letters are stamped there is no further trouble than that of depositing them in the letter-box. But there are hundreds who carelessly neglect this convenience, and yet detain their clerks and servants to the latest possible moment. To receive the penny and mark the letter is but the work of an instant, but, though several windows are open, the arrivals accumulate faster than they can be despatched; and each person fearing to lose the opportunity of handing in his letters, a struggle ensues, which it is disgraceful to permit, the strong putting on one side the weak, and the young clerk, anxious to serve his employer, thrust from the window just when his turn had come. All this confusion might be avoided by simply using a stamp; but where the remedy is so easy, the Post Office authorities can scarcely be expected to interfere further than stationing several of their servants in the hall to keep the approaches to the letter-boxes as clear as possible.

Before an attempt is made to assort the letters they are placed with the address upper-



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most, and stamped at the rate of two hundred a-minute. They are then assorted in about twenty great divisions, all those letters which are intended for a particular series of roads constituting one division. While this process is going on, the letters already placed in their proper division are taken to other tables, where other sorters are employed; they are then classed according to the separate roads, and next according to the different post-towns for which bags are made up, and which are about seven hundred in number. The newspapers merely require to be faced and sorted. Every letter and newspaper passes more than once through the hands of the sorters, and about three hundred persons are engaged as sorters, including a considerable number of letter-carriers. An account is taken of the unpaid letters to be sent to the postmaster of each town, and the bags are then sealed up.

As the clock strikes eight the sacks with the letters and newspapers are dragged into the Post Office yard, and put into the mails, amil-carts, and omni-buses. The old Edinburgh, the Glasgow, Holyhead, and other first-rate mails, are gone, and nine omni-buses for conveying the letter-bags to the railway stations occupy their places. At present there are only nine mails which take their bags from the yard, and these can never rival the celebrity of the old mails, being merely intended to maintain a communication with a few places which are not yet connected with London by railways, or are useful to intermediate districts rather than to the metropolis. The present mails are the Hull, the Louth, the Melton Mowbray, the Lynn, the Norwich, the Ipswich, and the Brighton, Dover, and Hastings mails; and the three latter will probably be superseded at no distant time. In place of six or seven mail-carts dashing with rapidity to the White Horse Cellar, Piccadilly, there are only two, one for the Worcester and the other for the Exeter mail, the latter of which makes a part of its journey on a railway truck. The total weight of the newspapers and letters despatched on a Saturday night, including the bags, is above eight tons, and six out of the eight are, probably, transmitted by the railways.

Five of the omnibuses, or accelerators, proceed to the station of the London and Birmingham Railway; two to that of the Great Western Railway; and two to the South-Western Railway station. On the two latter railways the letter-bags are conveyed in a mail tender under the care of a guard; but on the Birmingham line there is a different arrangement. On the arrival of the five accelerators at the Euston Square station, the servants of the Company carry the bags to a large vehicle, sixteen feet long, seven and a half wide, and six and a half feet high, fitted up as a sorting room, with counters and desks, and neatly labelled pigeon-holes. This is the Railway Post Office. It travels on the northern chain of railroads to Lancaster. While the train is proceeding at a speed of twenty-five or thirty miles an hour, a couple of clerks are engaged in sorting letters and arranging the bags for the different towns. By an ingenious contrivance of Mr. Ramsey's, of the General Post Office, letter-bags are taken up while the train is at full speed. They are suspended from a cross-post close to the line, and as the train passes the bag is caught by a projecting apparatus, which drops it into a net hung from the exterior of the Railway Post Office. Bags for delivery are simply dropped as the train passes. The bag taken up is examined, and the letters for places northward are put into the proper bags, which are left during the passing of the train. At Rugby the correspondence for Leicester, Derby, Nottingham, Leeds, York, and Darlington, and for Edinburgh and the east of Scotland, and all the districts adjacent to the above places, is detached, and conveyed by different lines of railway in the care of mail-guards. The Railway Post Office continues its course, leaving at one place the mails for Ireland, and reaches Lancaster before half-past eight in the morning, the clerks being occupied the whole of the night in taking up and delivering bags, and in sorting their contents. They make up bags for above fifty different towns. The same process goes on in the day-mail, and the services of eighteen clerks are required for the day and night work. The gross number of bags taken up in the twenty-four hours by the day-mail and the night-mail together is about five hundred. In 1717, and for about half a century afterwards, a week would have elapsed before a reply could be received in London to a letter addressed to a person at Lancaster. Now a letter may be written to the latter place on one day, and an answer received to it on the next day. It is not only the internal means of communication which have been accelerated, but the change has been complete. Letters are conveyed in eleven days from Halifax, Nova Scotia, to London; and from London to Bombay in



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thirty-one days. There are lines of steam boats from England to Halifax and Boston; to the West India Islands; and to India by the Mediterranean and Red Seas. The post has become the safest and quest of all modes of conveyance.

The business of the General Post Office commences at six o'clock in the morning, by which time all the mails have arrived. There are about seven hundred bags to be opened, and as many accounts of unpaid letters to be checked. It is said that expert persons will open a bag and check the account in a minute and a half. The letters are then sorted into districts, and afterwards into "walks" corresponding to the districts of actual delivery. A bill is made out against each letter-carrier, and the whole number start at the same time. The letter-carriers whose walks are farthest from the office are conveyed by the accelerators or omnibuses, which were first used when the new Post Office was opened. Nine of these vehicles are used at present, which convey a hundred and fifty letter-carriers as near as possible to the scene of their duties, dropping them one by one in rapid succession. The effect of this excellent arrangement is to give the most distant parts of the town nearly the same advantages as those in the immediate vicinity of the Post Office. The work is so sub-divided that the deliveries are finished in from one hour and a half to two hours. The despatch of letters to the suburbs, and villages and towns not included within the limits of the General Post delivery, but comprised within the twelve-mile boundary, is effected by the horse-posts and mail-carts, which leave the bags at different offices, where letter-carriers are in waiting to deliver the letters, or to take the bags to the respective receiving-houses to which they are subordinate, and which are in many cases situated at a distance from the line of road traversed by the mail-cart or post-horse.

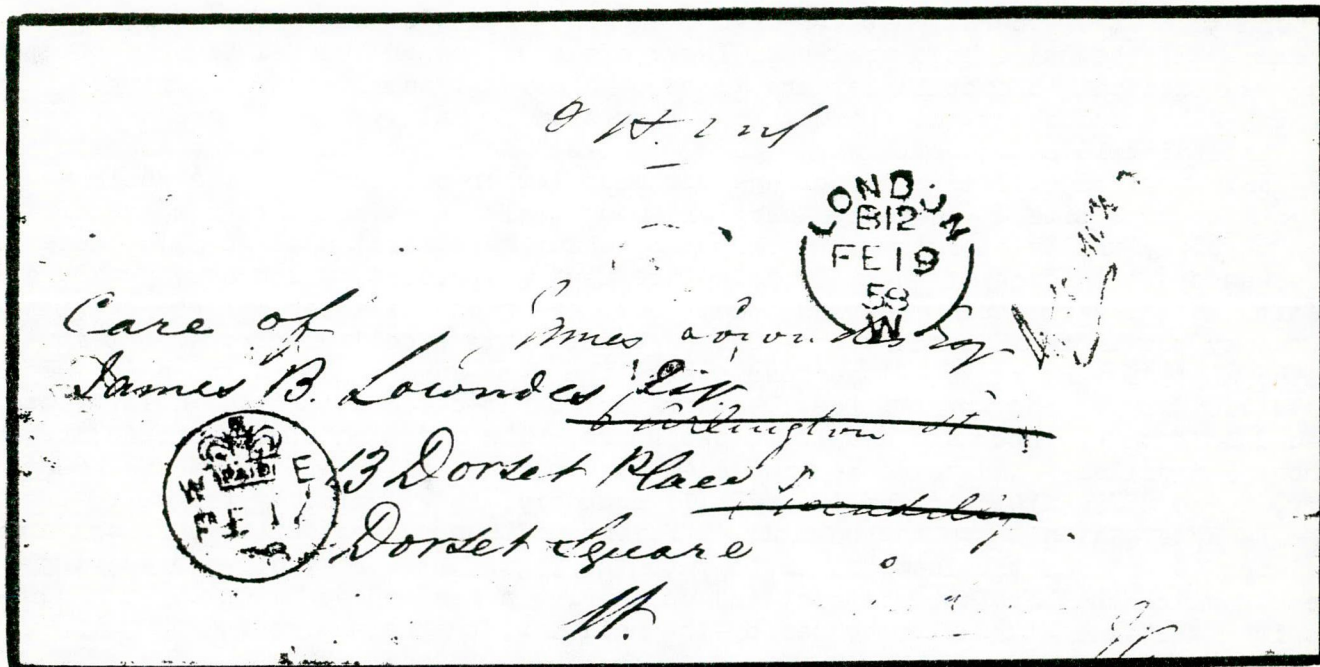
There is one department of the General Post Office to which we have not alluded, which has lately become of great importance. This is the Money-Order Office. A few years ago the business was transacted in apartments at a house in Noble Street, a little distance east of St. Martin's-le-Grand, and subsequently it was transferred to offices in the present building, but it was again removed. Entering by the principal front, this office is now on the right hand of the hall; and a wooden construction has been put up, which projects into the hall, for those who wish to obtain orders, or to receive payment for them. About five years ago, the cost of transmitting a few shillings to a place 160 miles distant was 2s.2d., the order being on a separate paper, which rendered the enclosure liable to double postage. The necessity of double postage was first avoided by the order being given on a sheet of letter-paper. Since the reduction of the commission to 6d. for sums between 5£ and 2£., and to 3d. for all sums not exceeding 40s., which took place in the year that the Penny Postage was adopted, the facilities of the office have become available to an extraordinary extent. At present the number of money-orders issued and paid is at the rate of upwards of 700,000 a-year, instead of 40,000. Twice as much is paid on orders from the country as is issued for payment at the country offices. In the quarter ending January 5, 1842, the number of each per day averaged 2071; namely, 1335 paid, and 736 issued. A large proportion of the former are paid to tradesmen for articles to be sent into the country by post, or other means. Innumerable are the objects procured in this way, without any other intervention than that of a Post Office order. The appearance of others who present their orders tells of exhausted resources recruited by appeals to early friends, or of profligacy recklessly wearing out their patience. On the whole, the air of those who apply for orders to be sent into the country are more cheerful. This class comprises servants who are sending a portion of their earnings to aged parents, workmen who can spare something out of their large wages for the wants of others; and here also is to be found the Irish labourer, and others of the same class. The total number of Post Office orders issued and paid at the present time, in England and Wales, is at the rate of 3,000,000 a-year, involving the circulation of about 7,000,000£. This return does not include Ireland.

We cannot conclude without a tribute to the admirable management of the Post Office in this country. It has in a great measure ceased to be an engine of taxation; and, within the last few years, a series of improvements have been adopted which renders the institution a most valuable auxiliary in the diffusion, both directly and indirectly, of most important moral advantages.



SPECIAL PAID STAMPS FOR OFFICIAL LETTERS, by Norman Mounsdon.

The item illustrated at first glance appeared to be a normal London Crown date stamp, but wasn't the crown a bit on the large side ? Further inspection showed " PAID "



to be set in the base of the crown, so it was not ' just another crown ' type. Having a good look through Alcock and Holland revealed the identical dated example shown as Fig. 938. They had the following to say:

" Prepayment in money on single letters ceased in Edinburgh in June 1852. The ordinary paid stamps seem to have been used on official letters posted in Edinburgh from that date. On letters of certain Government Departments sent in 1857 and 1858 there appear, however, some special paid stamps howing a crown."

The Scottish origin of this item is not substantiated by any other postal markings and it lacks contents. The LONDON W relates to the redirection, as does, I presume the 2d charge mark for that service. Dorset Square, in the 1857 P.O. London Directory, was given as NW, so even the readdressing was incorrect.

Although not London, this very rare use of the handstamp, struck in BLUE by the way, is probably of interest to readers of ' Notebook ', if for no other reason than that of the redirection treatment. That at least is one excuse for showing it off!!

Another is that the reverse has Piccadilly in blue (!!) with the London crown date stamp for FE 18. The fact of the close similarity in the shade of blue must, of course, be one of those oddities which causes a collector to jump to a wrong conclusion.

I must admit the initial reaction of at least one London collector to whom I showed the item remarked upon the color of the two stamps.

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