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The
POSTMARKS
OF THE
BRITISH
ISLES

FROM 1840
TO 1876

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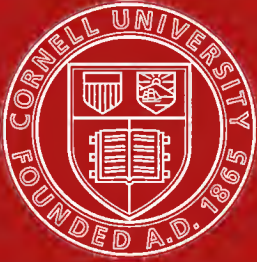
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The History of the
POSTMARKS
OF THE
BRITISH ISLES

FROM 1840 TO 1876

COMPILED CHIEFLY FROM OFFICIAL RECORDS

BY

THE LATE JOHN G. HENDY

CURATOR OF THE RECORD ROOM, GENERAL POST OFFICE

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THE POSTMARKS OF THE BRITISH ISLES FROM 1840.

PREFACE.

THE general interest taken in the subject of postmarks and postage stamps, and the favourable reception and reviews accorded to my work on the early postmarks of the British Isles,* has abundantly proved that, in spite of a world of books, there is still a sufficient demand for such a publication. This fact has, to a great extent, influenced my present venture in producing a companion volume continuing the history of British postmarks from the point where the first volume ceased down to 1876. In revising for publication in book form the articles which have already appeared in *The Bazaar, Exchange, and Mart*, the arrangement of the contents has followed as closely as possible the lines of the earlier volume. In rewriting the work opportunity has been taken to add some particulars of the sections of the postal service where the various postmarks were in use. A chapter on postage stamps, without which a work of this description could hardly be considered complete, has been included, and the opportunity has also been taken of introducing some notes and types of postmarks that should have been included in the earlier work. Figs. 1 and 2 are date stamps of the London Chief Office, introduced at



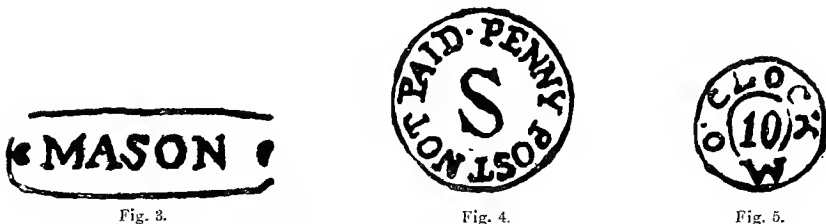
Figs. 1 and 2. London Date-marks.

the end of 1786 or the beginning of 1787. This particular type, with the month printed in full or nearly so, was apparently in use for a very short time, and will be generally found in the earlier months of the year 1787; in the later months of the same year the type was changed, as shown in Fig. 3 on page 4 in the early volume, an abbreviated form of the year being added. I have seen these marks with the letter "M" in the centre, as well as "B."

* *The History of the Early Postmarks of the British Isles*, by John G. Hendy. London: L. Upcott Gill.

It is regretted that, in describing the many changes in connection with the London Penny Post, the Act of Parliament 4 George II. c. 33 was inadvertently overlooked. This omission makes it necessary for me to supplement my former remarks on page 55 by the following explanation. The Act of Anne merely provided that letters by the Penny Post should be charged a penny, and was silent on the subject of the second or delivery penny. The Act 4 George II. c. 33, of 1731, made the delivery penny legal. The Act of 1794 made prepayment optional, and imposed a postage of 2d. in either direction on letters to or from parts beyond the cities of London and Westminster, the Borough of Southwark, and their suburbs; but letters from one part of the cities of London and Westminster and Borough of Southwark to another part of the town were, until the year 1801, only charged one penny.

Another matter that has been brought to my notice in connection with the London Penny Post is the use of three marks not shown in the earlier volume. These postmarks,



Figs. 3, 4, and 5. London Penny Post Varieties.

which are fairly rare, should be included at page 60. As already pointed out, the London Penny Post receivers used no stamp or mark previous to the year 1794. As regards Fig. 3, a correspondent surmises that "Mason" kept the Penny Post Office at Westminster. This surmise is not quite accurate. The mark shown was probably taken from a letter of the year 1787. I have one bearing the date "Nov. 8. 1787" posted at Edinburgh for delivery at Battersea Rise. This letter bears the two marks shown in Figs. 4 and 5, with this exception, that the small stamp is "5 o'clock" instead of "10 o'clock"; but this cover bears no name such as "Mason." Upon inquiry, however, I find that one Daniel Mason was, in the year 1787, chief sorter at the Temple Branch Office of the Penny Post. I am unable to say why or for what purpose his name was impressed on the letter. A regular postmark was in use at the Temple Office in 1794, Fig. 6.

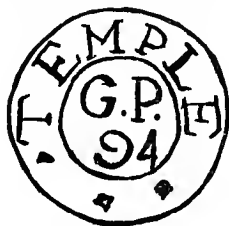


Fig. 6.

The chief office of the Penny Post was removed, in 1793, from Throgmorton Street to Post Office Yard, Lombard Street.

Many types of postmarks which, according to date, should have been included in the earlier volume have been brought to my notice by friends who are desirous that they may now be included in the companion volume, and accordingly they are inserted here, with notes attached where such is possible or necessary. The two "Free" marks are particularly good. Fig. 7 is an entirely new type to me. In Fig. 8 the "S" in the centre

no doubt represents Sunday. The three Foreign Office marks are interesting. Fig. 9, in which the letter "V" is inserted instead of the figure "5," was an error of the stamp maker, as explained on page 10 of the earlier volume. Fig. 10, bearing the number



Fig. 7.

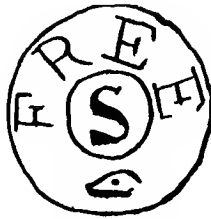


Fig. 8.



Fig. 9.



Fig. 10.

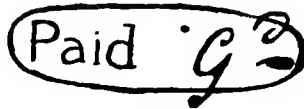


Fig. 11.

"97" in the centre, is explained by the following arrangement. A register was kept in the Foreign Office of letters returned from abroad. These letters were numbered consecutively and entered in the register. The sender of the letter was informed that a letter bearing such a number would be given up upon payment of the postage due upon it. The object in using the number was to prevent the name of the addressee being divulged, in which case the sender would probably know the contents of the letter. The plan, however, does not appear to have been very successful, as in 1807, out of some 1200 returned letters, only fifty were applied for. Fig. 11, although bearing the year date, has the month and day omitted. Fig. 12 is an early "Paid" mark of the London Chief Office, and Fig. 13 was in common use in the same office, the figure being written



1794.
Fig. 12.



1820.
Fig. 13.

in. My attention has also been drawn to a few interesting early country postmarks. A unique mark is that of Stockport, Fig. 14, resembling somewhat the marks in use at Jersey and Guernsey; another of the curved variety is that of Manchester, Fig. 15. There is also another curious old postmark of Manchester, dated 1706, printed in one line $1\frac{3}{4}$ inches long, letters $\frac{3}{16}$ inch high, in which the letters "HE" and "TE" are conjoined.

It is not possible to illustrate the numerous types of "Paid," "Missent," and "Too Late" marks, but the following are given as a few of the best that have come under my notice, Figs. 16 to 22 :—



Fig. 14.



Fig. 15



Fig. 16. 1822.

Paid at Frome

Fig. 17. 1835 (Black ink).

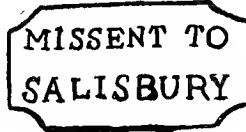


Fig. 18. 1831.



Fig. 19. 1820.

TOO * LATE

Fig. 20. 1829.



Fig. 21. 1829 (Shrewsbury).



Fig. 22.

Some of the larger towns, such as Birmingham, Bristol, Exeter, etc., had several types of Penny Post marks in use ; five of the rarer of these marks are given—Figs. 23 to 27. The Bristol is the smallest of this class of *dated* stamp I have seen.



Fig. 23. 1835 (Birmingham).



Fig. 24. 1837 (Birmingham).

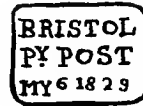


Fig. 25.

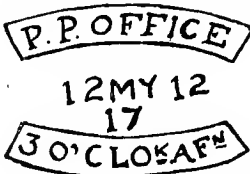


Fig. 26. 1817.

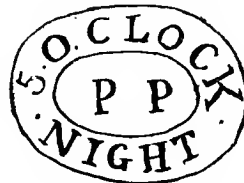


Fig. 27. 1822.

There are also a few Scotch and Irish marks to be included. Fig. 28 is an Edinburgh mark, which should come in after Fig. 379 in the earlier volume ; Fig. 29 is another variety of the "Too Late" mark, which was in use at Glasgow ; Fig. 30 shows the name of a place which was a post town until 1824, when it was reduced to a sub-office. The use of mileage and route letters is very peculiar. "Tayinloane," it will be

noted, has the route letter, but no mileage, whilst two Penny Post receiving office marks, Figs. 31 and 32, bear both mileage and route letter. Fig. 33 is a somewhat rare mark.



Fig. 28. *Red.*



Fig. 29. 1823.



Fig. 30. *Green.*



Fig. 31.

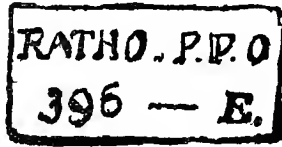


Fig. 32.



Fig. 33.

CAMPBELTON
STEAM BOAT

Fig. 34. An early Scotch Steamer.

The Campbelton Steamer mark is interesting. These vessels commenced running in 1828, and plied regularly between Glasgow and Campbeltown—twice a week in summer, and three times a fortnight in winter. The regular post to Campbeltown was on three days each week, and on the alternate days, when the steamer ran, it was found that large numbers of letters were being illegally carried to and fro; so that, early in 1830, it was deemed necessary to contract with the owners of the vessel for the con-



Fig. 35. *Red.*



Fig. 36. *Black.*

veyance of a mail upon each occasion the steamer made a passage. The postmark, Fig. 34, was impressed upon the letters for the following reason: the water route being shorter than the road the postage was less; it was therefore necessary to mark the letters so that they could be identified. Fig. 35 is an oval variety of Fig. 513 in the earlier volume; Fig. 36 is a mark that was impressed upon the correspondence of

various Irish religious and charitable associations, which enjoyed the privilege of franking; Figs. 37 and 38 are varied types of Irish post-town marks bearing Irish mileage.

Fig. 37. *Black.*Fig. 38. *Red.*

As regards Fig. 38*a*, it is necessary to explain that before the year 1840 there were five distinct classes of letters; viz.:—

“Merchants’” letters, retained in the office until called for; “Country” letters, posted unpaid, passing through; “Office” letters, on official business; “Members’” letters, under the parliamentary franking privilege; and “States,” Government letters.

This mark is taken from a letter dated 27 July, 1749, posted in Cooksborough, near Mullingar, and addressed to Holborn, London. The postage on the letter should have been paid to Dublin. As this was omitted to be done, the letter was impressed with the “Country” postmark to denote that it was what was termed a “through” letter.

COUNTRY

Fig. 38*a*.

There is, perhaps, no Government department the business of which will furnish more striking evidence of the prosperity and progress of the British Empire than the Post Office, whether as regards increase of the general wealth, the improvement in the education and the intelligence of the people, or the stirring energy which in time has raised mere villages to be great centres of industry.

The use and charm of collecting any kind of object is to educate the mind and the eye to careful observation, accurate comparison, and just reasoning on the differences existing between the various specimens. This will be easily understood by those who are in the habit of seeing stamps when, if the eye is at all accurate, you can detect an imitation instinctively, even without reference to the special safeguards, such as the watermark. The collection of stamps and postmarks taken conjointly, and the proper arrangement of them, form undoubtedly an interesting hobby; some of the variations in their types are so slight that they require minute examination and comparison to prevent them from being overlooked; and the fact of obtaining postmarks from so many parts of a country leads to a careful study of geography and history, which can be illustrated by notes on either or both subjects being placed against the mark of each town or village, as for instance:—



Fig. 39.

"This town, which formerly returned two members to Parliament, has the distinction of having been represented four times in succession (1625-43) by the famous John Hampden, who was one of its first representatives, and to whose family the manor belonged."

BANNOCKBURN

Fig. 40.

"Situate about two miles from Stirling. A battle was fought here on the 24th June, 1314, between the English under King Edward the Second and the Scotch under Robert Bruce. The latter gained a great and decisive victory which secured the independence of Scotland."



Fig. 41.

"A river port on the Foyle ; was colonized and fortified in the reign of James I by the London Companies, who had purchased large tracts of the confiscated estates of the Earl of Tyrone, at which period it took the name of Londonderry. It is famous in Irish history for the memorable siege it sustained in 1689 against the forces of James II."

The collecting and arranging of stamps and postmarks with such notes cannot fail to be an education to the young, and yet a harmless fad which, in after days when the rush of life is over, may even be looked upon as worthy of the study of mature age.

Diligent and conscientious search has been made to get together what it is hoped will be found to be a fairly complete collection of all the types of the postmarks in use during the period covered by this work, and to give as clearly as possible an accurate description of the various marks, the reason for their use, and the dates at which they were brought into use. It is in the latter case that the postmark comes in useful, for without the postmark it would be impossible to decide upon the dates of issue of certain stamps. I return my most cordial thanks to the many friends who have kindly assisted me with specimens of postmarks.

J. G. HENDY.

INTRODUCTION.

WRITTEN ON THE FIRST DAY OF THE PENNY POSTAGE.

Hail, joyous day ! The Postage Bill
Brings blessings great and many ;
And best of all, *say* what we will,
It only costs a *penny*.

From John o' Groat's to Eng-land's end,
From Norfolk to Kilkenny,
A letter now may reach a friend,
And only cost a *penny*.

The dying miser writes—"Dear son,
My days will not be many."
The youth exclaims—"God's will be done !
This news is worth a *penny*."

Dame Nature will her right pursue ;
Fond Jack woo smiling Jenny ;
A *note* brimful of love—if true,
Is surely worth a *penny*.

Hurrah ! hurrah ! May Rowland Hill
Ne'er want "the ready penny" ;
To him we owe the Postage Bill,
And blessings great and many.

ONE of the earliest and most troublesome difficulties that Rowland Hill had to surmount in order to make his Uniform Penny Post plan successful was the invention of a suitable ink and obliterating stamp to deface the postage-labels.

The adhesive penny stamp and the Mulready cover came into use on the 6th May, 184c, and immediately arose the obliteration difficulty. In stamping the Mulready covers the stampers were warned to be careful to place the obliteration mark on the "Britannia." In regard to the subject of the defacing of postage stamps, Mr. Hill wrote on the 14th May, 1840 : "The obliteration of the stamps as they pass through the post-office appears to be done very carelessly. Two cases have come under my knowledge to-day in which the stamp had not been obliterated at all ; this carelessness has given rise to much complaint and animadversion, and has to a considerable extent brought the whole plan of the stamps into disrepute." A week later he evidently was more alarmed, for he says : "Several more cases of stamps wholly unobliterated or nearly so have come under my knowledge, and all sorts of tricks are being played by the public, who are exercising their ingenuity in devising contrivances for removing the obliteration stamps by chemical agents and other means. One contrivance is to wash the stamps over before the letter is posted with isinglass or something else, which acts as a varnish, and as the obliterating stamp falls on this varnish it is easily removed by soap and water. Tricks of this kind are quite sufficiently numerous to produce great annoyance."

This annoyance was much aggravated when Mr. Hill received from various sources clear proof that the *red* stamping composition could be easily and cheaply removed from

the stamps by the aid of chemicals. This fact caused the composition to be changed from the *red* to a *black* oleaginous ink, which in turn was also removed by chemicals. Mr. Hill at this failure says in his biography: "The worry of this continued succession of hope and disappointment made me at last almost afraid to enter my office . . . and in my anxiety I went so far as to trouble the greatest chemist of the age (Professor Faraday)."

After many experiments and trials of various coloured inks by chemists and others, Messrs. Perkins and Co., aided by Professor R. Phillips, F.R.S., invented an ink which was so far successful that it could not be removed without serious injury to the postage stamp, and when the colour of the label was changed from *black* to *red* to a great extent the principal difficulty was removed. But Rowland Hill's troubles were far from being at an end; several cases of fraud were brought to his notice. In each instance an official of the Post Office was the perpetrator of the fraud, which consisted of making use of labels that had already been used in payment of postage. The first case to be brought to trial was that of a postmaster, but on account of the same type of obliteration mark (Fig. 42) being in use at all offices, and there being no mark to distinguish one



Fig. 42.

office from another, the prosecution failed, and the case was dismissed. In consequence of this failure the other cases were never brought up for trial.

Shortly afterwards figures, from 1 to 12, were inserted in the obliteration stamps in use in the London Chief Office (Fig. 43), so that the stampers using each number could be



Fig. 43.

traced if necessary. The Maltese Cross or *croix patée* obliterator—the latter is really the correct term to apply to it from a heraldic point of view—varied a good deal in shape in different places. Figs. 44 to 46 are three different styles. They are also found with a



Fig. 44.



Fig. 45.



Fig. 46.

Figs. 44-46. Variations of the *croix patée*.

dot in the centre, but rarely so. Rowland Hill did not consider the *croix patée* obliterator as by any means perfect. From his point of view it was "too small, and, being light in the central parts, is not so effective in cancelling the label, which is also light in the

centre," and suggested to the Postmaster-General the use of an oblong date-stamp as in Fig. 47.

The reason given for the use of a double date-stamp was that while one im-

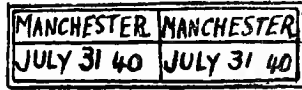


Fig. 47.

pression fell on the label the other would appear on the letter, and thus form a sufficient check on Postmasters and clerks against substituting an obliterated for an unobliterated label. On the ground that "the dated stamp on a letter is frequently referred to in cases of importance as a proof of the time of its receipt," the suggestion was not looked upon with favour.

Instructions were, however, issued to all Postmasters to date-stamp their letters in addition to obliterating the label. The principal difficulty, however, was to introduce a workable system of obliteration which would clearly indicate every office in the British Isles, whether using a date-stamp or not. Many suggestions were made with this view, and among them was a unique combination of figures (Fig. 48), the figures to be differently placed in each stamp.



Fig. 48.

A more simple and effective system, however, was introduced by Mr. Francis Abbott, a senior clerk in the Secretary's Office, G.P.O., London. His suggestion was that each stamp should bear a different figure or number, which should be supplied to all offices, and that each office should have a distinct number by which it could be easily identified. Mr. Abbott's suggestion was adopted, and the following types of obliteration marks, shown in Figs. 49-51, came into use:—



Fig. 49. Used in Chief Office.



Fig. 50. Used in London District.

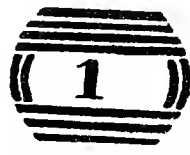


Fig. 51. Used in England and Wales.

All the earlier obliteration marks were made of wood. An explanatory notice of them was issued to the public as follows: "It sometimes occurs that the stamps on letters used to denote the places at which such had been posted are not sufficiently plain; in such cases the stamp used to obliterate the postage label may supply the information. The shape of the stamp and its number will prove the office in which it has been used." A general warning was also issued to Postmasters and other officials, "That the Postmaster-General having received many complaints of the imperfect manner in which the letters are stamped at various offices, hereby gives notice that any neglect of this important duty will hereafter be attended with serious consequences to the party in fault."

These obliteration marks came into use in May, 1884.

When war was declared by England and France against Russia in the spring of 1854, it was determined to dispatch an officer of the English Post Office to Constantinople to undertake the duty of Army Postmaster in the Crimea. The officer selected was Mr. E. J. Smith, of the London Chief Office, to whom subsequently were attached three Assistant Postmasters and seven sorters from the same office.

The chief or principal office was located in Constantinople, and branch or camp offices were established at different points of the seat of war, where, for the convenience of both officers and soldiers who desired to prepay their letters, a stock of postage stamps of the values of 1d., 6d., and 1s. was on sale. The letters were date-stamped, as in Fig. 52; there was also another stamp, which was in use at the Constantinople office, of exactly the same pattern, but with lighter type, Fig. 53.



Fig. 52.



Fig. 53.

The type of the obliteration mark was different for each of these offices; there were at least two special marks, Figs. 54 and 55, and there were also in use two of the Inland Office (London) stamps, numbers 48 and 49, Fig. 56.



Fig. 54.



Fig. 55.



Fig. 56.

There were two lines by which correspondence could be forwarded, the principal being by the French mail packets in the Mediterranean. The voyage between Marseilles and Constantinople occupied from eight to nine days, and as the vessels did not proceed beyond Constantinople, other means had to be provided for the transmission of the mails from thence to the allied armies and fleets. The postage on letters sent by this route was 3d. for a letter under a quarter of an ounce, and 6d. for a letter weighing a quarter of an ounce and under half an ounce. A rate of 2d. was charged on each newspaper. These mails were conveyed by special messenger through France unopened. Soldiers' and seamen's letters and newspapers, prepaid at the privilege rate of one penny, were forwarded viâ Southampton to Malta, for transmission to Constantinople as opportunity offered, by a ship of war or some other service vessel.

It had formerly been maintained, even by so high an authority as the Duke of Wellington, that British soldiers were but little disposed to make use of their long-standing privilege of Penny Postage. That opinion found little confirmation during the Crimean war, when 543,000 letters were dispatched to, and 517,500 received from the seat of war in a year.

The mails through France were discontinued in May, 1856; and after the war, with a view to the organization of an improved postal system in the Turkish dominions, a

British Post Office was retained at Constantinople. The use of British postage stamps being authorized there, as well as in Malta and Gibraltar, the obliteration marks allocated to these three offices bore the numbers : Constantinople, "K 66" ; Malta, "A 25" ; and Gibraltar, "A 26," Fig. 57. Finding that this use of English postage stamps outside the



Fig. 57.

United Kingdom led to no forgery, the privilege was extended, in April, 1858, to the British West Indies ; but their use was only applicable when the whole of the postage belonged to the British Post Office. The following obliterating stamps were allotted for the use of the several offices as follows :—

- A 01 Jamaica.
- A 02 Antigua.
- A 03 Demerara.
- A 04 Berbice.
- A 05 Bahamas.
- A 06 Honduras.
- A 07 Dominica.
- A 08 Montserrat.
- A 09 Nevis.
- A 10 St. Vincent.
- A 11 St. Lucia.
- A 12 St. Kitts.

The use of these obliterating marks was afterwards extended to various colonies and to agencies abroad—as, for instance, Pernambuco, Brazil, Figs. 58 and 59.



Fig. 58.



Fig. 59.

As the various countries joined the Postal Union founded in 1875, these British Agencies were abolished and their obliteration marks and stamps ceased to be used.

In connection with the Abyssinian Military Expedition of 1867, the Government of Bombay established an Army Post Office to deal with the correspondence of those serving with the field force. Mails to and from the United Kingdom intercepted the

vessels conveying the Indian mails off Jubbel Teer, in the Red Sea. In April, 1868, a direct weekly mail service was established between Suez and Zoulla. The rates for letters under half an ounce were the same as to India, viz. :—

	Viâ Southampton.	Viâ Marseilles.
Officers of Army or Navy	6d.	10d.
Soldiers and seamen	1d.	5d.
For persons serving on board transports or other persons not belonging to the naval or military forces	9d.	1s. 1d.

Naval and military officers, when serving on colonial or foreign stations, were permitted, under Treasury Warrant of the 16th May, 1857, to send and receive their letters at the reduced British postage of 6d. per half-ounce, in all cases where the postage of ordinary letters to or from the same place was higher than 6d. The privilege was withdrawn on the 1st January, 1870, and their letters then became liable to the same rates of postage as the letters of the general public. The type of date-stamp used in Abyssinia is shown in Fig. 60.



Fig. 60.

CHAPTER I.

LONDON CHIEF OFFICE.

INLAND OFFICE.

AT one time in London there were no fewer than seven distinct offices connected with the dispatch of letters, viz. the Foreign, the Inland, the Twopenny Post, the Ship Letter, the Returned Letter, the Dead Letter, and the Letter Carriers' Offices. These were subsequently reduced to three, viz. the Inland, the London District, and the Returned Letter Offices, which in 1854 were amalgamated and placed under one controller, the office being known as the Circulation Department.

To illustrate and describe the stamps or postmarks of the London Chief Office, it is therefore necessary to divide that office into sections. The principal branch of the Circulation Department was the Inland section, which dealt with all the letters, packets, and newspapers posted at or arriving in London; and nearly all the Colonial, Continental, and other foreign mails reaching England were sorted and dispatched from hence for the whole of the United Kingdom.

On the 10th August, 1840, the provisions, under which the Penny Post had come into operation on the 10th January of that year, were embodied in an Act of Parliament (3 and 4 Vic. c. 96). This Act provided that letters should be charged by weight, each of the first two half-ounces being charged one rate, and every additional ounce two rates, while sixteen ounces should be the limit. The provision that the limit of weight should be sixteen ounces was repealed by an Act of 1847, and the power of fixing a limit was given to the Lords of the Treasury. By the same Act (10 and 11 Vic. c. 85) the Lords of the Treasury were also empowered to reduce by warrant any postage exceeding one penny to such rates as they might from time to time think fit.

No particular alteration appears to have taken place in the types of stamps used in the Inland Office during the early years of the Uniform Penny Post. The only new types between 1840 and 1846, which have come under my notice, are shown in Figs. 61-63.

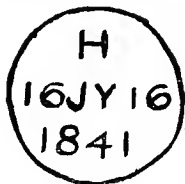


Fig. 62.



Fig. 61. A steel stamp, used in *black* in Inland Office.



Fig. 63.

The whole staff of the sorting office in 1841, including the superintending officers, consisted of 136 clerks, 104 sub-sorters, 53 messengers, and 261 General Post letter carriers.

It is of some interest to note the change in the treatment of correspondence which followed upon the introduction of the Uniform Penny Post. For instance, in the Inland Office during the evening duty, after the letters were taken from the letter-boxes into which they were posted by the public, they were thrown on to a large table, where a number of officers, technically called "facers," arranged them with their faces, or addresses, all the same way, throwing out all unpaid letters, packets, or other missives

which from their weight, awkward size, or shape could be more conveniently treated separately. The rate at which this operation was performed is stated to have been about forty-one ordinary letters per man per minute. There were six date-stamps in use (Fig. 64). These were made of wood, and as the letters and figures were cut in the solid



Fig. 64.

piece, they could only be used on the one date. They cost 5d. each. The index letters "CF" indicated the stamper using that particular stamp. These six stampers stamped on an average 100 letters per man per minute. Six other officers were told off to clear away the letters from behind the stampers, and carry them to six clerks whose duty it was to examine the genuineness and sufficiency of the postage labels. When passed by the clerks, the letters were carried by other officers to the eleven obliterating stampers, by whom the postage labels were defaced at the rate of about sixty letters per man per minute. This was necessarily a slower operation than date-stamping, as the stamper obliterating had to aim at the postage stamp and to make two or more blows at letters that bore more than one label. When obliterated, the letters were placed before the sorters for disposal, so that to complete the stamping duty thirty-two officers in all were employed.

An entirely different type of date-stamp was in use for unpaid letters, Figs. 65-67. The index letter in each mark denotes the stamper.

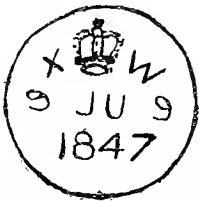


Fig. 65. In red on back of letters in morning duty.

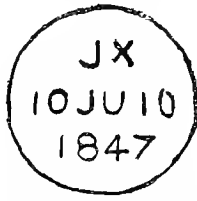


Fig. 66. Used in red at midday.



Fig. 67. Used in black on evening duty.

As early as 1848 several types of combined date and obliterating stamps were suggested with a view to saving labour, and although none were adopted, yet one particular set of combined stamps, suggested by an officer of the Inland Office, is certainly unique, combining as it does all the other stamps in use into one, and therefore specimens are shown in Figs. 68-73, although they were never brought into use.

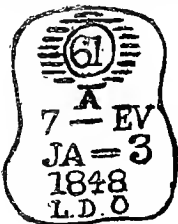


Fig. 68.



Fig. 69



Fig. 70.

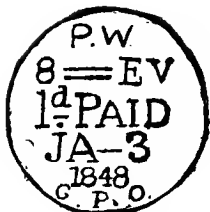


Fig. 71.

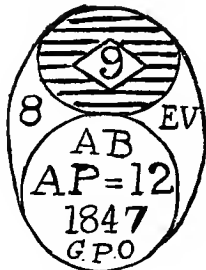


Fig. 72.



Fig. 73.

Joseph Ady's transactions, of which a full account is given under the Returned Letter section, had become so notorious that the abolition of money prepayment on Inland letters at the provincial town receiving offices, was carried into effect in June, 1849, and extended to the rural receiving offices on the 1st July, 1850. As this measure was found to tend alike to convenience, economy, and security to the Post Office Department, and had elicited little or no complaint from the public, it was considered expedient to further extend the same to all provincial offices from the 1st November, 1851; Dublin followed on the 1st May, 1852; Edinburgh, 7th June, 1852; and London (with the exception of the Chief Office), on the 1st August, 1852. These arrangements necessitated a much larger supply of postage stamps, and the number of plates used for printing for the four years 1850-3, were as follows: 1850, 9; 1851, 25; 1852, 36; and 1853, 23. Three years later (1st August, 1855) the payment of postage in money at the London Chief Office was much curtailed, letters only being received between the hours of 10 a.m. and 5 p.m., and then only when the postage amounted to £1 and over. This abolition of prepayment in money was an important factor in the success of the double, or combined date and obliteration, handstamp, which it had been decided in December, 1852, should be substituted for the single date and obliteration stamps. The new stamps were not brought into general use in the Chief Office until three or four months later, when a system of code letters, indicating hours, was adopted for inland provincial stamps, Fig. 74.

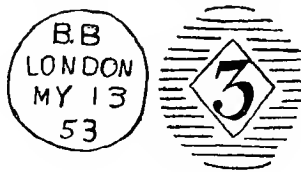


Fig. 74.

The alteration in the mode of payment was made without the slightest opposition from the public, but when in January, 1859, an official notice was issued that, on and from the 10th of February of that year, all letters posted wholly unpaid would be stopped and returned to the writers, the organs of the public Press were loud in reviling the new regulation, and the subject was debated in both Houses of Parliament. Mr. Henry Rich, the Member for Richmond (Yorks), in moving a motion on February 11th condemning compulsory prepayment, put the point very plainly as to the general view taken by the public. "When a letter had been opened," he said, "either from dishonesty or curiosity, nothing would be easier than to rub off the postage stamp—the Government glue was not particularly adhesive; it was only the other day that a letter had come to him with the stamp hanging to it—then of course the letter would not be forwarded to its destination, and nothing would be known of its having been surreptitiously opened. Thus the

important check on the sanctity of letters would be destroyed altogether." Rowland Hill, who was then Secretary of the Post Office, in putting forward the official view, pointed out that compulsory prepayment of letters was a part of his original plan for Penny Postage, the object being to accelerate the sorting and dispatch of letters, and most of all, their rapid delivery from house to house. Such benefits and advantages were not clearly apparent to the general public, who loudly demanded the withdrawal of the regulation, so that the Postmaster-General on the 24th of February, 1859, after a couple of weeks of partial trial, was led to repeal the order. During this period such letters as were returned were postmarked as shown in Fig. 75.

POSTAGE NOT PAID

Fig. 75.

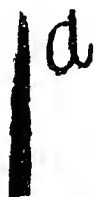
In the following extract from a letter addressed to his sister in South Australia, Rowland Hill expresses his feelings and opinions on this subject:—"You will learn by the newspapers, perhaps, that we have been in hot water with the public, i.e., with the majority of the public, in consequence of an attempt to make prepayment of inland letters compulsory to the extent of one penny. By this post I send you a Parliamentary return, showing our reasons for this measure, and the grounds of its abandonment. This is the first time I have had to retrace a step; and to confess the truth, I don't like it. Since the measure was abandoned, many have come forward to defend the restriction; had they done so in the first instance, the result might, perhaps, have been different."

It is not difficult to understand why it was considered desirable to make the prepayment of the first rate compulsory. Letters posted unpaid have always been a cause of much labour and a source of incessant trouble to the department, inasmuch as from the time of their posting to that of their delivery every officer through whose hands they pass has to keep a cash account of them, so that the double postage charged on such letters is more than earned by the Post Office. Unpaid and insufficiently paid letters bore various postmarks, as shown in Figs. 76-83.

MORE-TO-PAY



Figs. 76, 77. Used on letters insufficiently paid.

Fig. 78. In *black* when 1d. is due on delivery. In *red* when 1d. has been paid as postage.

Figs. 79, 80. When 2d. or 3d. is due respectively on letters.

NOT PAID
TO-LONDON

Fig. 81.

FIRST POSTAGE
NOT-PAID

Fig. 82.

POSTAGE NOT-PAID
TO-LONDON

Fig. 83.

Used on unpaid redirected letters to indicate that postage was not paid to first address.

In October, 1853, Lord Canning, then Postmaster-General, having observed the defective manner in which letters were date-stamped in the various offices, expressed his desire that if possible some improved stamp, or mode of stamping, might be invented that would give a clearer impression. Nothing, however, was done at the time, and little more was heard of the subject until December, 1856, when Lord Chief Justice Campbell called forcible attention to the illegible stamping of postmarks on letters. A case came before his lordship in the High Court of Justice (*Fernihough v. the Sittingbourne and Sheerness Railway*) which turned on the point of the allotment of certain shares. According to the evidence of a clerk from the Lombard Street branch office, who was called as a witness, the letter must have been posted between seven o'clock on the evening of the 6th of August and seven o'clock the following morning. The stamps referred to are shown in Figs. 84, 85. The postmark impressed upon the letter in point

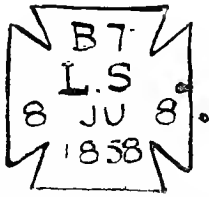


Fig. 84. Used on letters posted in country boxes at Lombard Street, B.O., between 7 p.m. and 7 a.m.

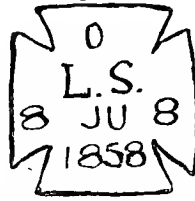


Fig. 85. Used (similarly to Fig. 81) on letters posted between 7 and 10 p.m.

was rather illegible, and an argument arose as to its being accepted as evidence, whereupon Lord Campbell remarked that "He had for ten years remonstrated with successive Postmasters on the subject. The mode of stamping was perfectly disgraceful, and was often a hindrance to justice."

In writing to the Postmaster-General, the Lord Chief Justice referred to another case, which had occurred in Edinburgh. In this trial it was very important to ascertain when a particular letter passed through the post; yet the postmark was so blotched that neither letters nor figures could be distinguished, which had produced the most serious inconvenience to the individuals concerned. Lord Campbell contended that these cases proved the necessity for an immediate improvement.

The unsuitable nature of the stamping composition then in use was also alleged to be the cause of bad stamping. The colour of these inks varied, *blue, pink, green, and purple* being purchased at 1s. 5d. per lb., whilst *red and black* cost 1s. 2d. per lb.

Following on Lord Campbell's complaint, it was determined, if possible, with a view to the clear and legible stamping of letters, to obtain a superior ink. The firm of Shackell and Edwards submitted a specially manufactured ink, which upon test was found to be far superior to the inks then in use, and a contract was entered into with



Fig. 86.



Fig. 87.

that firm for a regular supply of their inks, which they agreed to furnish at the following prices: *Black and red*, 2s. 6d. per lb., and *blue* at 2s. 3d. The additional cost was about £300 a year. Another ink, Henry Stephens' "blue fluid," was also brought into use at

this period. This ink gave a very clear impression, but could only be used with wood stamps (Figs. 86, 87). On account of the regulation that *red* ink was to be used with morning stamps, and *blue* in the evening, these stamps were in use in the Inland Office on the evening duty only.

A general improvement was now admitted to have taken place in the clearness of the stamps (Figs. 88-92), and various experiments were being made with a view to still further improvements.



Fig. 88. A Wooden Stamp, used in *Red* on Morning Duty.



Fig. 89.



Fig. 90.



Figs. 91-92. Steel Date Stamps.

The stamps in use in the Inland Office on the morning duty were all in *red* ink, and on the midday duty they were also in *red* ink, the distinction being that in those of the midday duty the year will be found at the top and the index letters at the bottom, whereas in those of the morning duty this order was reversed. The same rule applied to "Paid" stamps; in the morning "London" was at top and "Paid" at bottom; on the midday duty it was the reverse; while in the evening a double rimmed stamp was in use.

An officer in the London Chief Office was specially appointed, in 1859, to inspect the stamping on letters, and report daily all bad stamping. This measure was attended with considerable success, the stamping being much improved in consequence.

In the Inland section of the London Chief Office there was such a complexity of stamps and marks that, for the sake of brevity, these various postmarks are given below, together with notes as to the use of each (Figs. 93-119).



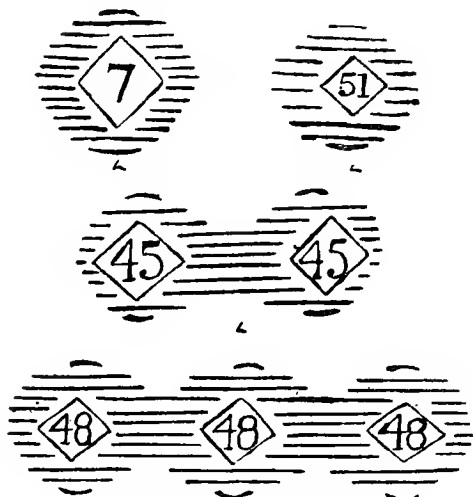
Figs. 93-97. General Date Stamps.



Fig. 98. Used on Letters which Miss the First Delivery owing to getting out of course in the letter carriers' office.



Figs. 99-100. Used on Letters for Transmission to the Provinces by Night Mails.



Figs. 101-103. General Obliteration Marks.

*Received open and resealed
at the General Post Office*

Fig. 104. Used on Letters received open or damaged.



Fig. 105. Used on Letters Missorted to Inland Branch.



Fig. 106. In *black* on Letters which cannot be forwarded the same evening, owing to having been missorted.



Fig. 107. In *red* on Letters which cannot be forwarded on the evening of posting, owing to their being insufficiently addressed.



Fig. 108. In *red* on Letters for Surveyors, too late for inclusion in pouch.



Fig. 109. Used on Re-directed Letters by the Circulation Office.

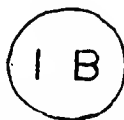
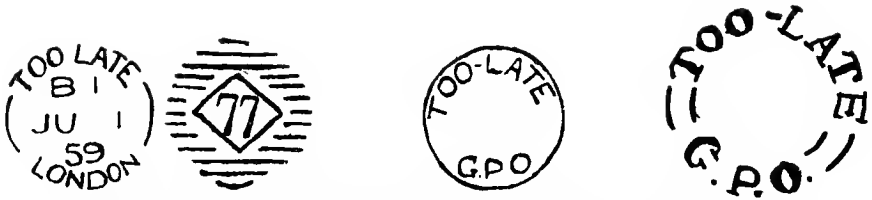


Fig. 110. Used on Letters for London District Missent to Inland Office.

INSUFFICIENTLY
ADDRESSED

Fig. 111.



Figs. 112-114. Used on Letters Posted between 6 and 7 p.m. on which Late Fee is not Paid.



Figs. 115, 116. Used on Provincial Letters Posted at the Chief Office on which the Late Fee was not Paid.

Fig. 117. Used on Late Fee Letters Posted after 6 p.m.



Fig. 118. Used on Late Fee Letters Posted after 7 p.m.

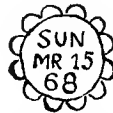


Fig. 119. Impressed on Letters Posted at the London Chief Office, and reaching the Chief Office out of course on Sunday.

In 1857 a machine to be worked by steam or foot, invented by Mr. Pearson Hill, son of Sir Rowland Hill, was also introduced into the London office ; but, whilst giving an excellent impression (Fig. 120), it was found to injure, and in some cases actually



Fig. 120

destroy, the letters. It was also considered imperfect and costly (50 guineas), and after a few months' trial was discarded.

Shortly afterwards another machine, known as the "Parallel," was brought forward by the same inventor, and this, which was worked by hand, came into use in May, 1858, the impression being as in Fig. 121. This latter stamp was manufactured by Messrs.



Fig. 121.

Walter May and Co., of Birmingham, at a cost of £6 10s. each. Twenty of them were purchased.

An improved machine, known as the "Pivot," was introduced by Mr. Pearson Hill in 1866. The dies of the postmark remained practically the same.

The following return for November, 1859, shows the stamps in use at the Chief London Office, their cost, and number of letters stamped by each :—

Description of stamp.	Number of letters stamped by each during morning and evening duty.	Time of each being in use.	Average number of letters stamped per minute.	Cost of stamp and remarks.
HAND STAMPS.				
Steel dated single stamp	2790	45 minutes	62	14s. 6d.
Wood dated single stamp .	3500	35 "	100	6d., destroyed daily after use.
Brass obliterating stamp .	4400	55 "	80	9d.
Steel dated double stamp .	2500	50 "	50	18s.
MACHINE STAMPS.				
Steel dated single stamp .	8268	53 "	156	} £8
Steel dated double stamp .	7200	60 "	120	

The whole staff of the Circulation Office, in 1860, consisted of 247 clerks, 42 inspectors, and 2431 sorters and postmen, divided into four classes. The estimated number of letters sorted per hour by each officer was 1200, and a similar number of letters bearing postage stamps could be obliterated in the same time. The date stamps in the Inland Office were under the charge of two special officers, whose duty it was to distribute them daily to the stampers, taking the signature of each against the impression of the stamp made in a book kept for that purpose, and at the close of the duty the stamps were collected and the dates altered for the following day.

In 1863 an inland pattern post was established. It was intended for *bona fide* trade patterns and samples only, and no articles sent by it might be of intrinsic value. The rates were originally as follows :—

	s.	d.
Under 4 ounces	0	3
„ 8 „	0	6
„ 16 „	1	0
„ 24 „	1	6

But in the autumn of 1864 these rates were reduced by one-third. No packet of patterns might exceed 24 ounces. The number of packets sent by this post in 1864 was only 500,000 ; but in 1865, when the exclusion of articles of intrinsic value ceased, the number of sample parcels rose to 1,000,000, and again when the rates were altered in 1866 to 2d. for every 4 ounces up to the maximum weight of 24 ounces, the number increased to 3,000,000. It was now evident that the sample post was fast becoming a post for small parcels of all kinds, and no efforts prevailed to check the abuse of the system. Early in 1870 the rate for patterns was assimilated to that for books, viz. 1d. for every 4 ounces, while the maximum weight was reduced to 12 ounces. By an Act of Parliament of 1870 the postage was, on the 1st of October of that year, reduced to one half-penny for every 2 ounces, and the opportunity was taken to lay down a more express rule that only *bona fide* patterns and samples should be sent. The enforcement of this rule caused difficulties of definition and some public discontent ; so finally, on the 5th October, 1871, the pattern post was abolished, the letter post being at the same time lowered to the following rates :—

For the first ounce	1d.
„ second ounce	$\frac{1}{2}$ d.
Every succeeding 2 ounces up to 12 ounces	$\frac{1}{2}$ d.
Above 12 ounces, for every ounce including the first	1d.

so as to permit of small packets being sent by letter post.

The first of the improved machine stamps, Mr. J. G. Azemar's, was introduced to the notice of the Postal Authorities in February, 1869 ; it was considered by the latter to be very ingenious, and approached nearer to perfection than any other kind which had been invented ; the rate of stamping amounted to over 49,000 per hour, but the number of letters missing the stamp was quite 10 per cent.



Fig. 121A. Postmark made by Azemar's machine.

Seven officers were required to attend to the machine, but the new invention could stamp as many letters in an hour as nine men could with the hand machines then in use. Attempts were made to improve the working of the machine, with a view to preventing letters missing the stamp, but as the average of misses continued to be at least 5 per cent., the use of the machine was discontinued, after having been tried on and off for about a year.

To Austria is due the distinction of having first introduced post cards, as they were brought into use in that country on the 1st October, 1869. In the United Kingdom

they were first issued under the authority of Act of Parliament (33-34 Vic. c. 79) on the 1st October, 1870. There was one quality only, and the face value of one halfpenny was the only charge made for them. To this gratuitous supply the wholesale stationery trade made strong objections, contending that the Post Office was unfairly competing with them, and pressed for plain cards to be allowed to pass under halfpenny adhesive stamps. This request was refused on the ground that the penny rate would be endangered, but the privilege of having private cards embossed at the Inland Revenue Office was conceded in February, 1872, and it was also decided that post cards should be sold only in bundles of twelve for 6½d. At the suggestion of the late Mr. W. E. Gladstone, a stout card of better quality was issued on the 1st February, 1875, at 8d. a dozen. When first introduced, the postage stamp on post cards was defaced in the London Office by perforation, and in the provincial offices, by either nipping a small piece out of the card or defacing the stamp with a single date-stamp. In the year 1871 it was estimated that no less than 75,000,000 post cards passed through the post.

Long before Christmas and New Year cards came into vogue, it was an annual custom on St. Valentine's Eve for swains to forward through the post to their lady-loves some token of their regard in the shape of a valentine. Some idea of the magnitude of the extra work thrown upon the Post Office may be gathered from the tabulated statement of the number posted in London alone :—

Year.	For delivery in London.	For delivery in the country.	Total.
1863	299,200	195,500	494,700
1864	326,300	204,000	530,300
1869	519,740	722,124	1,241,864
1870	550,000	756,201	1,306,201

In Liverpool, on one occasion, it was found necessary to employ forty hand-carts to facilitate the deliveries in the busiest districts, as it would have been impossible for the postmen to have carried the weight of correspondence.

CHAPTER II.

PAID LETTERS AND OFFICIAL CORRESPONDENCE.

WHEN adhesive postage stamps were first issued it was intended to supply the various Government offices with a stamp of the value of One Penny, specially adapted for their use. The design of the stamp was identical with that of the Penny, *black*, except that in the upper angles the letters "v" and "R", in Roman capitals, were inserted in place of the stars. Specimen sheets of the stamps were issued on the 7th and 8th May, 1840, to the Chief Offices of London, Edinburgh, and Dublin, for circulation to Postmasters, but immediately after their issue the instruction as regards their use would appear to have been countermanded, and very few of the specimens were circulated beyond the three chief offices. Yet it is well known that large numbers of unused copies got into the hands of collectors. It has also been stated that some of the stamps were used for postage, as postmarked copies on the original envelopes are known to exist. I have very strong doubts myself as to any "VR" stamps having been allowed to circulate, even as postage stamps, and if they were postmarked, the postmark was probably surreptitiously obtained.

There were two distinct classes of "Paid" letters—"Government Offices," and the letters from the public. On Government correspondence the "Crown" and "Free" marks were in use (Figs. 122-131).



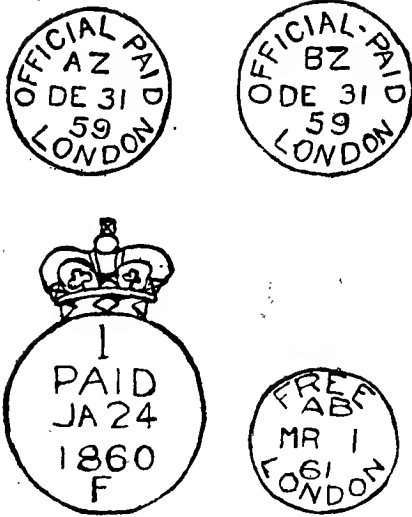
Figs. 122-123. Steel Paid Stamps



Fig. 124. Used on Official or Franked Correspondence.



Fig. 125.



Figs. 126-129. Official Paid Stamps for Government Correspondence.



Fig. 130.

POSTAGE
ACCOUNTED-FOR

Fig. 131. Used in *red* on Official letters delivered by letter-carrier instead of direct bags.

Various types of stamps were used on letters whereon payment had been made in money for postage:—Letters handed in at the windows of the Chief Office and paid for in cash were at first impressed with Fig. 132; afterwards they were impressed in the Inland Office with the paid date-stamp (Fig. 133).



Fig. 132. In *red*.

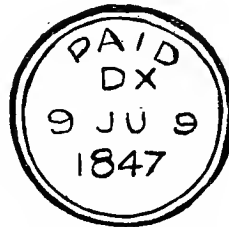


Fig. 133. In *red*.

The former system did not entirely cease until February, 1865, when the "Paid" date-stamp was considered sufficient to indicate that the letter was prepaid.

Other and smaller types of "Paid" stamps were introduced later, the single rim being used on the morning duty, and the double in the evening (Figs. 134-140).



Fig. 134.



Fig. 135.



Fig. 136.



Fig. 137.



Fig. 138.



Fig. 139.



Fig. 140.

Figs. 134-140. General Paid Stamps.

[NOTE.—With reference to what is stated, on page 25, as to the existence of *used* copies of the Penny "v.R.," it seems well to add that there is no doubt that a few copies did pass through the post on letters at an early date. Copies of this and of the ordinary 1d. and 2d. stamps were distributed as specimens, without being marked in any way to prevent their use upon letters, and copies of the "v.R." could easily be used by postal officials, or others into whose hands they might fall. They were not, of course, officially "allowed to circulate," but some of them did so; and no one at that time had any object in getting them surreptitiously postmarked.—E. B. EVANS.]

CHAPTER III.

REGISTERED LETTERS AND BANKERS' PARCELS.

THE Act of Parliament (1 Vic. c. 34) passed on the 12th July, 1837, had enabled the Postmaster-General, with the consent of the Treasury, to charge rates for registration of letters, but provided that this should not render the Post Office liable in case of loss. The Lords of the Treasury decided, however, in 1838, that cases might be judged on their merits, and that compensation might be given up to £5. A general scheme of Registration was accordingly arranged, and was to have come into force in June, 1839; the fee was to have been twopence on General Post letters (country), and one halfpenny on letters within the Twopenny Post limits (London), but owing to the news of impending reductions in postal rates, the scheme was abandoned at the last moment, as it was feared that with a largely increased correspondence the Post Office would not be able to cope with the registration work. On the 5th of December, 1839, when the uniform four-penny rate of postage came into operation, the Post Office, with the sanction of the Chancellor of the Exchequer, abandoned the old practice of entering money letters on the letter bill, but the scheme of registration was not again taken up and brought into operation until the 6th January, 1841. At the end of 1841 it was calculated that 60 registered letters were dispatched from London daily, and 1170 delivered in London weekly. The smallness of these numbers is accounted for by the large fee, which was one shilling. In 1848 the fee was reduced to sixpence, and from the 1st November, 1856, all letters marked "Registered" and dropped into a letter-box became liable to a fee of one shilling. On the 1st January, 1858, registration of letters to and from the Colonies at a fee of sixpence came into force. The total number of letters registered in the United Kingdom during 1860 was 1,500,000.

The Law Officers of the Crown were, in 1862, consulted as to the legality of compulsory registration of letters known to contain coin, bank notes, watches or jewellery, and their opinion was that the course suggested might be legally adopted. In August, 1862, the registration fee on London letters was reduced to fourpence, and at the same time it was notified that where letters obviously contained coin, when passing through the London office they would be compulsorily registered and charged a double fee of eightpence. Shortly afterwards the same compulsory rule was extended to the whole of the United Kingdom, and on the 1st January, 1863, the fee on letters marked "Registered" and dropped into a letter-box was reduced from one shilling to eightpence. The total number of registered letters for the year 1864 was about 2,130,000. Of this number only fourteen were lost, two of these being contained in the Macclesfield mail bag, which was stolen from the standard of the apparatus for exchanging mail bags at Chelford railway station, on the night of the 1st April, 1864.

The British registration fee on foreign and colonial letters was, on the 1st February, 1866, reduced from sixpence to fourpence, except in the case of France, where, under a Convention, a registration fee was charged equal to the postage. Compulsory registration of letters containing coin was extended to the Colonies on the 1st October, 1867. Between 1865 and 1871 the number of registered letters was about 3,000,000 a year.

The following are types of postmarks in use in the London office (Figs. 141-146):—



Figs. 141, 142. Used in *red* (on Foreign Registered Letters) and on registered letters in Registered Letter Branch.

In *black*.
Figs. 143, 144. Used on registered letters received from the provinces. The letter "M" signifies Morning and "E" Evening.



Fig. 145. Used in *black* for stamping slips and Registered Letter Bills.



Fig. 146. Labels used for Sealing Packets of Registered Letters.

When the registration system was first introduced, *green* covers were used for enclosing Registered letters sent from one part of the United Kingdom to another. These covers were discontinued in 1855, and all such letters were to be legibly stamped in *red* ink with the word "Registered," as in Fig. 147, and tied with *green* tape. *Green* string was substituted for tape in April, 1870.



Fig. 147.

BANKERS' PARCELS.

Upon several occasions I have been asked to give some particulars of the "Bankers' Parcel stamp," which is mentioned at page 18 of the earlier work. Ever since the introduction of mail coaches, in the year 1786, the conveyance of such parcels through the

medium of the post had at various times been suggested by interested parties. For various reasons the Post Office officials had objected to any such proposal, but particularly on the ground that if it became known that the Mail Coaches were the only conveyances carrying such valuable packages, they would become the sole object for plunder, either by collusion or direct attack, thereby endangering all other valuable property circulated by means of the post. It was also a matter of notoriety that many Bankers' parcels, containing property to an immense amount, had been stolen from coaches from time to time, and with all the Bankers' exertions for the safety of their property, their agents were repeatedly plundered.

On the 11th September, 1822, a Banker's parcel was stolen from the Ipswich Mail Coach, containing value to the amount of nearly forty thousand pounds of re-issuable bank notes, which were in the charge of a confidential clerk of the owners, who travelled as a passenger by the coach. A reward of five thousand pounds was offered for information which would lead to the arrest of the perpetrators of the robbery, but nothing further was heard of the matter, so that it was surmised that the affair was the work of confederates who travelled as passengers by the same coach. This robbery led Bankers and their friends in Parliament to commence a strenuous agitation, and using all their influence with the Government of the time, they promoted, early in the year 1825, a Bill in Parliament "For the conveyance of packets containing re-issuable Country Bank notes by the post from London, and for granting rates of postage for the conveyance of such packets." This Bill became an Act of Parliament (5 Geo. IV. c. 20). One of the regulations for the conveyance of Bankers' parcels through the post was that no packet was to be conveyed under the provisions of the Act unless it exceeded six ounces in weight. The charge for such packets was one-fourth of the ordinary postage rate, viz :—the same charge for an ounce as for a single letter rate, and the contents of the packets should be nothing whatever but "Notes issued by Country Bankers under annual license, and payable at the houses of their respective agents in London (and which notes shall have been paid by such agents in London) for conveyance by post within Great Britain to the Bank in the place at which such notes were first issued ; and to no other place." Under a later Act (1 Vic. c. 36) it was enacted "That every person who shall send or cause to be sent a Banker's parcel, wherein or upon the cover whereof there shall be writing or communication or anything other than negotiable notes contrary to the Post Office laws or the regulations of the Postmaster-General, shall forfeit £100."

All regulation as to the conveyance of such parcels was vested in the Postmaster-General, whose officers were, in cases of suspicion that anything was contained in the packets, save and except re-issuable notes, empowered under the Act to detain and open them, after notice in writing had been sent to the sender. Among the various regulations made in the chief office, London, for dealing with the receipt and dispatch of such parcels, was that they were to be prepaid and marked with a peculiar stamp that "will be different from any now in use, and will be of the following shape" :—

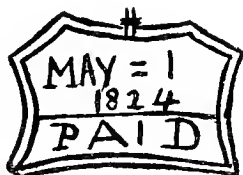


Fig. 138.



Fig. 140.

With the introduction of the uniform penny postage in 1840, the charge for Bankers' parcels was fixed at the same as ordinary letters, with this exception, that ordinary packets were not permitted to exceed 16 ounces in weight, whereas there was no limit

1/6

RE-ISSUABLE COUNTRY BANK NOTES ONLY



Spalding

The National Provincial Bank of England,

SPALDING.

fixed for Bankers' parcels, and the latter for some years continued to be treated exceptionally, their treatment being much the same as registered letters. Fig. 149 shows a type of mark used in *red* ink upon a Banker's parcel addressed as above.

CHAPTER IV.

NEWSPAPERS AND BOOKS.

THE State, though making no charge for the transmission of newspapers by post, had, since 1711, levied a Stamp Duty upon them. This duty was reduced as low as one penny in 1836. Newspapers could only be franked for foreign parts to the first port at which the mail arrived; after this they were charged postage according to weight, the consequence being that an English daily newspaper would cost in St. Petersburg about £40 per annum. When Uniform Penny Post became law, all periodical publications, including newspapers published in the United Kingdom at regular intervals, not exceeding thirty-one days, which bore an impressed stamp or stamps denoting the Stamp Duty, could be transmitted and re-transmitted through the post within the United Kingdom free of postage, providing the following conditions were complied with :—

Amount of Stamps impressed on the Publication.	Maximum Number of Sheets.	Maximum Superficial Extent of Letterpress on one side.
One Penny . . .	Two	2295 inches
Threepence . . .	Three	3443 „
Twopence . . .	Four	4591 „

The newspapers, etc. had to be posted within fifteen days of publication. If addressed to a person within the free delivery of the town where posted (in London within three miles of the General Post Office), it became liable to a postage rate of one penny, which had to be prepaid by affixing a postage stamp. Newspapers not conforming to these regulations were impressed with various postmarks (Figs. 150-155).

IMPERFECTLY
ADDRESSED

Fig. 150. Used on Newspapers.

*Not According to
Act of Parliament*

Fig. 151. Used on Newspapers bearing Impressed Stamp not Printed according to Regulations.

NOT ACCORDING TO
ACT OF PARLIAMENT

Fig. 152. Used on Newspapers irregularly Printed.

DETAINED
FOR POSTAGE

Fig. 153. Used in red on Newspapers.



Fig. 154. Used on Newspapers for Delivery within Three Miles.



Fig. 155. Used on Newspapers for Delivery in London improperly posted in the Box for Provincial Newspapers.

And if the publication was so folded as not to expose the impressed *red* stamp (Fig. 156), it became liable to a further charge and bore postmarks as in Figs. 157-159.



Fig. 156.

UNSTAMPED
PUBLICATION F D

Fig. 157. Used in red on Newspapers not bearing the Impressed Stamp.



Fig. 158. Used on Newspapers bearing Impressed Stamp not Exposed to View.



Fig. 159. Used on Newspapers bearing Impressed Stamp not Exposed to View.

The Stamp Duty continued to exist until 1855, when by an Act of Parliament (18 and 19 Vic. c. 27) newspapers were relieved of the compulsory stamp duty, principally on the ground that the wide circulation of newspapers was a most desirable object, tending to diffuse knowledge and to bind countries and colonies more to each other. It was also provided that any newspaper which should, after the passing of the Act, be stamped might pass free. Unstamped publications were forwarded under the Book-post regulations, and were impressed with marks as in Figs. 160, 161. Special arrangements

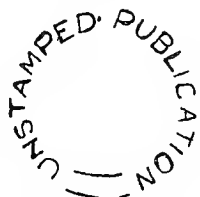


Fig. 160. Used on Newspapers Posted Unpaid.

UNSTAMPED
PUBLICATION

Fig. 161. Used on Unpaid Newspapers not bearing the Impressed Stamp.

existed between the Post Office and the *Illustrated London News*, the *London Times*, and the *Stamford Mercury*, which permitted them to circulate through the post under Book-post regulations, and to obviate the necessity of putting postage labels on each paper, the publishers were permitted by the Postmaster-General the use of special stamps. There were three values of these stamps—1d., 1½d., and 2d., as shown in Figs. 162-164.



Fig. 162.



Fig. 163.



Fig. 164.

In November, 1852, when the funeral of the great Duke of Wellington took place, the *Illustrated London News* sent not less than 100 tons of paper by post. The average sent every Friday night was 11 tons 4 cwt.

On and from the 30th June, 1855, the period allowed for posting newspapers, intended for transmission by post beyond the limits of the United Kingdom, was extended from seven to fifteen days after publication, but before the newspaper could be so forwarded it was requisite that the proprietor or printer should register it at the General Post Office, London, for transmission abroad. When a postage rate was chargeable it had in every instance to be prepaid, or the newspaper was stopped and sent to the Returned Letter Office. All newspapers not posted within the regulation time limit were stamped as Fig. 165.

OUT OF DATE

Fig. 165. Used in black on Newspapers not Posted within Fifteen Days from Printed Date of Issue.

The effect of this change in the law was to reduce by about one-fourth the number of newspapers passing through the post. The sum received by the Inland Revenue for impressed newspaper stamps amounted, in 1855, to £236,000, or about £6000 less than the newspaper duty. The average weight of a newspaper at this period was about three ounces.



Fig. 166. Used on Newspapers and Books improperly Posted in P.B.'s.



Fig. 167. Used on Newspapers Posted in P.B.'s.



Fig. 168.



Fig. 169.

Newspapers and book-packets when posted in town pillar-boxes were liable to detention, and when detained were postmarked as in Figs. 166, 167. When for this, or any other, reason a newspaper missed the regular dispatch it was marked as in Figs. 168, 169. At the instance of the newsvendors, the sorters were fined one

penny for every newspaper missent. Out of these fines the three senior sorters, who checked the missent lists, received £1 10s. a quarter, and the remaining surplus was divided among all the sorters. The latter, while admitting the necessity of some punishment for missending, objected to this system on the ground that they did not like pence being handed to them which came out of the pockets of their brother officers. In 1860, therefore, the system of fining was abolished and punishment inflicted by extra duty.

In the year 1848, on the recommendation of Sir Rowland Hill, book-post was established with the intention of benefiting both education and literature, the rate of postage being fixed at sixpence per pound. For a short period after its establishment only one volume was allowed to be enclosed in each packet, but this restriction was soon removed. The postage rates were reduced in 1855 to the following scale :—

Not exceeding 4 ounces	.	.	1d.
„ 8 „	.	.	2d.
„ 1 pound	.	.	4d.

and 2d. for every additional half-pound (or any less weight) thereafter.

If a book-packet were found to contain any letter, or enclosure sealed or otherwise closed against inspection, one of the postmarks (Figs. 170, 171) was impressed on the packet.

CONTAINS AN ENCLOSURE

Fig. 170.

Used on Book-packets and Newspapers containing Unauthorised Enclosures.



Fig. 171.

When a packet was not sufficiently prepaid with stamps but nevertheless bore a stamp of the value of One Penny, it was postmarked as in Figs. 172, 173, and forwarded charged with the deficient book-postage, together with an additional rate of fourpence.

OVER 4 OZ

Fig. 172. Used on Book Packets.



Fig. 173. Used on Newspapers and Books Insufficiently Stamped.

In the year 1855 it was estimated that about three million book-packets passed through the post; in 1857, when circulars were first admitted to pass at the book-post rate, the number rose to six millions; in 1860 it was twelve millions, and in 1862 it had risen to fourteen millions.

Printed proceedings of the Imperial Parliament in covers open at the ends were allowed to circulate within the United Kingdom at the following rates of postage :—

Not exceeding 4 ounces	.	.	1d.
„ 8 „	.	.	2d.
„ 12 „	.	.	3d.
„ 16 „	.	.	4d.

with one penny for every additional four ounces. Prepayment was optional, and if made in part the simple difference only was charged; such packets were postmarked as Fig. 174. In 1866 the rate for book-packets was assimilated to those for Parlia-

PARLIAMENTARY
PROCEEDINGS

Fig. 174. Papers so Stamped were liable to a Reduced Rate of Postage.

mentary proceedings, thus giving intermediate rates for twelve and twenty ounces. On the 1st October, 1870, the rate prescribed by the Act (33 and 34 Vic. c. 79) came into operation, viz. one halfpenny for every two ounces, and the number of book-packets passing through the post in 1871 was 99,000,000! With this change the old *red* impressed stamps were abolished; thus, newspapers which had previously passed indiscriminately under either an Inland Revenue or a Post Office stamp now became subject to the Post Office alone. A new class of obliterating stamps was introduced, made of cork (Figs. 175, 176). This class of stamp was, after a while, used for



Fig. 175.



Fig. 176.

obliterating postage labels on book-packets, and an entirely new stamp, fitted with felt dies, constructed with a reservoir fixed in the handle to hold the stamping composition, and so avoid the necessity of using the ink-pad, was invented. These stamps were cut in various types (Figs. 177-191), which were used mainly for obliterating postage stamps on newspapers and halfpenny postage matter.



Fig. 177.



Fig. 178.



Fig. 179.



Fig. 180.



Fig. 181.



Fig. 182.



Fig. 183.



Fig. 184.



Fig. 185.



Fig. 186.



Fig. 187.



Fig. 188.



Fig. 189.



Fig. 190.



Fig. 191.

The postage on newspapers had to be prepaid either by an adhesive stamp or by the use of a stamped wrapper, but a special arrangement was made with the Post Office by two newspapers, the *London Times* and the *Stamford Mercury*, under which they were allowed to bear an obliterated postage stamp impressed on the newspaper itself, as stated in the following notice :—

“On and after the 1st October (1870), certain copies of the *London Times* and of the *Stamford Mercury* Newspapers will bear an obliterated postage stamp impressed on the Newspaper itself, but this impressed stamp will be available for such copies only as are posted at the General Post Office, London, or at the Head Post Office in Stamford respectively.

“The postage on copies of the *Times* or *Stamford Mercury* posted elsewhere must be prepaid either by a halfpenny postage label or a stamped Newspaper Wrapper, otherwise they must be charged with Postage.”

Fig. 192 is a specimen of the mark used by the *Stamford Mercury* which bears the obliteration number of Stamford.



Fig. 192.

Under the Act 33 and 34 Vic. c. 79 no newspaper could be sent by post in the United Kingdom as a newspaper unless it had been accepted as such by the postal authorities, and placed on the register at the General Post Office. The fee payable on the

NOT-REGISTERED

Fig. 193. Used in red on Newspapers not Registered for Transmission Abroad.

admission of a newspaper to the register was five shillings. Registration for circulation within the United Kingdom included registration for foreign transmission without the payment of a second fee. Newspapers which had not been officially registered on reaching the Post Office were impressed as in Fig. 193.

Various other marks are to be found on newspapers when addressed abroad (Figs. 194-199).

INSUFFICIENTLY
STAMPED

Fig. 194. Used in *red* on Newspapers for Abroad Insufficiently Stamped.



Fig. 195. Used in *red* on Newspapers for Abroad on which Postage cannot be wholly Prepaid (signifies "Part Paid").



Fig. 196. Used in *black* on Newspapers for places Abroad on which Postage is not Prepaid.



Fig. 197. Used in *red* on wholly Prepaid Newspapers for Belgium.



Figs. 198, 199. Used in *red* on wholly Prepaid Newspapers for Belgium and France respectively.

The abolition of the impressed stamp on newspapers was the means of saving considerable time and labour; the newspapers previously had to be separated, so that the stamps on those bearing postage labels could be obliterated. It was estimated that in the year 1871 103,000,000 newspapers passed through the post.

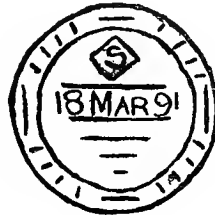


Fig. 200.

In August, 1876, an arrangement was made with the firm of W. H. Smith and Son by which the postal authorities granted them the use of a special obliteration stamp (Fig. 200) to cancel at their own offices the wrappers of the newspapers which were sent direct to Euston Station for transmission by the early day mails on the London and North-Western Railway.

CHAPTER V.

RETURNED LETTER BRANCH.

WHEN it had been fully ascertained that nothing further could be done to effect the delivery of an imperfectly or improperly addressed letter, it was at once passed on to the "Dead" or "Returned" Letter Branch. Every such letter (except those from abroad) was opened, redirected and reposted on the day of its arrival there; but by an arrangement made in 1853, if the returned letter bore the writer's name and address on the outside of the cover, it would not be opened but sent back to this address. In 1860 the number of letters returned by each officer employed on the duty was from 260 to 280 per day, or on an average about forty letters per hour.

From the early days of Uniform Penny Postage the Post Office and the public had been troubled with a restless adventurer named Joseph Ady, a man who spoke the language and wore the dress of a Quaker. Whether he really belonged to the Society of Friends is certainly doubtful; however, this person was continually posting a large number of letters to inform individuals that he knew something to their advantage, which, for a stated fee, he was ready to divulge. As all these letters were unpaid, many were rejected, and found their way to the Returned Letter Office. Mr. Ady was called upon to pay considerable sums on account of postage, which demand he treated with contumacy, and owing to the difficulty of proving his handwriting he had been successful in eluding the payment of postage. This led to the strengthening of power for enforcing the payment of postage. Under Clause XII of 10 and 11 Vic. cap. 85, 1847, the Post Office was authorised to compel the sender of unpaid letters, which were refused by the addressees, to pay the postage thereof, and Clause XIII enacts that the Post Office stamps shall be the evidence of the letters being rejected. "Such postage," the Act says, "shall be sought to be recovered, having thereupon a post office stamp denoting that such letter had been refused or rejected." The Post Office stamp here referred to is such as Figs. 201-204.



Fig. 201.



Fig. 202.



Fig. 203.



Fig. 204.

There were two others of this class of stamp, inscribed, respectively, "The party to whom this letter is addressed is Dead," and "The party to whom this letter is addressed has not called for it."

All these stamps were impressed in *red* ink. Previously no such stamps were in use. The reason for the letter being returned had hitherto been usually written thereon.

Ady was the first person to be sued under the new Act. He was summoned before the magistrate at Bow Street for the recovery of £16 10s., due for postage on returned letters. His first contention was that the prepayment of postage was purely optional; another that the recent Act had been passed to ruin him. He was ordered to pay the sum due, failing which he was committed to prison; but by representing his inability to pay the sum demanded (he being seventy-three years of age, and in feeble health), and promising to offend no more, he obtained his release. No sooner, however, was he free than the old game recommenced, with the result that he was for some years in and out of prison. His last release was in April, 1852, it being granted at the request of the prison surgeon, and it appears that shortly afterwards he died.

During the railway mania, 1845-50, several serious frauds were committed by means of false postmarking. The system adopted was to send, under cover, to various postmasters in the country, sealed letters bearing postage labels, addressed to directors of railway companies, soliciting under fictitious signatures the allotment of shares. The postmasters were requested to forward the letters through their office to the respective

POSTED AT UNDER
COVER TO THE POSTMASTER OF

Fig. 205. Used in *black* on Letters forwarded under cover to the Postmaster of any town specified.

addresses, and at the same time to give instructions as to the delivery of the replies to some temporary address. When the nature of such proceedings was brought to the notice of the postal authorities, they immediately issued instructions to postmasters to send all such packets of letters to the Returned Letter Office, where the letters enclosed in such packets were impressed with the mark shown in Fig. 205.

Letters, the address of which could not be deciphered, as in Fig. 206, and all illegible, misspelt, misdirected or insufficiently addressed letters, or packets, were impressed with special postmarks and sent daily in large numbers to the R.L.O. At



Fig. 206.

first sight the superscription on the illustration given may appear to be a joke, but as the letter bore two penny stamps for postage, the presumption is that it was intended for delivery.

The following table shows, for England and Wales, the number of returned letters for the year 1868, and the manner of their disposal :—

Returned to the senders	2,790,285
Reissued to corrected addresses	117,684
Returned unopened to foreign countries	109,754
Destroyed or retained in hand	240,484
Total	3,258,207

If a letter was found to contain anything of value, such as bank notes, cheques, postage stamps, coin or valuable jewellery, the precaution was taken of making a special record of it, and if it was returned it was sent as a registered returned letter. The letters and packets containing valuables received in the Returned Letter Branch in 1867 numbered 58,538, of which 52,281 were returned to the writers. In the same year no less than 9169 letters were posted without any address, of which number 236 contained cash, notes, bills, etc., to the amount of £2140.

The following are various types of stamps in use in the Returned Letter Office, Figs. 207-214 :—



Fig. 207. Used in red on Letters Posted Unpaid for Places where Prepayment was Compulsory.

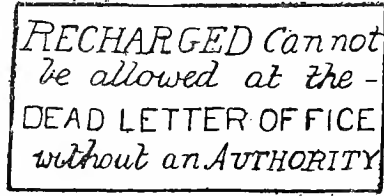


Fig. 208. Used in red on Letters Returned from Foreign Countries without reason having been assigned.



In black.

Figs. 209, 210. Used on Unpaid Letters Addressed to a Postmaster but returned to Dead Letter Office for Allowance.



In red.

UNCLAIMED

Fig. 211. Used in red on Unclaimed Letters in R.L.O.

*Received open and resealed
in the Dead Letter Office*

Fig. 212. In red.

BEING IN THE SPANISH LANGUAGE
THIS PAPER IS PROHIBITED FROM
CIRCULATION IN SPAIN

Fig. 213. In red.

SENT BACK TO ENGLAND
WITHOUT A REASON
FOR NON-DELIVERY

Fig. 214. In red.

CHAPTER VI.

LONDON DISTRICT

THE Twopenny Post Office, as it was called, at the time when the Uniform Penny Post became law, still retained the same types of stamps as were introduced in 1836, and shown in the earlier volume on British postmarks. Fig. 215 is one of the types not

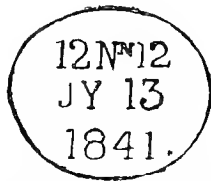


Fig. 215. Oval stamp in red, in use in London District Office.

already noticed, which was brought into use in 1836-7. The earlier marks were somewhat smaller. Paid marks were brought into use at the Receiving Houses, as shown in Figs. 216, 217. "E.O." in Fig. 216 signifies Eastern Office. The limits of the Two-

EO Strand
1^o py P-Paid

Portugal-St
1^o - PAID

Figs. 216, 217. Types of Paid Marks which came in during 1840.

penny Post, which are fully described in the previous work on the early postmarks, were still maintained. The deliveries and collections of letters remained the same until 1842, when an extra delivery and collection were granted to the whole of the districts. Previous to this improvement a letter posted at any London Receiving House after two in the afternoon was not delivered to places no more remote than Islington or Bayswater until the next morning. What was known as the Town District extended from Sloane Street in the west to Blackwall in the east, and from Regent's Park in the north to the Kent Road in the south. London within this area, from November, 1842, had seven deliveries and collections a day. Places on the boundary of the three-mile circle such as Camberwell, Newington Butts, Islington, Hackney, etc., had six. Places beyond the three-mile circle had five, and the greater portion of the places beyond six miles had four. Letters sent to outlying districts on Saturday evening were in many cases delivered on the Sunday morning. In 1844 the designation of "Twopenny Post" was altered to "London District Post Office." The chief office was situated in St. Martin's-le-Grand, with branch offices at Lombard Street, Charing Cross, Borough, Old Cavendish Street, and Vere Street, and letter-carriers' offices in all the outlying districts. A Maltese Cross type of stamp was still in use in the Branch Offices (Figs. 218-221).



Fig. 218.

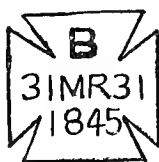


Fig. 219.

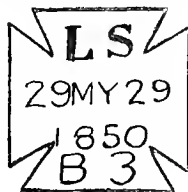


Fig. 220.



Fig. 221.

The stamping duty in the London District Office was very complicated. Take, for instance, the case of a prepaid letter bearing a postage label. It was first impressed, in *red* ink, with the date and hour stamp, Fig. 222, and in addition to the

Fig. 222. "1 AN 1" denotes
One O'clock Afternoon.

Fig. 223.

Chief-Office.

Fig. 224.

obliteration mark (Fig. 223) the letter was also impressed, generally in a *bluish green* ink, with the Chief Office stamp (Fig. 224).

Three separate operations. But if the letter were paid for in money, two stamp impressions were all that were necessary (Figs. 225, 226).

Chief Office
1^d - PAID

Fig. 225.

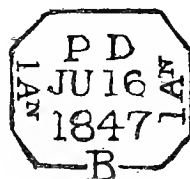


Fig. 226.

So long as the Post Office continued to treat the whole of the London District as one town, and to serve it from one central office, it could not have greatly increased the number of receptacles for letters, for the reason that all district post letters were collected and carried from the receiving houses to the Chief Office, there to be sorted and re-distributed. In this way a letter posted (say) at Cavendish Square and addressed to Hanover Square, a distance of a few hundred yards only, went to the General Post Office, was sorted, and then sent back to its destination, thus travelling a distance of four or five miles.

The London District Sorting Office was divided into six roads, viz., Barnet, Croydon, Enfield, Hampton, Hounslow, and Woolwich, and among these roads all the correspondence for the outlying districts was divided; while all the correspondence for the town delivery was divided into walks, a "walk" meaning a certain quantity of ground marked out for a postman to deliver letters upon. From the Chief Office to the outlying districts the bags were conveyed mainly by post-boys, each route being known as a "ride"—as, for instance, "Barnet ride." The post-boy on his journey down delivered bags *en route* at Islington, Holloway, Highgate, Finchley Common, Whetstone, and Barnet; on the "Woolwich ride," at Kent Road, New Cross, Deptford, Blackheath, and Woolwich. All the offices at which bags were delivered

were Letter-carriers' offices, but no sorting of any kind was done at these local offices, even the sorting of letters for the "walks" in the local districts being done at the Chief Office. The letters collected from the receiving houses were stamped with the marks of the offices where they were posted, as shown in Figs. 227-235. They were

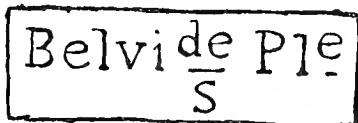


Fig. 227.

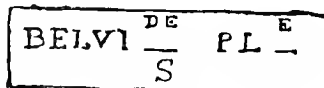


Fig. 228.

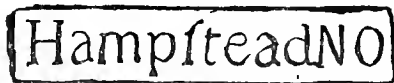


Fig. 229.

PANCRAS VALE

Fig. 230.

NEW NORTH RD

Fig. 231.

Walworth RD

Fig. 232.

MAIDA-HILL

Fig. 233.

Mill-Hill

Fig. 234.

Kennington✠

Fig. 235.



Fig. 236.



Fig. 237.



Fig. 238.

also stamped at the local district offices, as in Figs. 236-238. The whole collection was then placed, unsorted, in a bag ready for the post-boy on his return journey to the Chief Office. At the end of this volume will be found a list of places which were within the limits of the London District Post delivery in 1857 (see Appendix B).

Many and important improvements were now being made, all having a tendency to give greater and better facilities for rapid collection and delivery of letters. The street-door letter-box, which was strongly recommended to the public by the Post Office as a means to help rapid delivery, was first brought to notice in May, 1849. Pillar letter-boxes were first set up, as an experiment, on the 23rd of November, 1852, and the favoured spot chosen was St. Helier, Jersey! It was not until early in 1855 that six boxes were erected in London.

- (1) On the north side of Fleet Street, near No. 101.
- (2) „ south side of the Strand, near No. 180.
- (3) „ north side of Pall Mall, at the corner of the Army and Navy Club.
- (4) „ „ of Piccadilly, at the corner of Bolton Street.
- (5) At the west corner of Grosvenor Place.
- (6) At Rutland Gate.

These boxes were found to afford much public accommodation; one advantage was that they could be cleared at hours when it would be unreasonable to expect receiving houses to be open. Their numbers consequently increased rapidly, especially in London. The London District Post, which until 1854 existed as a separate department, was in that year abolished by the amalgamation of the two corps of London letter-carriers, those attached to the "General Post" and those belonging to the "London District." The former were known popularly by their *red* and the latter by their *blue* uniforms. The object of this amalgamation was to avoid the waste of time and trouble, and the expense consequent upon two men going over the same ground to distribute two classes of letters which could, without any real difficulty, be delivered together. The union of the General and District letter-carriers necessitated a re-arrangement of walks, and with a view to promoting a more rapid and correct delivery of letters in the Metropolis, London and its suburbs, within a circle of twelve miles from the General Post Office, were, for postal purposes, divided into ten districts, each being treated in many respects as a separate town. Thus, instead of all district post letters being carried to the Chief Office in St. Martin's-le-Grand, they were sorted and re-distributed from the office of the district in which they were posted, so that the time of transmission was greatly reduced. The old type of stamp (Fig. 239) used in the London District Office was now abolished, and a new type (Fig. 240) was introduced.



Fig. 239.



Fig. 240.

The combined or duplex stamp was also introduced (Figs. 241 and 242).



Fig. 241.

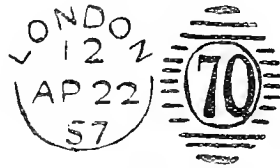


Fig. 242.

The difference between the Inland and London District double stamps is the number of the obliterating mark, Inland being 1-60, and London District 61-100. In the London District Office figures were inserted for the hours; in the Inland Office letters were used for the same purpose.

Before the introduction of the London "Districts" much confusion and delay arose from there being several streets of the same name; for instance, there were about fifty "King Streets," fifty "Queen Streets," and sixty "John" and "William" Streets. A good nomenclature of the streets in London, and the numbering of the houses, greatly facilitated the correct delivery of letters, and gave considerable security against errors. One case, which actually occurred, will illustrate in a striking manner the necessity of avoiding all duplications within the same street of the numbering of houses. It would appear that in a certain street there were two houses which not only bore the same number, but were also occupied by persons of the same name. To one of these a letter was addressed containing money orders to the value of upwards of £6, but there being

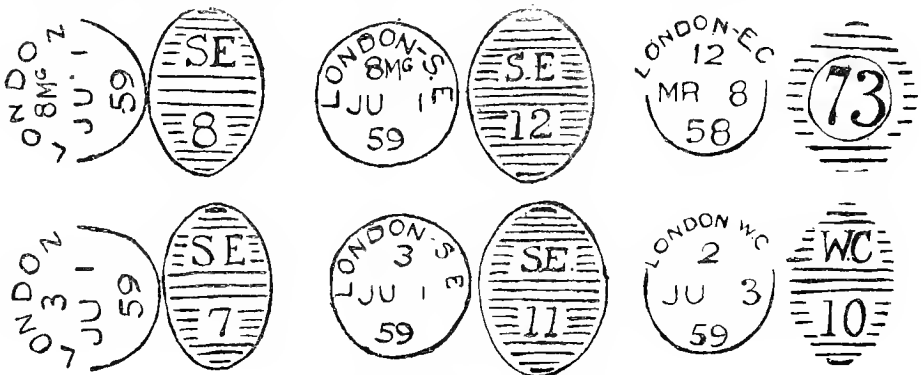
nothing to distinguish one occupant or one house from the other the letter reached the wrong person, who forged the signature of his namesake and obtained payment of the money orders, an offence for which he was tried and punished. It was stated that irregularity of numbering was carried in some instances to such an extent as to have the same number on seven different houses in the same street. In particular places some ridiculous anomalies were reported. An Inspector of Letter Carriers gives the following ludicrous instance: "On arriving at a house in the middle of a street I observed a brass number, '95,' on the door, the houses on each side being numbered respectively 14 and 16. A woman came to the door, and when I requested to be informed why 95 should appear between 14 and 16, she said it was the number of a house she formerly lived at in another street, and it (meaning the brass plate) being a very good one, she thought it would do for her present residence as well as any other."

The first number of the British Postal Guide was issued on May 1st, 1856. Its principal contents consisted of information regarding the Post Office, such as rates of postage, inland, colonial, and foreign money orders, and lists of Post Offices with the number of the obliteration mark in use in each. In the third edition, issued January 1st, 1857, will be found a list of the principal streets and places in London and its environs, with their postal districts. This list was added for the purpose of educating the public in regard to the new postal districts, the whole usefulness of which depended solely on the co-operation of the public, who were officially requested to append the initials of the district to their addresses. This co-operation was readily given, and at the suggestion of Mr. F. J. Horniman, it was decided, early in 1857, to add to the London stamps the district initials, as on Fig. 243.



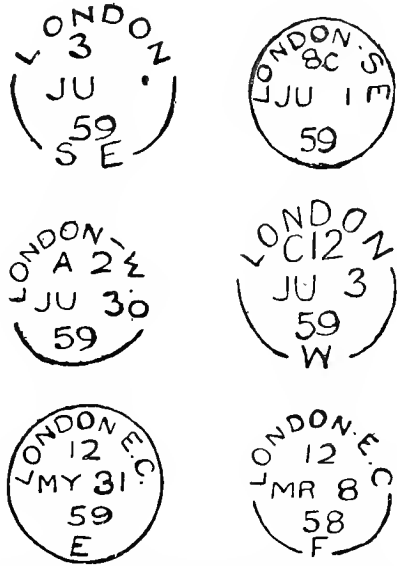
Fig. 243.

The ten * districts were as follows: East Central, West Central, Northern, Southern, Eastern, North-Eastern, South-Eastern (Borough Branch Office), Western (Old Cavendish Street Branch Office), North-Western, and South-Western. A complete set of all types of stamps in use in the ten London District Offices, with an explanation of each, are given in Figs. 244-265.



Figs. 244-249. Combined Date and Obliteration Marks.

* The number appears to have been reduced later to *nine* by the abolition of the Southern District, unless Mr. Hendy made a mistake in this matter. His original list only included nine, but he omitted "Eastern."—E. B. EVANS.



Figs. 250-255. Date Stamps. Each of these Types was in use in several of the District Offices.



Fig. 256. Obliteration in general use in all District Offices.



Fig. 257. Obliteration used by Inspectors at W.D.O.



Figs. 258-261. General Paid Marks.



Fig. 262. General Paid Mark on Government Letters.



Figs. 263-265. Used for Stamping Money Orders.

The following are types of miscellaneous marks in use in the District Offices (Figs. 266-273).

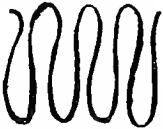


Fig. 266. Obliteration used in W.D.O.



Fig. 267. Used on Missorted Letters and Newspapers.



Fig. 268. Used on Letters banded to Suburban Mail-cart Drivers.



Fig. 269. Used on Letters on which rd. is due for Postage.



Fig. 270. Used on Letters bearing Wrong Postal District.

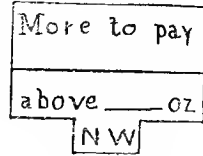


Fig. 271

Received open and resealed at the S W District Office.

Fig. 272. Used on Open or Damaged Letters.



Fig. 273.

In 1857 it was also decided that the oblong stamp in use at the receiving houses (see Figs. 227-235) should be put out of use and a neat type of circular stamp substituted as new stamps became necessary (Figs. 274-278).

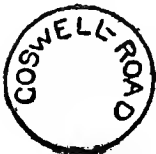


Fig. 274.



Fig. 275.



Fig. 276.



Fig. 277.



Fig. 278.

Another very important change was carried out in 1857, when a late evening delivery, terminating about 9 p.m., was established to all places within six or seven miles of London. This late delivery had the effect of rendering unnecessary the Sunday morning delivery of letters in the districts served.

The whole of the receiving houses, some 500, and the following branch or letter-carrier offices, were under the control of the Postmasters of the districts in which they were situated:—

1 Highgate.	18 Deptford.	35 Twickenham.
2 Finchley.	20 Greenwich.	36 Hampton.
3 Whetstone.	21 Woolwich.	37 Brompton.
4 Hampstead.	22 Eltham.	38 Kensington.
5 Hendon.	23 Bexley.	39 Hammersmith.
6 Edgware.	24 Dulwich.	40 Acton.
7 Stoke Newington.	25 Sydenham.	41 Brentford.
8 Tottenham.	26 Beckenham.	42 Paddington.
10 Edmonton.	27 Clapham.	43 Charing Cross.
11 Enfield.	28 Tooting.	44 North Row (Branch Office).
12 Bow.	29 Mitcham.	45 Portland Street.
13 Stratford.	30 Carshalton.	46 Stepney.
14 Leyton.	31 Wandsworth.	47 Southwark.
15 Woodford.	32 Putney.	48 Shoreditch.
16 Chigwell.	33 Mortlake.	49 Sidmouth Street (Branch Office).
17 Ilford.	34 Richmond.	



Fig. 279.



Fig. 280.



Fig. 281.

The number against each office denotes the number of its obliteration stamp; the types of the obliteration and date stamps are shown in Figs. 279–281.

When the ten London districts were formed, Lombard Street and Charing Cross remained branch offices, and it was decided that the Maltese Cross types of mark should be abolished, and new types introduced at both offices (Figs. 282–286).



Fig. 282. Used on Paid Letters.



Fig. 283. Used on ordinary Letters posted before 3 p.m.



Fig. 284. Used on Prepaid Foreign Letters,

The Maltese Cross type of mark in use at the Houses of Parliament (Fig. 287) was also abolished, and new types were introduced (Figs. 288, 289).



Fig. 285.



Fig. 286.



Fig. 287.



Fig. 288.



Fig. 289.



Fig. 290. Used on Late Fee Letters Posted in the Evening between 7 and 7.30 p.m.

Letters for the night mail could be posted, for an extra payment of one penny, up to 6.45 p.m. at the London District offices, and up to 7.30 p.m. at the Chief Office. These letters were impressed with a special stamp, shown in Fig. 290. In 1865 an arrangement was made by which letters for the night mail could be posted up to 6.45 p.m. for an extra charge of one penny, up to 7.15 p.m. for an extra charge of twopence, at the Chief and District offices, and for an extra charge of fourpence up to 7.30 p.m. at the Chief office.

What was practically a suburban Branch Office of the Western District of London was opened, early in 1868, at Spring Street, Paddington. This was not only a Letter Carriers and Sorting Office, but all classes of business were transacted at a public counter. When, in the year 1869, it was decided that the Telegraph System of the country should be transferred to the control of the Post Office, it was considered both necessary and advantageous to extend the system of Branch Offices by abolishing many of the larger Receiving Offices and establishing Branch Offices in their stead, so that postal and telegraphic business could be transacted by Post Office officials at the one office. A large number of such offices were opened early in 1870. The types of obliteration stamps in use at these offices are shown in Figs. 291-293.



Fig. 291. Mark Lane.



Fig. 292. Paddington.



Fig. 293. Throgmorton Avenue.

The following are complete lists of such offices as established in the year 1876:—

BRANCH OFFICES (1876).

EAST CENTRAL DISTRICT.

Bishopsgate Street Without, No. 173.	Holborn Viaduct.
Cannon Street, No. 101.	Leadenhall Street.
Cornhill, No. 27.	Little Tower Street.
Eastcheap, No. 3.	Lombard Street.
Farringdon Street.	Lothbury.
Fenchurch Street.	Lower Thames Street.
Finsbury Square.	Ludgate Circus.
Goswell Road.	Mark Lane, No. 16.
Gracechurch Street.	Seething Lane (Corn Exchange).
Gresham House, Bishopsgate.	Smithfield Market.
"Temple Bar" (30 Fleet Street).	

EASTERN DISTRICT.

Blackwall Railway Station.	St. Katherine's Docks.
Poplar.	Shoreditch.
Victoria Dock.	

NORTHERN DISTRICT.

Highbury (Station).	Islington (Angel).
King's Cross.	

NORTH-WESTERN DISTRICT.

Camden Road.	Hampstead Green.
Euston Square Station.	Haverstock Hill.
St. John's Wood.	

SOUTH-EASTERN DISTRICT.

Blackheath Village.	Crystal Palace.
Borough High Street.	Greenwich.
Camberwell.	Lambeth.
Peckham (High Street).	

SOUTH-WESTERN DISTRICT.

Charles Street (18 Haymarket).	Houses of Parliament.
Churton Street.	Putney.
Clapham Common.	St. George's Place, Knightsbridge.
Exhibition Road.	St. James's Street.
Fulham.	Walham Green.
Westminster Palace Hotel.	

WESTERN DISTRICT.

Burlington House.	Oxford Street.
Edgware Road (South).	Piccadilly Circus.
Langham Place (Hotel).	Spring Street (Paddington).
London Street (Paddington).	South Audley Street.
Notting Hill, Archer Street.	Westbourne Grove (Paddington).
„ High Street.	Young Street.

WEST CENTRAL DISTRICT.

Charing Cross.	Holborn, No. 20.
Covent Garden.	Lincoln's Inn.
	Strand.

About 1873, with a view to giving an earlier morning delivery to the outlying London Districts, a large extension of the District sorting offices took place within what was termed the inner Suburban Division. The following are types of stamps in use at these offices (Figs. 294-302) :—



Fig. 294. Poplar.



Fig. 295. Clapton.



Fig. 296.



Fig. 297.



Fig. 298. In some types a line is drawn between the number and the letter, thus $\frac{48}{B}$



Fig. 299. This office is No. 301.



Fig. 300.



Fig. 301.



Fig. 302.

CHAPTER VII.

FOREIGN BRANCH.

IN April, 1840, the Foreign Letter Office, which had hitherto been separate and independent, was consolidated with the Inland Office. The duty of opening and dispatching foreign mails was performed by the general body of clerks; all inward foreign mails were opened, and the letters, which between 1840 and 1860 in nearly every instance reached this country with postage unpaid, were taxed with the postage due upon them. The duty of taxing was a very difficult one, as the rates varied so much in the different countries; for instance, in 1848, for letters not exceeding $\frac{1}{4}$ ounce the postage was to or from—Africa, 8d.; China via Marseilles, 1s. 10d., via Southampton, 1s.; Egypt, 1s. 8d.; Java, 1s.; Gibraltar, 1s.; Vigo, 2s. 2d.; Brazil, 2s. 9d.; Monte Video, 2s. 7d.; Chili, 2s.; France, 10d., and Holland, 1s. The rates of postage between the Mother Country and the various Colonies varied between 8d. and 1s., according to whether the letter happened to be conveyed by a private ship or a regular packet. In many cases these charges only meant the sea-rate, and the inland rate had to be added; in other cases heavy transit rates had to be accounted for.

A convention was signed in London on the 15th December, 1848, between Great Britain and the United States, for an improvement in communication by post between their respective territories. Under Article V of this convention the United States granted the transit through their territory for closed mails, accompanied by a British officer. When these mails reached New York they were forwarded by the first Packet Boat (either English or American) sailing for England. All letters reaching London by these mails were impressed with stamps to distinguish whether conveyed by British (Cunard) or United States (Collins) Packets (Figs. 303, 304).

A handwritten postmark consisting of two lines of text. The first line reads 'ART-5' and the second line reads 'BR PKT'. The letters are in a simple, slightly irregular hand.

Fig. 303.

A handwritten postmark consisting of two lines of text. The first line reads 'ART-5' and the second line reads 'US PKT'. The letters are in a simple, slightly irregular hand.

Fig. 304.

Under Article XII single-rate letters from foreign countries, passing through the United Kingdom for the United States, were liable to a transit rate according to weight, and were postmarked as in Fig. 305.

A handwritten postmark consisting of a large numeral '5' above the word 'CENTS'. The '5' is significantly larger than the word below it.

Fig. 305. Used in red; various amounts indicate what is claimed or allowed upon Letters for the United States of America.

Towards the end of 1851 a popular demand arose for a low rate of transmarine postage—"Ocean Penny Postage" with the Colonies. The proposed measure was not adopted, but early in 1853 the Lords of the Treasury gave their authority for a uniform sixpenny rate to be established with any of the Colonies who were desirous of joining in

such an arrangement. It is noticeable that, although the Home Government has no power whatever to compel a self-governing Colony to alter its postage rates, yet all of them joined most willingly in the arrangement. The measure proved a good one, not only by diminishing the rates of postage, but by rendering the rates uniform and simple, many sources of error and trouble, especially to the clerks of the Foreign Branch, were removed.

By an agreement with France, which took effect from the 1st January, 1855, the minimum postage rate was reduced to a uniform one of fourpence, if prepaid, a double rate being levied upon unpaid letters. This arrangement was eventually embodied in a postal convention between the two countries, dated 24th September, 1856. Under Article II, in addition to the regular mail service, letters were to be exchanged between several British and French ports, such mails being carried by private vessels of either country, a gratuity of one penny being paid on each letter. This means of communication became so constant that all the vessels carried movable boxes on board for collecting such letters, and stamps were brought into use for postmarking letters so posted. Fig. 306 is a type of the mark in use in the London office. Similar stamps were in use elsewhere (Figs. 307, 308).

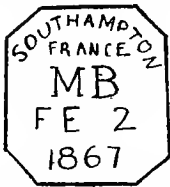


Fig. 307. Havre and Southampton.

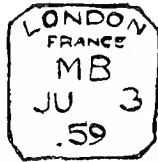


Fig. 306. "M.B." means "Movable Box." Used on Letters posted in movable boxes on board steamers from France, impressed in red ink.

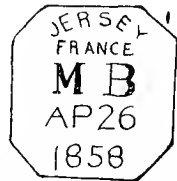


Fig. 308. St. Malo and Jersey.

Under Article XXXII of the same convention, it was agreed that all ordinary unpaid correspondence, charged with transit or sea rates, which should be exchanged in the mails between the two countries, "shall receive, in some conspicuous part of the address, the impression in black ink of a stamp intended to show the rate at which the dispatching office shall have delivered those letters to the other office." The following are types of the stamps in use in Great Britain (Figs. 309, 318); somewhat similar types were in use in France bearing the letters "FR" instead of "GB"



Fig. 309.

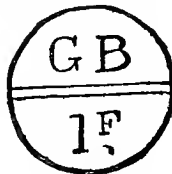


Fig. 310.



Fig. 311.



Fig. 312.



Fig. 313.



Fig. 314.



Fig. 315.

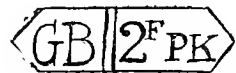


Fig. 316.



Fig. 317.

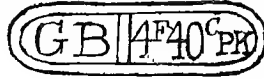


Fig. 318.

Figs. 309-318. Used in *black* ink on *foreign letters*, passing through Great Britain in transit, on which the full postage has been paid.

The mark shown in Fig. 319 was struck, in *red*, on letters to France when paid to port of disembarkation only.

Other marks, such as Figs. 320, 321, were placed on letters for France and Germany received in American packet boats in transit through London.

A peculiar stamp was in use in the London Chief Office; it was impressed on letters sent to Devonport or Liverpool, to be made up at the outport in the mail for the packet boats. The stamp used for Liverpool bears the initial letter "L" in the centre (Fig. 322), and that for Devonport, the letter "D" (Fig. 323). The object of their use



Fig. 319.

U S. P. H. T.

Fig. 320.



Fig. 321. Used on Letters mis-sent to the American Packet Boats.

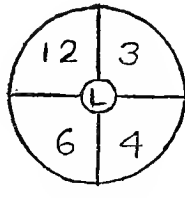


Fig. 322.

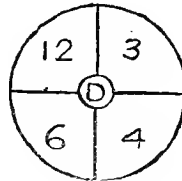


Fig. 323.

was to prove whether the letters were made up in bags in the London Chief Office or at an outport. This class of stamp, by changing the initial letter, was used on letters to other outports, as well as Devonport and Liverpool. *Red* composition was used with the stamps in the morning, and *black* for the evening duty.



Fig. 324. Used in *red* on wholly Prepaid Letters for France.



Fig. 325. Used in *red* on Letters for France partly Prepaid.

Ordinary and registered letters, fully prepaid to destination, were impressed with the stamp shown in Fig. 324; the use of this stamp was discontinued in 1873. Ordinary letters prepaid part of the distance only were impressed with Fig. 325.

The following table shows the principal reduction in Foreign rates of postage between the years 1854 and 1863:—

Countries.	1854.	1863.
United Kingdom and France .	8d. or 10d. per $\frac{1}{4}$ oz. letter, according to country in which postage was paid.	4d. per $\frac{1}{4}$ oz. letter in either country.
" " " Belgium .	6d. per $\frac{1}{2}$ oz. letter.	4d. per $\frac{1}{2}$ oz. letter.
United Kingdom and German Postal Union, Hamburg and Bremen .	8d. " "	6d. " "
United Kingdom and Italy .	A varying rate, with minimum of 1s. 1d. per $\frac{1}{4}$ oz. letter.	Uniform rate of 6d. per $\frac{1}{4}$ oz. letter.
" " " Spain .	10d. per $\frac{1}{4}$ oz. letter.	6d. per $\frac{1}{4}$ oz. letter.
" " " China .	1s. " "	6d. " "
" " " Monte Video	2s 7d. " "	1s. " "

In May, 1863, a Postal Congress—the first of its kind—assembled in Paris. The object of the Congress was "The Improvement of Postal Communication between the Commercial Nations of the World." Each civilized nation was invited to send a Delegate, and all the most important States responded. The prepayment of foreign letters was one of the most difficult subjects discussed. The conclusion arrived at was, that it would be best to leave it optional with the writer of the letter, whether the postage should be prepaid to its destination or left to be paid on receipt. It was also decided that the postage on foreign letters should be regulated by weight. Other subjects of importance, such as the route of foreign letters, the division of postage rates, and the transmission of coin in letters, were also fully discussed, but the chief result of the Congress was the good understanding arrived at of the principles of postal reciprocity, which eventually led up to the General Postal Union Treaty. This treaty, concluded at Berne, October 9th, 1874, and brought into operation on July 1st, 1875, has had the most satisfactory results, giving as it does to the people of the civilized world the advantages of cheap and uniform postal rates.

Various types of stamps in use in the Foreign Branch of the Circulation Department are shown in Figs. 326-343, with descriptive notes giving the reason for their use.

*Posted unpaid and opened
in due course but having
originated out of Malta
forwarded charged with fine*

Fig. 326. Unpaid Letters from the Colonies were charged a Fine of 6d. in addition to Ordinary Postage.

PACKET-LETTER

Fig. 327. Used in red on Letters received in Packet Letter Mails.

BRITISH
FOREIGN

Fig. 328. Used in *red* on Letters received from the Continent on which a claim is made, the amounts being entered against the respective words.

FOREIGN
VESSEL

Fig. 329. Used in *red* on Letters directed to be forwarded by a Foreign Vessel, but which are prohibited from being so sent.

SUEZ
TRANSIT

Fig. 330. Used in *black* on Letters posted beyond Suez and Panama respectively.

PANAMA
TRANSIT

Fig. 331.

DEFICIENT-POSTAGE
FINE _____

Fig. 332. Used in *red* on Colonial Letters insufficiently Prepaid, on which a Fine was charged in addition to the deficient Postage.

MORE-TO-PAY

Fig. 333. Used in *red*.

Returned for
Postage

Fig. 334. Used in *red*.

P

Fig. 335. Used in *red* on Continental Paid Letters.

PART PAID
MORE TO PAY

Fig. 336. Used in *black* on insufficiently Prepaid Letters for the Continent.

Exc^o DEFICIENT POSTAGE —
oz BRITISH SHARE OF FINE —

Fig. 337. Used in *red* on Colonial Letters not wholly Prepaid. The Fine was divided between Great Britain and the Country of Origin.

FIRST-POSTAGE
NOT-PAID

Fig. 338. Used in *red* on Unpaid Redirected Letters.

MISSSENT TO
ENGLAND

Fig. 339. Used in *red* on Letters Missent from Places Abroad.

INSUFFICIENTLY
PRE-PAID

Fig. 340. Used in *red*.

3 $\frac{1}{2}$
GROSCHEN

Fig. 341. Used in *black* on Unpaid Letters for Bremen, being the amount claimed by Great Britain for every $\frac{1}{2}$ oz.

RETURNED FOR POSTAGE
THE-AMOUNT
DEFICIENT

Fig. 342. Used in *red* on insufficiently Prepaid Letters addressed to places where Prepayment is Compulsory.

X

Fig. 343. Used in *red* on Foreign Letters which miss the Mail owing to being Missorted.

CHAPTER VIII.

COLONIAL AND FOREIGN PACKET SERVICE.

WITH the application of steam to the propulsion of ships on long voyages, the mail service became not simply rapid, but also regular, so that the mercantile community could reckon with the utmost certainty on the punctual departure of mails at the appointed times, and also calculate with greater precision the times of their arrival. These excellent results, which were of considerable value to the nation both politically and commercially, were mainly attained under a system of subsidies and through private enterprise.

The Post Office Packet Service to all parts of the world, except France and Belgium, was, until 1840, carried on entirely from one port, Falmouth, by Government vessels. In that year a contract was made with Samuel Cunard, for the conveyance, by steam vessels, of the mails between this country and the United States and North American Provinces, and it was also then decided that Liverpool should be the port for the American packets. The first vessel, the *Britannia*, belonging to the new service left the Mersey on the 4th July, 1840 (Independence Day); she was a paddle-wheel steamer, 207 feet long and 740 horse-power, having a speed of about $8\frac{1}{2}$ knots an hour. She is said to have carried the heaviest mail ever sent from this country up to that time, and that consisted of twenty-seven bags of letters (containing about 20,000 missives) and forty-two bags of newspapers!

At that time there was no other regular line of steamers plying between Great Britain and America, and the undertaking was considered to be attended with considerable risk. The contract, which was for seven years, has since been repeatedly renewed and extended, the service being performed in an admirable manner. Liverpool, which had hitherto been largely connected with the American ports by fast sailing vessels, now became the chief packet office for the American mails. The earliest postmark which has come under my notice in connection with the American service is that shown in Fig. 344. Shortly after the service commenced a new type of date-stamp was introduced

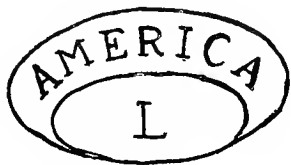


Fig. 344. 7th Jan., 1847.



Fig. 345.



Fig. 346.

(Fig. 345); a few years later this type of mark was slightly altered to Fig. 346, which at a later date was again altered to Fig. 347. A "Paid" date-stamp was also in use, Fig. 348.



Fig. 347.



Fig. 348.

The first contract for the Peninsula service (Vigo, Oporto, Lisbon, Cadiz, and Gibraltar) was made with Mr. R. Bourne in 1837, the vessels sailing from Falmouth, and letters dispatched by them were impressed in London with the stamp shown in Fig. 349.



Fig. 349.

In 1843 the contract was transferred to the Peninsular and Oriental Steam Navigation Company, who also had the contract for the India and China mails, and Southampton then became the port of embarkation, instead of Falmouth. A contract was made in 1840 with the Royal Mail Steam Packet Company, for the conveyance of mails by steam between England, the West Indies, and the Gulf of Mexico. Their vessels sailed from Southampton, but continued for many years to call at Falmouth to embark the mails, and although, in 1852, Falmouth ceased to be a packet station, it still remained the packet office for a portion of the West Indian and South American mails. The packet offices, as arranged for the different mails, were as follows:—London and Southampton were packet offices for the Continental mails, the East and West Indies and South America; Liverpool and Londonderry took the United States and Canada; while the mail packets for the Cape of Good Hope and the West Coast of Africa sailed from Devonport, both Plymouth and Devonport acting as packet offices. The following are the various types of stamps in use at the offices (Figs. 350–371):—



Fig. 350.



Fig. 351.



Fig. 352.



Fig. 353.



Fig. 354.



Fig. 355.



Fig. 356.



Fig. 357.

In connection with the American mail service a novel "Floating Receiving House" existed at Liverpool. This was a hut, of the dimensions of 6 feet by $4\frac{1}{2}$ feet, stationed on the South Landing-stage, and was first opened on the 18th August, 1849. An arrangement which permitted of letters being posted up to the moment of departure of the outgoing American mail was looked upon as a considerable boon by the mercantile community, and although a heavy "late fee" of one shilling was charged upon all letters handed in at the "Floating Receiving House," there is not a trace of a single remonstrance against the charge. But when it was arranged that the American mail steamers should make Queenstown a port of call, there was no further necessity for the "Floating Receiving House," and accordingly it was abolished in October, 1864. All letters handed in here received the postmark shown in Fig. 372.



Fig. 372.

The Select Committee of the House of Commons on the Conveyance of Mails by Railways, in their report of 1854, expressed an opinion "that considerable acceleration of the Colonial and Foreign mails might be effected by the establishment of sorting-offices on board some of the principal mail-packets, so as to insure the bags being dispatched to their respective destinations by the first railway trains which should start after their arrival in port." Many objections were raised to this recommendation, among them being one from merchants and others interested in any such arrangement, who expressed the opinion that there would be a want of security, if the mail bags should be unsealed and the letters dealt with under circumstances which would not admit of the application of the ordinary checks against the abuse of such a power. All difficulties, however, having been surmounted, the plan was, in 1857, first tried on the packets conveying the homeward Australian mails, and was found to work very satisfactorily. The letters conveyed by these packets were stamped as shown in Fig. 373. After a short



Fig. 373.

period of working, Ceylon and New Zealand agreed to bear a share of the expense in the sorting of the outward mails. The sorting of the Australian mails having been found to work so satisfactorily, and to afford much relief to the offices at which those mails would otherwise have to be disposed of, the practice was extended to other lines of mail-packets. In June, 1859, arrangements were made for sorting the mails on board the Cunard packets, and shortly afterwards on the mail packets maintained by the Canadian Government. The Americans regarded the establishment of the British Marine Postal Service as a wonderful undertaking. The arrangements for sorting the American, Canadian, Indian, China, and Australian mails on board the packets tended greatly to

accelerate the delivery of those mails throughout the United Kingdom. Officers engaged in marine sorting duties were supplied with a stock of postage stamps to sell to passengers on board.

The Postal officers on board ship were, like all other human beings, more or less subject to sea-sickness ; but in crossing the Atlantic there were frequently whole days when even a man well accustomed to the sea and not troubled with sickness could not, because of the roughness of the storm, perform any such work as sorting letters or making up mails. Mal-de-mer, however, was not by any means their only suffering. Upon one occasion it became absolutely necessary to suspend sorting operations on board the West Indian Packets, owing to a serious outbreak of yellow fever at St. Thomas. Two of the sorting officers died, and nearly all of them felt the effects of the fever. The wreck of a mail packet is happily to-day a rare event, but in the early sixties such was not the case. In February, 1860, the Canadian mail packet *Hungarian* was wrecked off Cape Sable, Prince Edward Island, when all on board the vessel were drowned, among them being Mr. G. Nash, the post officer employed in sorting the mails. During the year 1862 five mail packets were totally lost ; the *Karmak* (Cunard) while entering the harbour of Nassau, Bahamas ; the *Lima* (Pacific S. N. Company) on a reef off Legarto Island in the South Pacific Ocean ; the *Cleopatra* (African S. S. Company) on Shebar reef, near Sierra Leone ; the *Avon* (Royal Mail Steam Packet Company) at her moorings in the harbour of Colon, New Granada ; and the *Colombo* (P. and O. S. N. Company) on Minicoy Island, four hundred miles west of Ceylon. In no case was there any considerable loss of correspondence, but several bags of mails sank with the *Colombo*. By the employment of divers the greater portion of the submerged mails were recovered, and, after a careful process of drying, it was found practicable to forward most of the letters in a tolerably good condition to their destinations. The letter from which Fig. 374 is taken is in excellent preservation considering that it is stated to have been three months under water.

· Saved from the wreck of
the Colombo

Fig. 374.

The sorting of mails on board packets was abolished in 1872.

Up to 1874 all foreign rates of postage had to be settled by a separate treaty, or convention, with each State. In nearly every case the prepayment of postage was left to the option of the sender. By such an arrangement much additional work was thrown upon the Packet Offices by their having to use various classes and values of marks on unpaid, partly paid, and fully paid letters, denoting the amount claimed by the country from which they were sent. As, for instance, at Liverpool, "19 cents" or "3 cents" (Figs. 375, 376), according to whether the letter was transmitted by British or United States Packet. Such charges we are told were, nevertheless, marked upon letters with extraordinary accuracy.

19
CENTS

Fig. 375.

3
CENTS

Fig. 376.

84
CENTS

Fig. 377.

At Liverpool these charge marks ran from 3 cents to 84 cents (Fig. 377). There was also a variety of marks in use at the same office, which were impressed upon letters for various reasons (Figs. 378-384).



Fig. 378.



Fig. 379.



Fig. 380.

Not called for

Fig. 381.

MISSENT
TO LIVERPOOL
ENGLAND

Fig. 382.

MISDIRECTED
TO LIVERPOOL

Fig. 383.

FOREIGN PAID

Fig. 384.

Figs. 385, 386 were impressed upon newspapers and book packets at Liverpool.

BY-CANADIAN
PACKET

Fig. 385.

CONVEYED BY
UNITED STATES
PACKET.

Fig. 386.

At Devonport and Plymouth different types of stamps were in use (Figs. 387-390). Similar marks were in use at Liverpool and Southampton.

EXAMINED
AT
DEVONPORT

Fig. 387.

DEFICIENT POSTAGE
FINE _____

Fig. 388.

OVER OZ
MORE-TO-PAY

Fig. 389.

TOO LATE FOR
MAIL OF _____

Fig. 390.

Figs. 391, 392 are the Devonport charge marks ; in similar marks to Fig. 392 there were amounts ranging from 3d. to 4s.



Fig. 391.

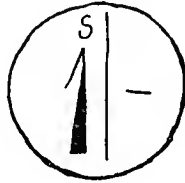


Fig. 392.



Fig. 393. Hull, used on wholly Prepaid Letters.

A different type of the "PD" mark is to be found in some of the Packet Offices.

The Registered Letter stamp in use in the Packet Offices was in every instance the same type as that used in the London Office (Fig. 394).

A different type of the Liverpool mark (Fig. 384) is to be found in use at Hull (Fig. 395).



Fig. 394.

FOREIGN-PAID

Fig. 395.

Until 1851 the Postmaster-General in England had the direction of all postal affairs in the Colonies, but after that date it was open to all Colonies to place their posts under the management of the Colonial Government ; and as the cost of the mails carried by sea generally much exceeded the revenue derived from the postage, the Mother Country financially benefited by the separation of the Colonial posts. In 1860, for instance, just previous to the transfer of the management of the posts in the West Indies, it was stated that on each letter between this country and the Cape of Good Hope there was a loss of about 9d. ; on each letter to the West Indies a loss of about 1s. ; and to the West Coast of Africa of 1s. 8d. As a matter of fact, as late as 1872 it was estimated that the British loss on the Colonial and Foreign Packet Service was nearly half a million sterling.

CHAPTER IX.

SHIP LETTERS.

So long as the sea service was performed by sailing-vessels, no great disadvantage was found in forwarding letters by private ships; for although the regular mail packets started on their passage on a given day, no one could predict what the duration of the voyage would be. But the introduction of steam-vessels, such as the *Sirius* and the *Great Western*, on long-distance voyages, revolutionized mail traffic between Great Britain and America. The *Sirius*, on her first trip, starting on the 31st March, 1838, only carried a ship-letter mail of 352 letters and eighty-seven newspapers; but as soon as it was proved that steam-vessels could cross the Atlantic with safety and regularity, the number of letters carried ran into many thousands instead of hundreds. The *Great Western*, leaving Bristol in January, 1839, carried a ship-letter mail of 3548 letters. The gratuity payable to the master of such vessels was twopence for each letter, and a penny for each newspaper. Only letters received by private vessels were impressed with the Ship-Letter stamp of the office, shown in Figs. 396-401, and if the

SOUTHAMPTON
SHIP-LETTER

Fig. 396.

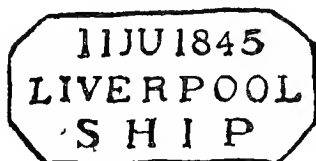


Fig. 398.

BRISTOL
SHIP-LETTER

Fig. 397.

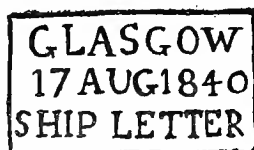


Fig. 399.

LIVERPOOL
SHIP LETTER



Figs. 400, 401. In black.

Ship-Letter stamp bore no date, the letter was impressed with the date-stamp of the office also.

The Ship-Letter Office in London, which had been in existence as a separate department for nearly fifty years, was abolished in May, 1847, and the duties transferred to the Inland Office. It was also decided that all ship-letter mails for the Western Hemisphere should be dealt with and made up in the Liverpool office. By this arrangement Liverpool became practically the principal Ship-Letter port of the United Kingdom, and evidently to commemorate the event a handsome Ship-Letter stamp was introduced at that office (Fig. 402). This postmark was in use until about the year 1867, but in the



Fig. 402.

meantime other stamps were introduced (Figs. 403, 404). Under an Act (1 Vict. c. 34)



Fig. 403.



Fig. 404.

consignees of vessels, and of goods on board vessels, inward bound, resident in the United Kingdom, were permitted to receive letters not exceeding six ounces in weight collectively, free of sea postage; if such letters exceeded the weight limit, the officers of Customs were authorized to seize all above weight and send the same to the nearest post office. Consignees' letters were impressed with an exemption mark (Figs. 405, 406). The penalty for falsely superscribing letters as "Consignees'" was £10.

**LIVERPOOL
EXEMPT SHIP**

Fig. 405.


EXEMPT SHIP L^R

Fig. 406. Used in red on Letters addressed to Consignees of Vessel by which they are brought.

In 1854 arrangements were made with most of our Colonies by which a uniform rate of sixpence per half-ounce was chargeable upon all letters, whether conveyed by packer or private ship. The arrangement was, on the 1st January, 1858, extended to all our Colonies and to foreign countries generally, with the exception of France, Belgium, and Holland, with whom special rates were agreed upon under conventions. In consequence of these great reductions in the rates of postage it was decided to reduce the gratuities payable to masters of vessels carrying Ship-Letter Mails to one penny for each letter and

one halfpenny for each newspaper. Until the 1st April, 1863, these gratuities were paid on letters both outward and inward; but from that date it was decided that only one gratuity was to be payable, and that upon the inward letters only. The principal ports, after Liverpool and Bristol, at which Ship Letters arrived were: Falmouth, from the West Indies and South America; Plymouth, from the Cape of Good Hope and South Africa; and Hull, from the North Sea ports. Ship-Letter Mails for London were landed at Gravesend, and forwarded thence by railway. The following were types of the Ship-Letter stamps in use at those offices (Figs. 407-411).



Fig. 407.



Fig. 408.



Fig. 409.



Fig. 410.

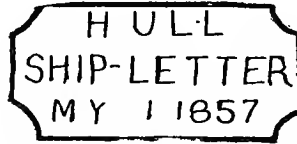


Fig. 411.

In the London office plain and dated Ship-Letter marks were in use (Figs. 412, 413), and also a "Too-Late" stamp (Fig. 414).



Fig. 412. Used in *red* on Letters received by Ship-Letter Mail.



Fig. 413. Used similarly to Fig. 412.



Fig. 414. Used in *black* on Letters arriving too late to be forwarded by the Private Ship they are addressed to go by

CHAPTER X.

NAVY POST OFFICE.

SUCH offices were established at Portsmouth, Devonport, and other ports where the navy concentrated. The offices were established and managed by the local Postmasters for their own benefit, boatmen being employed and paid by them to deliver and collect letters among the ships of war lying in the harbour or roadstead. An extra penny was charged upon each letter so delivered, such letters being postmarked as shown in Fig. 415.

NAVY POSTOFFICE

Fig. 415.

With the introduction of Uniform Penny Postage it was decided, so far as Portsmouth was concerned, that such letters should be delivered free in the harbour as far as Spithead ; but it was not until May, 1852, that the practice of charging the extra penny for delivery was abolished at Devonport and Plymouth, and free delivery extended to all vessels lying in the harbour (Hamoaze), although not to vessels lying in Plymouth Sound. The following are types of postmarks in use after free delivery was granted (Figs. 416, 417).

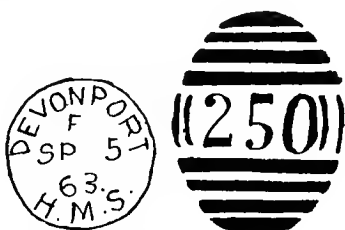


Fig. 416.



Fig. 417.

A privilege was accorded to non-commissioned officers, seamen, and soldiers of sending and receiving within any part of the British Dominions, under certain regulations, letters on their own concerns only, not exceeding half an ounce at the rate of one penny each. Such letters had to be superscribed with the name of the seaman or soldier, his class and description, the name of the ship or regiment to which he belonged ; and if they were the writers of the letters it had to be countersigned by the officer commanding. When this regulation was not complied with letters were charged as ordinary and postmarked as shown in Fig. 418.

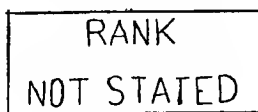


Fig. 418.

CHAPTER XI.

TRAVELLING POST OFFICE.

THE earliest Travelling Post Office made its first journey from London to Preston on the 1st October, 1838, two mails only being dispatched from London (Euston) daily; the first or day mail at 11 a.m., and the night mail at 8.30 p.m. The night mail occupied five hours and a half on the journey to Birmingham, but the day mail not quite so long. These two mails were worked throughout, from London to Preston, by a staff of fourteen officers, known as "railway clerks," assisted by a number of mail-guards. The former performed the sorting duty, and the latter took charge of the bags. As the railway system extended, so the Travelling Post Offices grew. The London and Preston Travelling Post Office was followed in May, 1845, by the Rugby and Newcastle-on-Tyne; the mails were conveyed by the London and Birmingham Railway as far as Rugby, by the Midland Railway to Derby, by the North Midland Railway and the York and North Midland Railway to York, and thence by the York, Newcastle, and Berwick Railway to Newcastle. The distance by this route was 306 miles, and the journey occupied about twelve hours. These were followed by Travelling Post Offices between Bristol and Exeter (May, 1847), and between Gloucester and Tamworth (July, 1850). Tamworth then became the point at which all mails arriving from the West of England, Wales, Ireland, and Scotland, for distribution to Yorkshire, Newcastle, and the North and North-Eastern districts of England, concentrated. The Travelling Post Office, which hitherto ran from Rugby, now commenced its journey from Tamworth.

The principle upon which the mail service on the railways had been framed was to concentrate or mass the correspondence, as far as practicable, on the trunk lines or "arteries" which were considered to afford the public generally the largest amount of postal convenience. One result of this arrangement was that circuitous routes had in many instances to be adopted to certain districts to which more direct routes were open. In the earlier work on "Postmarks" will be found two types of stamps which were in use in the first Travelling Post Offices; but these were evidently of a temporary nature, for within a few years they had ceased to be used.

Rowland Hill, early in 1850, with the object or as far as possible abolishing Sunday labour in the London Chief Office, obtained sanction to arrange the work so as to have the greatest practicable amount of sorting done at night in Travelling Post Offices, the majority of which were run specially for the work. The pursuit of this object led to what Rowland Hill then, at least, considered a "singular device," viz.: "That the down mail trains on Saturday night should take up letters from towns too near to London to allow of their being sorted on the up journey, and convey them in the first instance in a direction opposite to their final destination, but subsequently transferring them to the up mail trains for conveyance to London." By this arrangement the required opportunity for sorting the letters was obtained, without any loss of time whatever to the public, and gave relief to the Sunday labour in the London Office. These particular mails were known as "Sunday Sorting Tenders." The duty commenced in the down mail trains on each Saturday night on the following lines of railway: North Western, Great Western, South Western, South Eastern, and to Cambridge and Ipswich, two officers being employed in each sorting tender. One set of officers worked outward on Saturday night

and returned on Sunday morning; another set worked down on Sunday night and back on Monday morning. In connection with these sorting tenders a special stamp was brought into use to be impressed on missent or misdirected letters (Figs. 419-424), and



Fig. 410. North Western Sorting Tender.



Fig. 420. Great Western Sorting Tender.



Fig. 421. South Western Sorting Tender.



Fig. 422. South Eastern Sorting Tender.



Fig. 423. Cambridge Sorting Tender.



Fig. 424. Ipswich Sorting Tender.

a few years later (1853) stamps were brought into use on the regular Travelling Post Offices for a similar purpose (Figs. 425, 426).

L&E-R.P.O.

Fig. 425. London and Exeter Railway P.O.

North W-RY

Fig. 426.

In 1859 it was decided that all letters dealt with in Travelling Post Offices should be impressed with a distinguishing stamp, and a type of small stamps was then brought into use (Figs. 427-432), and all letters sent from the London Office to the Travelling



Figs. 427 and 428. North Western Railway.
M—Morning; E—Evening.



Fig. 429. South Eastern Railway.



Fig. 430. Lancaster and Carlisle Railway.

CR

Fig. 431. Caledonian Railway.



Fig. 432. Used on Letters sent by the Caledonian Railway T.P.O. "forward" bag.

Post Offices which could not be included in the regular bags were impressed with distinguishing marks to denote that they were dealt with in the Travelling Office (Figs. 433-437). These marks were placed on the letters in the Inland Letter Office.



Fig. 433.
London and Exeter R.P.O.



Fig. 434.
North Western Railway P.O.



Fig. 435.
Cork Railway P.O., forward.



Fig. 436.
Portsmouth Sorting Carriage.



Fig. 437.
London and South Western Railway P.O.

In connection with an important acceleration of mails between London and Paris, a day mail sorting-carriage was established on the 30th April, 1860, to work between London and Dover. This Travelling Post Office, which was known as the "French Day Mail," was supplied with the first date-stamp (Fig. 438). Gradually the Travelling



Fig. 438.

Post Office system became extended over nearly every line of railway in the kingdom, and regular date-stamps were supplied to all.

In the case of some of the local sorting tenders the stamps in use did not bear letters to denote whether they were "T.P.O." or "S.T." stamps, as, for instance, that shown in Fig. 439.

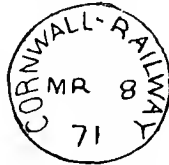


Fig. 439.

Appended is a list of the various Travelling Post Offices which have been established from time to time, with some types of postmarks used (Figs. 440-449).

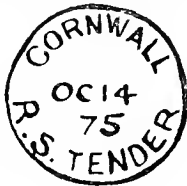


Fig. 440.



Fig. 441.



Fig. 442.



Fig. 443.



Fig. 444.

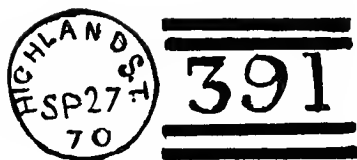


Fig. 445.



Fig. 446.



Fig. 447.



Fig. 448.



Fig. 449.

Used on Letters posted in Box before departure of train.

London and Crewe S.C.
 London and Holyhead T.P.O., day.
 London and Holyhead T.P.O., night.
 North Western T.P.O., midday.
 Crewe and Liverpool S.C.
 Birmingham and Crewe T.P.O.
 Manchester and Crewe S.C.
 Shrewsbury and Hereford S.C.
 Shrewsbury and Tamworth T.P.O.
 Shrewsbury and Tamworth S.C.
 Shrewsbury and Normanton T.P.O.
 Bangor and Crewe T.P.O. [up.
 North Western Special Mail, down and
 North Western, limited up. [day.
 North Western and Caledonian T.P.O.,
 Liverpool and London T.P.O.
 North Western T.P.O., 10 p.m.
 Edinburgh and Carstairs S.T.
 Normanton and Staleybridge S.C.
 Great Northern S.T.
 London and Doncaster S.T.
 Great Northern T.P.O., midday.
 Hull S.T.
 York and Newcastle T.P.O.
 North Eastern Day Mail.
 London and Queenboro' S.T.
 Bristol and Newton Abbot T.P.O.
 Plymouth and Bristol T.P.O.
 Great Western T.P.O.
 South Wales S.C. and S.T.
 Carmarthen and Llandyssil S.T.
 Truro and Falmouth S.T.
 Bristol and Exeter T.P.O.

London and Bristol S.C.
 Bristol and Penzance T.P.O.
 Cornwall R.S.T.
 London and Exeter T.P.O.
 Lincoln S.T.
 Midland T.P.O.
 Derby and St. Pancras S.T.
 Portsmouth S.C.
 South Western T.P.O., day and night.
 South Eastern T.P.O.
 London and Dover S.C. (Continental).
 Norwich S.T.
 Peterboro' and Ely S.T.
 Ipswich S.T.
 London, Brighton, and Hastings S.C.
 London and Hastings S.C.
 Shrewsbury and Aberystwyth S.C.
 Whitehaven and Carnforth S.T.
 Edinburgh and Newcastle S.T.
 Fife S.T.
 Carlisle and Ayr S.T.
 Galloway S.T.
 Highland S.T.
 North and Scotland S.T.
 Edinburgh and Carlisle S.C.
 Belfast and Northern Counties S.T.
 Dublin and Belfast T.P.O.
 Dublin and Cork T.P.O.
 Great Southern and Western T.P.O.
 Portadown and Derry S.T.
 Ulster T.P.O.
 Midland G.W., T.P.O.
 Dublin and Wexford T.P.O.

In the earlier days of the Travelling Post Office important auxiliaries to this service were the Sorting or Forward Offices established at certain of the principal railway centres, such as Bletchley, Chester, Crewe, Derby, Ely, Gloucester, Normanton, and Swindon. Some of these offices, such as those at Crewe, Gloucester, and Swindon, had particular stamps and obliteration marks; as, for instance, Fig. 450, the obliteration mark



Fig. 450.

being "O 47"; while others, such as Chester, used marks similar to Fig. 451. At these

RAILWAY-STATION

Fig. 451.

offices the work, never otherwise than heavy, was at times subject to remarkable fluctuations. Take Derby, for instance; in consequence of this town being as nearly as possible in the centre of England, it frequently happened that mail-bags which were thrown out of course, in consequence of accidents or the non-arrival of trains at the proper time at the different points of junction, reached the Derby Station Office for disposal; this entailed heavy additional pressure on the force, and necessitated the making up of many special bags so as to prevent further delay to the "out-of-course" correspondence.

CHAPTER XII.

COUNTRY POST OFFICES—ENGLAND AND WALES.

IN the country districts there were three classes of Post Offices: Head Offices, the official term given to those in independent post towns; Sub-Offices, being those under the control of Head Offices; and Receiving Offices, where letters for the post were only received, there being no delivery from such offices, which also were under the authority of the Head Postmaster. All letters arriving at or posted in a post town were to be stamped with the date-stamp of that town. Letters posted at the Sub-Offices or Receiving Houses under the post towns, and letters intended for delivery from those Sub-Offices, were also to be impressed with the stamp of the Head Office. Letters known as "forward letters," i.e. those merely passing through a post town, were not required to be stamped. The types of stamps in use in the country Head Post Offices, throughout England and Wales, continued for several years to be much the same as those in use before the introduction of the Uniform Penny Postage scheme (Figs. 452-458). Fig. 459 is a unique type of these stamps having dots instead of lines.



Fig. 452.



Fig. 453.



Fig. 454.



Fig. 455.

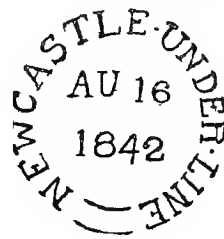


Fig. 456.



Fig. 457.



Fig. 458.



Fig. 459.

By the loss of the extra penny, hitherto charged on Penny Post letters over and above the charge for transmission by the general post, the introduction of Uniform Penny Postage had naturally a serious effect upon the revenue of the rural posts, as this charge at once ceased. It was soon evident that penny postage could not be extended to every place in the kingdom without entailing enormous loss to the revenue. Different plans by which the difficulty might be surmounted were suggested, but no decision was arrived at until June, 1843, when it was laid down that the principle on which rural posts would be established should be based upon the number of letters for each locality, and that "all places, the letters for which exceed one hundred a week, should be deemed entitled to the privilege of a Receiving Office and a free delivery of their letters." "Delivery" meant a daily delivery. The number of new posts set up between the 5th June, 1843, and the 5th January, 1845, was 621, serving no less than 1942 villages; and during the same period the liability of seventy-one posts, which had been established under guarantee, was taken over by the Post Office. These 692 posts were estimated to deliver nearly eight million letters a year. By these alterations all "Penny" and "Fifth-clause" posts ceased, and the old postmarks gradually but slowly disappeared, for I have found two such stamps in use as late as 1857 (Figs. 460, 461), both belonging

*Knowle Somerset
Penny Post*

Fig. 460.

*Brockley
Penny Post*

Fig. 461.

to offices under Bristol. Most of the Sub-Office stamps were undated, and they were generally of one type (see Figs. 462, 463); but there were exceptions, in which the

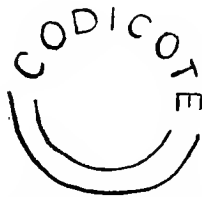


Fig. 462. Used in Sub Post Towns.



Fig. 463.

straight type of mark was in use (Fig. 464), while the marks in use in the Receiving Houses are shown in Figs. 465, 466.

SALFORD MAGDALENS†
INCHESTER NORWICH

Fig. 464.

Fig. 465.

FYLDE-ROAD

Fig. 466. Preston.

The rates of postage to which letters were liable was, according to instructions, to be marked on letters in plain figures, so as to interfere as little as possible with the address. "Paid letters must be marked with red ink, and unpaid letters with black ink. Great care must be taken to use proper red and black ink, to prevent any doubt as to

letters being paid or unpaid." Some of the stamps used for the purpose bore the name of the office, as in Figs. 467-470.



Fig. 467.



Fig. 468.



Fig. 469.



Fig. 470.

Perhaps the most remarkable stamp of this class which has come under my notice is that shown in Fig. 471, the postmaster's name being cut in very small letters on the face of the figure "1," as shown in the enlarged copy (Fig. 471a). This stamp was used at Otley, Yorks, but the majority of the offices used plain figures (Figs. 472, 473), or, as in many instances, the amount is to be found written on the face of the letter in ink.



Fig. 471.

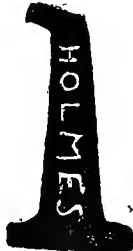


Fig. 471a.



Fig. 472.



Fig. 473.

If payment made in advance was insufficient, double the deficiency was charged. An inland letter, for instance, weighing more than half an ounce and not exceeding one ounce, if bearing a penny stamp only was marked as in Fig. 474, and impressed with a figure denoting the amount of postage due, and in some of the larger offices the letters were marked as shown in Fig. 475.

MORE TO PAY
OVER OZ

Fig. 474.



Fig. 475.

General instructions were issued to Postmasters in August, 1849:—

"That all letters prepaid with postage-labels are, in addition to the obliteration mark, to be impressed with the date-stamp on the back, and letters either paid in money or unpaid are to be stamped in front." Another order ran: "That particular care is to

be given to the examination of letters to see that the postage-labels are properly obliterated, and where this important part of the duty is neglected a special report is to be made against the office in fault, as it is feared that the revenue has suffered from the negligent manner in which the stamping duties are performed." "The impression of each stamp," they were told, "should be not only legible but perfect in every particular."

These instructions appear to have had but small effect, as little or no improvement is noticeable.

In June, 1850, the principle upon which rural posts were to be established was reconsidered, on the ground that the rule laid down in 1843 had been found to be in practice "unequal and imperfect in its operation, sometimes establishing a post to the injury of the revenue, and sometimes withholding one where its establishment would be beneficial to the revenue, and further recognizing no intermediate course between the establishment of a daily post and the withholding of a post altogether." The decision then arrived at—that a post should be established when it would pay its way—has been a lasting one. A post was held to pay its way whenever its cost was covered by a half-penny on each letter delivered, and subject to this principle a post might be tri-weekly, bi-weekly, weekly, or daily. Various efforts were now being made to effect improvements in the types of stamps in use in the country offices, so that any such stamps as those shown in Figs. 476, 477 may be considered as more or less experimental.



Fig. 476.



Fig. 477.

The introduction into the country districts of pillar and road boxes, the first of which, besides that in Jersey, was erected at Cheltenham in March, 1854, was found to afford much public convenience; and by means of railways, steamboats, coaches, mail-carts, and mounted and foot messengers, important mail accelerations were being carried out all over the country; so that, in 1854, letters and other postal packets were dispatched and received daily in almost every part, and nearly all important towns received a communication twice a day or oftener.

The trial of the double date and obliterating handstamp in the London Chief Office having proved satisfactory, it was decided in October, 1853, to bring the combined stamp into use in the country offices. It is noticeable that, whereas in the Chief Office the type of new stamp varied but little, yet in the country offices the types were various (Figs. 478-490).

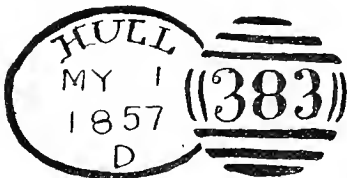


Fig. 478.



Fig. 479.

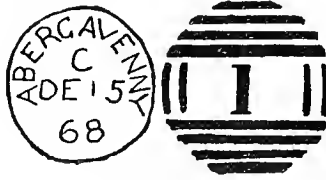


Fig. 480.



Fig. 481.



Fig. 482.



Fig. 483.

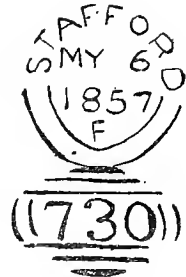


Fig. 484.

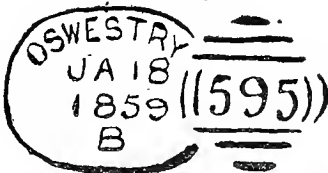


Fig. 485.

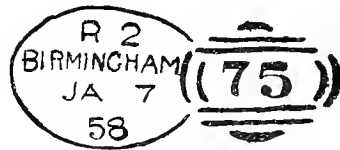


Fig. 486.

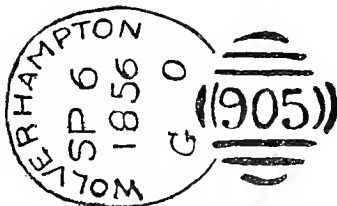


Fig. 487.

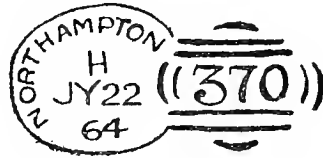


Fig. 488.

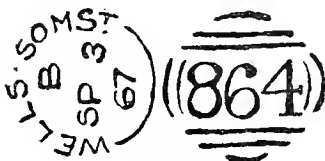


Fig. 489.



Fig. 490.

In some offices, such as that at Manchester, there were several types in use (Figs. 491-493).



Fig. 491.



Fig. 492.

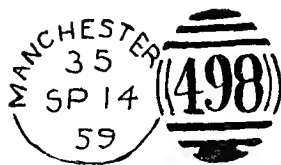


Fig. 493.

The use of perforating or puncturing obliterator and date-stamps, which were in general use in France, had been frequently suggested and tested experimentally. One of the principal objections to the use of this particular class of stamp was their expense, which, owing to the points speedily being worn out, necessitated constant attention and the use of a file to keep them in proper condition. It was also objected to because it was considered that the steel points would injure the letters themselves. Three types of these stamps are given in Figs. 494-496, the first being an obliterator in use at Salisbury,



Fig. 494.

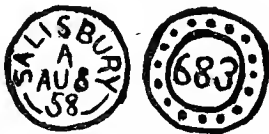


Fig. 495.



Fig. 496.

the four centre dots being the perforator. In the double stamp the perforating dots are round the obliterator. The Liverpool date-stamp speaks for itself. All such postmarks as these are unique, having been in use for short periods only, and in most cases the particular stamps were also tried in the London Chief Office.

As regards the abbreviation of the names of post towns, of which complaint has sometimes been made, I think it must certainly be admitted that there are at any rate many towns and villages possessing such lengthy names as to make it absolutely necessary to curtail them in a postmark. Take, for instance, Fig. 497; this shows an



Fig. 497.

abbreviated form of the name which will sometimes be found even more curtailed, as "Llanfairpwll" and "Llanfair P.G." The following is a copy of a telegram which many years ago was sent to this village from Chepstow: "Going to Llanfairpwllggwllgogerhwllydiligogogoch, shall be home by 4.30." The Postmaster, when asked if this was the correct name of the place, sent the following answer: "It is an attempt at the name, but is evidently not written by a Welshman; the spelling is incorrect and, but for the joke of the thing, the ordinary abbreviation, 'Llanfairpwll,' would have been better." The full name correctly written I give below:—

"Llanfairpwllgwyngyllgogerchwynnydrobwill-llandisilligogogoch," which undoubtedly is sufficiently long to form a unique postmark.

Figs. 498–501 are a few types of “Missent” stamps which will be found impressed on letters in inks of various colours. The instruction to Postmasters on this subject was

*Mis-sent
to
Bath*

Fig. 498.

MIS - SENT
TO
SHEFFIELD

Fig. 499

MISSENT
TO
BIRMINGHAM

Fig. 500. *Red.*

MISSENT TO
PRESTON

Fig. 501. *Green.*

that “when letters or newspapers were missent to any office the words ‘missent to’ must be written in red ink on the front of each, and the date-stamp of the town affixed immediately after.” If missent by the London Office the “missorts” were to be returned enclosed in a printed missent cover, accompanied by a form stating the amount of postage, if any, which had been charged upon the Postmaster for such letters, so that the sum might be allowed him; if they were cross-post letters, a form claiming the allowance of the charge was to be made against the corresponding office. When letters or newspapers, whether addressed to a town or to places in its vicinity, could not be delivered, a list of directions was exhibited in the windows of the Post Office during the period that they remained in the Postmaster’s possession. When they had remained in the office the stated period, and every effort to deliver them had failed, the letters were to be inscribed, in *red* ink, on the front of each with the true reason for its non-delivery and stamped with the office date-stamp.

At the end of 1856 it was decided to abandon the old types of stamp (Fig. 502), and to adopt smaller and neater stamps made of hardened steel (Figs. 503–508).

SHBY-DE-LA-NOUCH
MA 12
1857
D

Fig. 502. Used in Head Post Towns.

YORK
A
JY 2
57

Fig. 503.

A
YORK
OC 15
57

Fig. 504.

A
LEIGH
OC 15
57

Fig. 505.

WOLVERTON
A
OC 15
1857

Fig. 506.

BRIDGEWATER
D
BDE 12
58

Fig. 507.

BIRKENHEAD
D
AU 16
58

Fig. 508.

Mr. Berri, who supplied the stamps, suggested, with a view to uniformity, that where the name of a town consisted of from three to seven letters it might be cut in the type of Fig. 509, from seven to twelve letters as in Fig. 510, and all over twelve letters as in Fig. 511. This suggestion appears to have been acted upon to a certain extent, for on



Fig. 509.



Fig. 510.



Fig. 511.

the 21st September, 1858, Mr. Pearson Hill, writing to the Secretary of the Scotch Post Office, says: "For some time past we have been decreasing the size of the date-stamp and increasing that of the obliterator. Where the number of letters in a name does not exceed twelve the stamp is made the size of sixpence (or $\frac{3}{4}$ -inch diameter), and where more letters are required the size is increased to $\frac{1}{2}$ -inch diameter."

A smaller type of mark than Fig. 509 is, however, to be found in use in some offices (see Fig. 512). There is also a broken circular type (Figs. 513, 514), and a mark adapted from a type of French postmark (Figs. 515, 516); and also a somewhat rare oval type (Fig. 517).



Fig. 512.



Fig. 513.



Fig. 514.



Fig. 515.



Fig. 516.



Fig. 517.

When the new types of stamps were introduced the index letters, instead of indicating the stamper as they had hitherto done, were now used to indicate the hour. The instructions on the subject were as follows: "The figures of the date-stamp must be carefully adjusted at the beginning of each day, and as soon as this is done a clear impression must be made in a book to be kept as a record. When a date-stamp is fitted with an index letter (A, B, and C), this letter must be changed punctually at the appointed hours. As the object of the date-stamp is to indicate the day, so the object of the index letter is to indicate the hour at which a letter is received or dispatched."

The types of stamps in use at Sub and Receiving Offices are shown in Figs. 518, 519, but the straight type was still to be found in use in some minor offices.



Fig. 518.

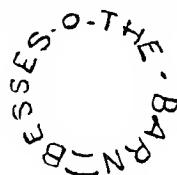


Fig. 519.

In 1857 it was decided to put both types out of use, and to introduce a neat type of circular stamp, which was to be substituted for the old type as new stamps were required (Figs. 520–522).



Fig. 520.



Fig. 521.

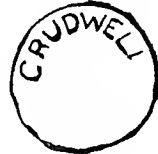


Fig. 522.

In 1859 an important change was made, when it was decided that certain offices of a small class, where undated stamps were in use, should not be supplied with obliteration stamps or double stamps, and where such had been supplied they were to be withdrawn.

In May, 1860, the practice of stamping letters at town Receiving Offices, and all other offices not money-order offices, was abolished as unnecessary. The reason given for this decision was that a large number of letters posted in pillar and road boxes already bore no stamp, and no difficulty arose from such an arrangement.

Figs. 523–528 are types of marks to be found in use at various offices. There are many types of the "Too Late" stamps.



Fig. 523.



Fig. 524.



Fig. 525.



Fig. 526.



Fig. 527.



Fig. 528.

A wheel hand obliterating stamp, known as the "Rotary," was in use at Manchester (Fig. 529), and also a neat "Paid" stamp (Fig. 530).



Fig. 529.



Fig. 530.

The "Pearson Hill" machine stamps were introduced into the country post offices early in the sixties. These stamps, although differing in the types of date-marks, will be readily recognized by the types of the obliterating mark (see Figs. 531–535).



Fig. 531.



Fig. 532.



Fig. 533.



Fig. 534.



Fig. 535.

The explanation of the postmark shown in Fig. 536 is that Eastbourne, Southbourne, and Sea Houses were generally known as "Eastbourne," the Head Post Office being located there until 1857; but as Sea Houses had by that date become the much more important locality, it was decided to remove the Head Post Office to that district. The name "Eastbourne" was still retained for it, and the office in Eastbourne proper then became a Sub-Office.



Fig. 536.

By substituting pillar and road letter-boxes in the year 1862 the number of small Post Offices was considerably diminished; but a great increase in correspondence is shown by a record kept to 1863, in which year it is stated that during the previous ten years nearly 10,000 places had been for the first time provided with a free delivery of letters.

An important part of the scheme of dividing London into districts was that each district should be considered as a separate town, and that letters should be assorted and dispatched on this principle. With respect to the smaller country offices, it was arranged

that their London correspondence should be sorted into districts on the railway, so that all country letters would be delivered straight away upon their arrival in London.

Owing to the marked success which had attended the establishment of the postal district system in London, it was decided to extend the system to some of the largest provincial towns, Liverpool being chosen for the experiment. It was divided into four districts, which were respectively entitled the Western, Eastern, Northern, and Southern. The Western was the principal or Chief Office. The Eastern and Southern offices were respectively opened on the 1st July and the 1st August, 1864, and the Northern Office on the 12th March, 1865, from which date the district system came into full operation. Prior to the introduction of this system Liverpool was divided into a town and a suburban district; in the former there were four collections and four deliveries of letters daily, whilst in the latter there were two collections and two deliveries daily. Under the district system the four districts were divided into town and suburban portions; in each of the former there were seven collections and six deliveries daily, and in the suburban districts three collections and deliveries daily. Concurrently with these changes a very large addition was made to the number of receptacles for letters, their number being nearly trebled, so that no house in Liverpool was actually more than two hundred yards from a receptacle of some description. Considerable improvement was also effected in the course of the posts between Liverpool and Birkenhead, which, for postal purposes, has always been regarded more or less as a district of Liverpool. These various improvements not only led to a great increase in local letters and in general correspondence, but also to the introduction of a new class of stamps at the District Offices (Figs. 537-549).



Fig. 537.



Fig. 538.



Fig. 539.



Fig. 540.



Fig. 541.



Fig. 542.



Fig. 543.



Fig. 544



Fig. 545.



Fig. 546.



Fig. 547.



Fig. 548.



Fig. 549.



Liverpool being the most important office outside the Chief Offices of London, Dublin, and Edinburgh, and being also for many years the most important Packet Office in the United Kingdom, it is not surprising to find a very miscellaneous collection of stamps in use at this office. The following are marks which will be found peculiar to the Liverpool office (Figs. 550-555).



Fig. 550.

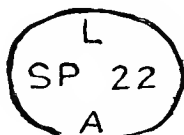


Fig. 551.

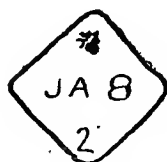


Fig. 552.



Fig. 553. Paid Letter Office.



Fig. 554.



Fig. 555.

Figs. 550-552 were used generally on local correspondence.

The regulations existing from 1860 to 1870, respecting the stamping of letters, were that the following descriptions of letters and packets posted at head or subordinate offices should be stamped on the front or address side: Foreign letters prepaid in money; unpaid letters, both inland and foreign; re-directed letters, if taxed with postage; registered letters; missent letters; book or pattern packets charged with postage.

All letters and packets prepaid with postage stamps were stamped on the back, the obliteration mark being used to deface the labels, except in those offices where double stamps were in use, when of course the impression had to be placed on the stamps on the address side.

All letters and packets reaching an office, whether for the town or for the country district, were stamped on the back with the Head Office stamp.

CHAPTER XIII.

HOME PACKET SERVICE.

THE introduction of cheap postage and the consequent great increase of correspondence, taken in conjunction with the rapid improvements in steam navigation, wrought an immense change in the condition of the various small islands round the British coast. Before this period there was very little intercourse between the islanders and the rest of the world, and before steam vessels were employed to trade with the islands sailing vessels were delayed by contrary winds, which sometimes baffled them for months at a stretch. But to employ steam vessels to convey the mails between the mainland and the islands was a costly undertaking. The very material reduction of the Post Office revenue, which followed the adoption of the general Penny Postage rate, had compelled the Post Office authorities to consider whether the amount likely to be derived from postage would cover the expense of the conveyance of a mail, or whether, as in the case of guaranteed posts, the inhabitants of the islands should contribute to the expense of the service. It was found that in nearly every instance the establishment of a regular mail packet could not be maintained except at a heavy charge to the revenue, and accordingly it was generally refused except to the larger islands.

The most important of these services in home waters was that between Great Britain and Ireland, which has always been looked upon as more of a national object than merely the means of postal communication. Government packets for the conveyance of mails and passengers to Ireland had been in existence at Holyhead from time immemorial, and similar packets were at later periods established at other stations, so that in 1846 there were no less than four distinct services performed by a fleet of twenty steam vessels plying between Milford Haven and Waterford, Liverpool and Kingstown, Donaghadee and Port Patrick, and Holyhead and Kingstown. By the opening of the Chester and Holyhead Railway in May, 1848, Holyhead became the only point of embarkation for mails; and by 1850 not only had the three first-named mail packets been removed from their stations, but tenders were invited for the performance of the service between Holyhead and Kingstown. The contract was secured by the City of Dublin Steam Packet Company, who agreed to perform the service for £25,000 a year. The service, however, was far from satisfactory, and negotiations were opened with a view to an entirely new scheme, with the result that in the year 1859 an arrangement was made between the Government, the London and North Western, and the Chester and Holyhead Railway Companies, and the City of Dublin Steam Packet Company, by which a much improved mail service was to be maintained between London and Dublin; this came into operation on the 1st October, 1860. According to the agreement the City of Dublin Company were to build four paddle-wheel steamers, and the eighth clause of the contract specified that these vessels should be specially constructed so as to give sufficient accommodation for the sorting of mails, *en voyage*. These packets have been known from the beginning of the service as the "Holyhead and Kingstown Packet." Figs. 556, 557 are types of stamps used on board.

For comfort, speed, and security there were few vessels afloat in home waters to compare with those employed on this new day and night service.



Fig. 556.



Fig. 557.

To carry on the Channel Islands mail service three Government steam packets plied twice weekly between Weymouth and the islands of Jersey and Guernsey; this was increased in 1857 to three times a week. There was also communication by private vessels three times weekly between Southampton and the islands, and by a postal convention concluded with France in 1843 direct and frequent communication by private vessels became general between the islands and the neighbouring French ports of St. Malo, Granville, and Cherbourg. Alderney and Sark were served from Guernsey; to Sark letters were conveyed by boatmen, who were paid a gratuity of one halfpenny on each letter, while Alderney was served by a sailing boat, which carried a regular mail. One of these vessels, the *Experiment*, left Guernsey on Saturday afternoon the 16th March, 1850, for the island of Alderney, carrying mails and passengers. Shortly after the vessel sailed the wind freshened strongly ahead, and by ten p.m. had increased to a gale, which forced the master to put about and to make for port; but in spite of his endeavours to reach the roadstead the vessel struck on a rock about two miles from shore and sank immediately, the master and eight passengers being drowned. The mails, which were washed ashore, were found among the rocks, and after being dried and carefully patched they were forwarded by another vessel. In July, 1857, it was arranged to divide Jersey into twelve districts, on a somewhat similar plan to that adopted in London; they were as follows: Grouville, St. Brelade's, St. Helier's, St. John's, St. Lawrence, St. Martin's, St. Mary's, St. Owen's, St. Peter's, St. Saviour's, and Trinity, so that letters were sufficiently addressed if they bore after the name of the addressee (say) "Grouville District, Jersey." On the 1st January, 1870, the Channel Islands obtained a daily communication during the winter as well as the summer; the total cost for the whole service was £6000. The time occupied on a voyage to or from Guernsey was nine hours; to or from Jersey twelve hours. Figs. 558-560 are types of marks in use.



Fig. 558.



Fig. 559.

**JERSEY
SHIPLETTER**

Fig. 560. Used on Letters forwarded by private ships on non-mail days.

The steam service to the Isle of Man commenced in 1831, when a contract was made with the Isle of Man Steam Packet Company, which agreed to convey the mails between Liverpool and Douglas each way, three times a week in summer and twice a week in winter, for the sum of £850 per annum; but during the summer the company's vessels ran more frequently than required by their contract, and carried mails on every voyage. In 1860 steam vessels began plying between Liverpool and Ramsey during the summer season, and the opportunity was taken of forwarding mails by these vessels, the company being paid £100 a year for their conveyance. Douglas was the head office of

the insular mail service ; the postmark in some cases bore the name of the town, as in Fig. 561, and sometimes the name of the island, as in Fig. 562.



Fig. 561.



Fig. 562.

Figs. 563-568 are types of the marks in use at the Sub-Post Offices which had been established in the island since 1832.



Fig. 563.



Fig. 564.



Fig. 565.



Fig. 566.



Fig. 567.



Fig. 568.

The weekly mail service between Penzance and the Scilly Islands, which had existed for forty years, was terminated by the contractor on the 1st January, 1842. The allowance made by the Post Office for this mail service was £50 per annum, while the contractor demanded £100, a sum amounting to considerably more than the whole revenue then derived from the correspondence of the islands. For nearly twelve months the Post Office gave no regular service, dispatching the mails to and fro by any chance vessel ; but eventually the lessee of the islands agreed to pay £25, and the Post Office £75, and the regular service was resumed. In 1850 the average number of letters forwarded to the islands weekly was between five and six hundred. The mail service was increased in 1859 to three times a week, a payment of £300 being made for the improved service. Fig. 569 shows the type of mark used at the only Post Office in the islands (St. Mary's).

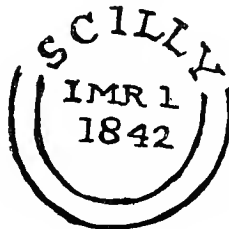


Fig. 569.

Application had at various times been made for postal accommodation in the island of Arran, off the coast of Galway, but the limited amount of correspondence prevented the Post Office from incurring the expense attending the establishment of a regular boat service between the mainland and the island. In 1858 an arrangement was made with the owners of the principal boats plying between Galway and Arran, by which a gratuity of one halfpenny was paid to them for each letter conveyed in the mail, and an office was established on the island for the first time. Fig. 570 shows the type of postmark then introduced.



Fig. 570.

Achill or Eagle Island, on the west coast of Ireland, is separated from the mainland by a narrow channel. The island is about thirty miles in circumference, and in 1841 had a purely Irish-speaking population of 5277. It is very mountainous, and eagles breed in its inaccessible fastnesses. A post, which it was claimed would check smuggling and illicit distillation, was established in the year 1843 between Newport, Co. Mayo, on the mainland, and Dugort, the principal town in the island, distant twenty-eight miles. The mails were conveyed by car to the sound, from thence by boat to Achill, and then by car to Dugort. This was a three-day post, until July, 1872, when it was increased to six days a week. Figs. 571, 572 are types of the postmarks.

ACHILL SOUND

Fig. 571.



Fig. 572.

On the 16th July, 1849, two new services were established with Belfast, one between Belfast and Greenock, and the other between Belfast and Fleetwood. The former service, which was established on account of the abolition of the Port Patrick and Donaghadee packets, was performed free of expense, but for the latter the owners were paid a gratuity of 2s. 6d. per 100 letters. Loose letters posted on board the steamers were impressed with marks such as Figs. 573, 574.



Fig. 573.

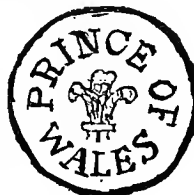


Fig. 574.

In the case of almost all the islands, including the Channel Islands and the Isle of Man, the expenditure on the mail service largely exceeded the revenue. This expenditure reached its highest point in the case of the islands lying off the north and west

coasts of Scotland. From a careful enumeration of the islands, made in 1871, it was then ascertained that they were 787 in number, and of these 187 were inhabited by one or more persons. No island was included in the enumeration unless it were of sufficient extent to afford pasturage for one or more sheep; some of the uninhabited islands were of considerable size, affording pasturage for from 300 to 400 sheep, while others were so small as only to admit of one sheep being left there at a time, which was removed when fattened and its place supplied by a leaner member of the flock. The population of the islands of Scotland was on the increase until about 1841, by which time they had so far outgrown their means of subsistence that destitution, famine, and its dire and sure follower, disease, were beginning to press heavily on the people. Sir John M'Neill, in a report published in 1851, "On the state of the Highlands and the Islands of Scotland," made it apparent that the population had "outgrown their means of subsistence," and that "if henceforward the population is to depend on local resources some fearful calamity will probably occur before many years, unless a portion of the inhabitants remove to where they can find the means of subsistence in greater abundance and with greater certainty than they can find them where they now are." Under such miserable conditions it will be evident that it was impossible to carry on postal communication with even the larger islands otherwise than at a loss to the revenue. For instance, in 1842 a sum of £250 per annum was paid for the conveyance of the mails to Stornaway, in the island of Lewis, although the letters for the whole island only averaged about one hundred a week, and the revenue amounted to about £60 a year. For the conveyance of mails to Shetland once a week in each direction, by steamer in summer and sailing vessel in winter, £1674 15s. 4d. a year was paid, yet the whole revenue derived from correspondence in 1859 only amounted to £622 3s. 7d.; while to Orkney, for some years, an allowance of eight shillings was made for each trip across a channel not ten miles wide. The cost of this service was £538 16s. od. a year; but the revenue derived from the correspondence of the whole group of islands was only £260. To the greater number of the other islands off the coast of Scotland mail services were only granted when the inhabitants agreed to contribute towards the cost of the service, or to send their own messenger to the nearest Post Office in one of the other islands or on the mainland. These messengers were exposed to serious dangers arising from their only road or highway being across channels through which dangerous currents ran; and also from the exposure to the severity of the weather, more especially in winter, when many a poor fellow lost his life in the execution of his duty. Take, for instance, the case of Donald McArthur, the post messenger between Tobermory and Mornish. When he left the former town at 3.30 p.m. on the 9th of January, 1852, on his lonely ten miles journey, the clouds were heavy and snow was falling. His load, which was strapped to his shoulders, was, on account of the mail from Oban and the south being detained by the severity of the weather, much heavier than he had usually to carry. Leaving the town, he trudged along through the snow a foot or more deep, struggling on through snow drifting and driving in blinding sheets, and although intimately acquainted with the district through which his road lay, it is not surprising that the poor fellow should have lost his path over that trackless waste, and there is but little doubt that with footsteps growing heavier and heavier he tottered along, bewildered as to the proper direction, until at last he sank wearily down. For several days the islanders, led by the Postmaster of Tobermory, searched in vain for some trace of McArthur; on the fifth day his body was found in a sitting posture, leaning back on the mail bag which was still strapped to his shoulders.

From the date of Sir John M'Neill's report the population of the insular portions of Scotland steadily diminished, the numbers being reduced in twenty years by about 10,000, thereby improving the condition of the remaining inhabitants, who were chiefly dependent for their subsistence on the produce of the soil, supplemented by sea fisheries. The mail services to the various islands were, by the aid of steam vessels, gradually perfected, and more frequent postal communication was extended among the islands generally.

ORKNEY AND SHETLAND ISLANDS.

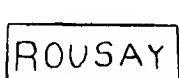
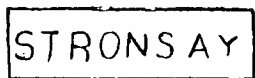
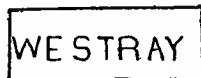
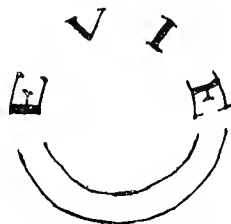
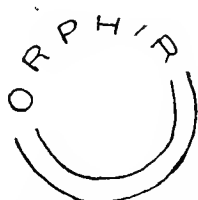
The exact position of these islands is a matter of doubt to many, the doubt being chiefly caused by the custom of map-makers of not placing the Shetland and Orkney Islands in maps of Great Britain in their proper position, but putting them in a little square to themselves at one of the top corners of the map, which gives one a vague idea that they are situated somewhere between Scotland and the North Pole. The islands lie in two groups to the north of Scotland. The Orkneys, which are the more southerly group, are separated from Caithness-shire by the Pentland Frith, about six miles in breadth. There are about a dozen principal islands. The smaller islands and islets number nearly seventy, of which about forty are uninhabited. The Shetland, or Zetland, isles are the more northerly group, and are separated from the Orkneys by a channel forty-eight miles across; including islets they number something about one hundred, of which thirty or forty are uninhabited. The principal island is, however, far more extensive than all the others put together. There is a prevalent notion, quite erroneous, that these islands are inhabited by Highlanders, speaking Gaelic, and are in fact part of Scotland; whereas nothing insults a Shetlander or Orcadian, as the inhabitants of Orkney are called, more than to call him a Scotchman. The islanders, both men and women, are a very fine race, showing in a marked degree their Norse descent. The Norse language was generally spoken until the beginning of the eighteenth century. As a language it has since then quite died out; Norse words are, however, still in use.

THE HEBRIDES OR WESTERN ISLES OF SCOTLAND.

These are a series of islands and islets lying along the west coast of Scotland, partly and principally in the Atlantic Ocean, but partly also in the Frith of Clyde. The Hebrides consist of about two hundred islands, great and small, and are divided into the Inner and Outer Hebrides, the former embracing all those islands which lie nearest the mainland, including those in the Frith of Forth, and the latter consisting of a continuous range of islands stretching from Barra Head to the Butt of Lewis. The strait which divides the Outer Hebrides from the Inner and from the mainland of Scotland is called the Minch, and is, where narrowest, from fifteen to sixteen miles across. The Outer Hebrides are commonly known as the Long Island; Lewis and Harris (which are more extensive than all the rest put together), though considered as separate, form, in fact, only one island.

The postmarks in use at the Post Offices in the several islands varied considerably both in respect of the types and the different coloured inks employed. Take, for instance, the Orkneys, which might well be described as a "colour study."

ORKNEYS.

Fig. 575. *Light blue ink.*Fig. 576. *Red ink.*Fig. 577. *Black ink.*Fig. 578. *Brown ink.*Fig. 579. *Dark green ink.*Fig. 580. *Light green ink.*Fig. 581. *Dark blue ink.*

SHETLANDS.

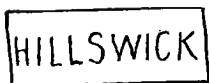


Fig. 582.

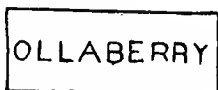


Fig. 583.

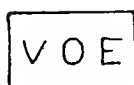


Fig. 584.



Fig. 585.



Fig. 586. This stamp was put out of use in 1860.

THE WESTERN ISLES OF SCOTLAND.

ARRAN.



Fig. 587.

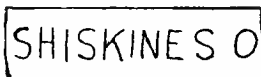


Fig. 588.

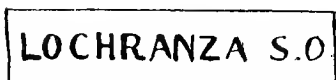


Fig. 589.



Fig. 590.



Fig. 591.

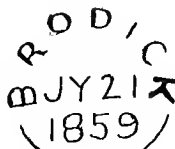


Fig. 592.

BUTE.

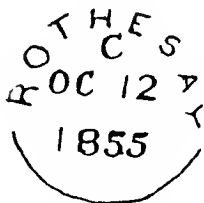


Fig. 593.



Fig. 594.



Fig. 595.

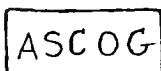


Fig. 596.

INNER HEBRIDES.

COLL COLL

Fig. 597.

LISMORE

Fig. 600.

IONA IONA

Fig. 598.

TYREE TYREE

Fig. 599.

For the purpose of obliterating the postage labels, where the name of the Sub-Office was a short one it was repeated.

W A S D A
E A U 29 E
1859

Fig. 601.

SOUTHERN OUTER HEBRIDES.

BARRA

Fig. 602.

TIGHYARRY

Fig. 603.

CARNISH

Fig. 604.

HOWMORE

Fig. 605.

NUNTON

Fig. 606.

ISLAY (THE QUEEN OF THE HEBRIDES).

BOWMORE
VILLAGE

Fig. 607

BALLEYGRANT

Fig. 608.

BOWMORE
SE 25
1855

Fig. 609.

PORT ELLEN
DOO 16 E
1855

Fig. 610.

LEWIS AND HARRIS.

BARYAS

Fig. 611.

MIAVAIG

Fig. 612.

GARRABOST

Fig. 613.

STORNOWAY
OC 28
1858

Fig. 614.

A R R
I O C 29 U
1858

Fig. 615.

MULL.

AUCHNACRAIG

Fig. 616.

BUNESSAN

Fig.

MORNISH

Fig. 618.

A R O S
A U 20
1859

Fig. 619.

T O B E R M O R
A U 22 D
1859

Fig. 620.

OBAN.

KILMELFORD

Fig. 621.

KILNINVER

Fig. 622.

SKYE.

SCONSER

Fig. 623.

STRUAN

Fig. 624.



Fig. 625.



Fig. 626.



Fig. 627.



Fig. 628.

In 1871 the Isle of Skye had a daily post in summer but not in winter. The mails were carried through Lochalsh and then through Skye to Portree; all the mails for Dunvegan, North and South Uist, and Barra, were sent by the same route.

CHAPTER XIV.

SCOTLAND.

SCOTLAND, which is extremely irregular in its surface, naturally divides itself into Insular, Highland, and Lowland divisions. In a general way the Highlands may be described as comprising the whole of the extensive rugged mountainous tracts, while the Lowlands embrace what may be considered as comparatively flat country when compared with the Highlands. From the mountainous character of the country it abounds in inland lakes, while the numerous rivers are precipitous, rapid, interrupted with cataracts, and subject to sudden overflowings. The outline of the Scottish coast is very irregular, and broken up by promontories projecting far into the sea, deeply indenting the land, so that, before the advent of railways, considerable difficulty was experienced in extending postal facilities in the rural districts.

The means resorted to by the inhabitants of such districts for obtaining and dispatching their letters were in many places economical and well arranged; in others expensive, cumbrous, and inefficient. In many cases messengers were employed to carry letters to and from the nearest Post Office, frequently having to cover a distance of ten or twenty miles through a sparsely populated country. These messengers were remunerated either by subscription raised among the inhabitants, or by a fee which ranged from as low as a halfpenny to as much as sixpence charged on each letter. In some places the service was performed by paupers; but in numerous instances nothing like a systematic arrangement existed, and in such places the inhabitants merely depended upon chance opportunities of calling at the Post Office, or sending whenever they heard by accident that a letter to their address was exposed in the office window. Such arrangements continued to exist in Scotland for many years after the introduction of uniform penny postage. The types of postmarks in use in the country Post Offices differed considerably from those in use in both England and Ireland. In many of the offices the oblong type of date-stamp was retained in use for many years (see Figs. 629-632).

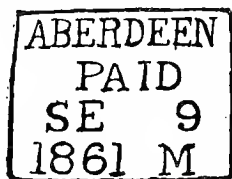


Fig. 629. Oblong Paid Stamp.

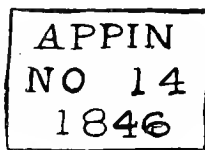


Fig. 630.

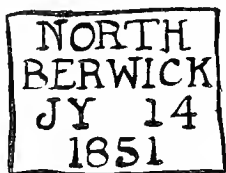


Fig. 631. Oblong Date-stamps.

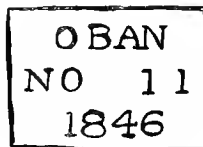


Fig. 632.

The following are types of the various single date-stamps in use in the Scotch provincial offices (Figs. 633-652).



Fig. 633.



Fig. 634.



Fig. 635.



Fig. 636.



Fig. 637.



Fig. 638.



Fig. 639.



Fig. 640.



Fig. 641.



Fig. 642.



Fig. 643.



Fig. 644.



Fig. 645.



Fig. 646.

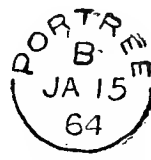


Fig. 647.



Fig. 648.



Fig. 649.



Fig. 650.



Fig. 651.



Fig. 652.

In Scotland for many years the conveyance of mails was in a transitory state, which was due to the mixed system of railway, mail coach, and other modes of conveyance, which in many parts of the country were continually being altered, necessitating the establishment of new postal routes. These alterations frequently caused irregularity, and in many cases serious delays in the arrival of mails; for instance, mails from Perth, Forfar, and Aberdeen, on their way to the counties of Ross, Sutherland, and Caithness, were for a lengthened period detained at Inverness for sixteen or seventeen hours. The explanation of this delay was that, under the old mail coach system, the north and south mails used to meet the east and west at appointed hours to deliver their several mails at regular stations. But under the mixed system of railway and mail coach, the times not coinciding, such delays were unavoidable, until extensive arrangements could be made to dovetail the system properly. To explain the extent of such arrangements we will take the Highland post, which, starting from Glasgow, travelled by way of Greenock and Kilmun, or Lochgoil, to Inverary, and from thence to Oban, by way of Dalmally. This post for a considerable distance traversed a country without population.

Steamboats plying from Greenock and the ports on the Clyde, and in Lochgoil, Loch Long, etc., which could have conveyed the mails to convenient points, refused to do so unless paid exorbitant terms.

Opposition vessels, however, started in 1848, which were successful in breaking down the monopoly of traffic, and a few years later a regular mail service was arranged by steamers from Greenock to Dunoon and Rothesay, each way twice daily six days a week in winter, and three times daily six days a week in summer. Another steamer carried the mails to Tarbert and Ardrishaig each way once daily throughout the year, and another plied once daily between Greenock and Kilmun.

The Sutherlandshire posts were for many years maintained jointly at the cost of the public and the Duke of Sutherland. The principal office in 1851 was Golspie, from which the west and north letters were dispatched twice a week; the return posts being also twice a week. The course of these posts was to Lairg, where the post diverged; that to the west crossing or fording the Shin river and proceeding by Rosehall Assynt to Lochinver, about sixty-six miles through a country but sparsely inhabited. The Scourie post, diverging from Assynt, crossed the Kyle Ker ferry to Scourie, a distance of about eleven miles. The Tongue post from Golspie proceeded direct to Lairg with the west post, and from thence by Alnaharra to Tongue; from the last place the mail was conveyed by a foot messenger across the Tongue and Hilem ferries to Durness. Between Tongue and Thurso there was a regular mail service three times a week. The post to the south travelled from Lairg through Bonar Bridge to Tain. The innkeepers on all these roads worked the cars conveying the mails, for which service the Post Office paid them £200 per annum, and they received in addition about the same amount, in money and free stabling, from the Duke of Sutherland. In 1852 the Duke withdrew his support, and the mail car arrangement was terminated by the innkeepers. The whole of this wide district was then arranged to be served by foot posts. This plan was considered most unsatisfactory, and the Duke of Sutherland again agreed to subsidize the car arrangement by paying £100 a year toward the cost of the posts. The cars employed carried from four to five passengers.

It is among the Scotch rural Post Offices that the most varied types of postmarks are to be found. These marks were impressed in nearly every kind of coloured ink. The straight types are shown in Figs. 653-664.

RENFREW

Fig. 653. Marks in use at Sub-Post Towns.

KING EDWARD

Fig. 654.

KING EDWARD

Fig. 655.

PORT
ELPHINSTONE

Fig. 656.

CRATHIE

Fig. 657.

KINGSBARNES

Fig. 658.

LETHNOT

Fig. 659.

DALRY

Fig. 660.

DALMALLY

Fig. 661.

KEISS

Fig. 662.

GRETNA

Fig. 663.

NEWTON'S FERINTOSH

Fig. 664.

In 1859 it was decided, on account of their interfering with the address of the letters, to withdraw the larger type of straight mark, as shown in Fig. 665 (Arisaig), and introduce a smaller type of mark. Fig. 666 (Loth) is the smallest which has come under my notice.

ARISAIG

Fig. 665.

LOTH

Fig. 666.

The circular marks also differed considerably (see Figs. 667-672).

DENNYLOANHEAD

Fig. 667.

BONCHESTER
BRIDGE

Fig. 668.

HUNNA

Fig. 669.



Fig. 670.



Fig. 671.



Fig. 672.

In 1854 obliterating numbers were withdrawn from all the smaller offices which did not possess date-stamps, and were only supplied to the larger Sub-Offices (see Figs. 673, 674).

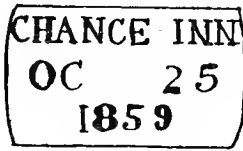


Fig. 673.

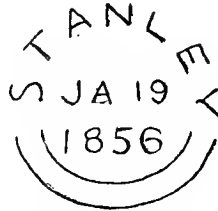


Fig. 674.

The types of postmarks in use at the Receiving Houses were very similar to those in use at the smaller Sub-Offices (see Figs. 675-681).



Fig. 675. Greenock, H.O.



Fig. 676.



Fig. 677.



Fig. 678.

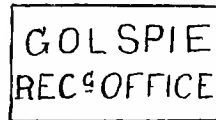


Fig. 679.



Fig. 680. Type in use in Perth.

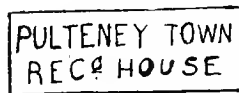


Fig. 681.

The double or combined date and obliterator stamps were brought into use in the larger Scotch offices about the beginning of 1854. The types used are shown in Figs. 682-685.



Fig. 682.



Fig. 683.

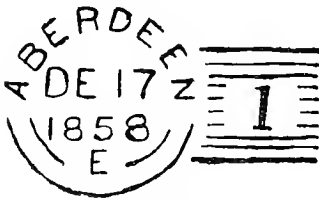


Fig. 684.

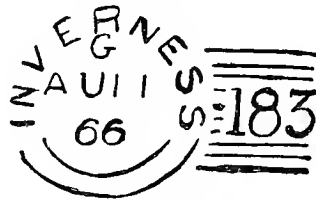


Fig. 685.

Various single obl iterators were also used, of which Figs. 686-689 are specimens.



Fig. 686.

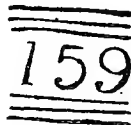


Fig. 687.



Fig. 688.



Fig. 689.

The extensions and improvements of the railway system naturally led to increased demands for acceleration of mails. To give anything like a detailed account of such accelerations would be tedious and confusing; the following brief illustration will give some idea of an important acceleration which took place in 1859, and for the purpose of contrast we will take the year 1854. In the latter year a letter dispatched from London to Edinburgh or Glasgow by night mail of Monday would not have been delivered until about noon on Tuesday; there would then have been an interval of only two hours between the delivery of the letters and the dispatch of the next mail to London, and as this interval would have been too short to admit of the reply being prepared, except in very urgent or special cases, the reply would not in ordinary course have been dispatched from Edinburgh or Glasgow until about 8 p.m. on Tuesday, and would not have been delivered in London until the afternoon of Wednesday. Following on the acceleration of the Scotch Mails, a letter dispatched from London to Edinburgh or Glasgow by night mail of Monday was delivered in Edinburgh or Glasgow early on Tuesday morning, and the reply, if dispatched from Edinburgh or Glasgow by the night mail, that is, after close of business on Tuesday, was delivered in London before the commencement of business on Wednesday morning. But the effect of the acceleration on the correspondence for places lying north of Edinburgh was still more remarkable. Take Aberdeen; in 1854 a reply to a letter could not possibly have been received much under ninety hours, yet in 1859 a reply was easily possible in sixty-five hours, and for all practical purposes saved one whole working day.

In 1841 the practice of stamping letters at Receiving Houses in Edinburgh and Glasgow was, as an experiment, discontinued, the letters being stamped at the Head or

Chief Office only with a stamp shown in Fig. 690, and probably the small stamp (Fig. 691) was used for similar purpose.



Fig. 690.



Fig. 691.

The experiment was not satisfactory, and the previous practice was reverted to in Edinburgh in 1845, and in Glasgow in March, 1848. The plan of cancelling postage stamps on letters posted at Receiving Houses in Edinburgh and Glasgow was brought into use on October 26, 1854; obliterating stamps with numbers were not used, merely the office stamp, as shown in Fig. 692.



Fig. 692.

In April, 1858, these name-stamps were abolished, and the stamping of letters was only continued at such offices as used date-stamps.

The Glasgow postmarks varied very considerably. The long, oblong stamp (Figs. 693, 694) was impressed in *black* ink. Fig. 695 is a type of mark peculiar to Glasgow, with a seven-sided frame; in some cases a star is to be found instead of the letter "N" over Glasgow.

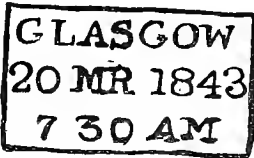


Fig. 693.

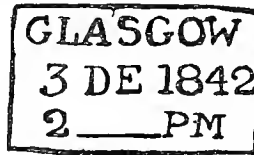


Fig. 694.



Fig. 695. Heptagonal Stamp.

This type is also to be found hexagonal and octagonal. They were generally impressed in a *red*, water-colour ink. Fig. 696 is a neat circular stamp made of brass, usually impressed in a *brownish* ink. Fig. 697 is a similar type, only somewhat larger.



Fig. 696. Brass Stamp.



Fig. 697. Brass Stamp.

A smaller type of circular mark was brought into use in 1858. This particular type varied in size (see Figs. 698-700).



Fig. 698.



Fig. 699. Mark first used in 1858.



Fig. 700.

The combined or double date and obliterating stamp was introduced into the Glasgow Office at the end of the year 1853. Types of these marks are shown in Figs. 701-704.

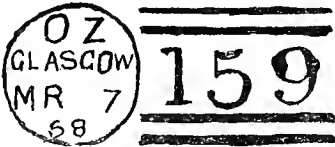


Fig. 701.



Fig. 702.



Fig. 703. Double Handstamp.



Fig. 704.

A unique combined stamp was also in use for a short period (see Fig. 705), but unless used with great care and exactness the date falling on the postage stamp became illegible. This was particularly brought to notice in a certain case in which a young woman murdered her lover. There were two letters which she addressed to her victim; both letters bore this particular postmark, and the impression on one was illegible. On these letters, or rather on the time of their having been posted, depended evidence of the utmost importance. This stamp was abolished. Glasgow, like Liverpool, had a variety of stamps in use for different purposes: for registered letters, Fig. 706; for letters containing coin, posted unregistered, Fig. 707; for paid letters, Fig. 708.



Fig. 705.



Fig. 706.



Fig. 707.



Fig. 708.

For letters posted after the dispatch of the last night mail, Fig. 709; "Packet" stamps, paid and unpaid, Figs. 710, 711. There was also a peculiar bat-shaped stamp for insufficiently prepaid letters (Fig. 712).



Fig. 709.

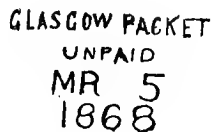


Fig. 710.

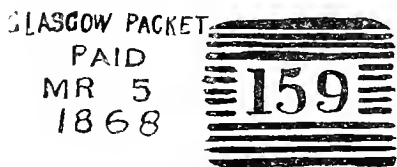


Fig. 711.



Fig. 712.

The postmarks in use in the Edinburgh Chief Office were by no means so varied as those in use at Glasgow, yet the types in use at both offices differed in nearly every instance. In Edinburgh we find a very clear impression of a wooden stamp (Fig. 713). A peculiar system was in vogue for some years at Edinburgh of using distinguishing marks in the stamps instead of index letters or figures to denote the hours (see Fig. 714).

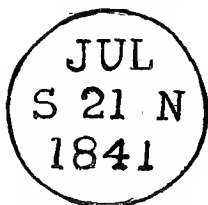


Fig. 713. Wooden Stamp.



Fig. 714. Wooden Stamp.

Both these marks were impressed in a peculiar *red*, water-colour ink. The steel stamp (Fig. 715) was introduced into the Edinburgh Office in 1855, and at the end of 1858 the improved type was brought into use (Fig. 716); a larger type of this stamp was also in use (see Fig. 717). A similar type was in use at Glasgow. With the introduction of the



Fig. 715. Steel Stamp.



Fig. 716. Steel Stamp.



Fig. 717. Steel Stamp.

steel stamps a *black* composition ink was brought into use. Figs. 718-720 are types of the combined handstamp, which show the peculiar marks indicating hours, the use of which ceased in 1861, as shown in Fig. 721. Another rather rare type of combined date and obliterating stamp is shown in Fig. 722. This type of mark was in use at a very few towns.

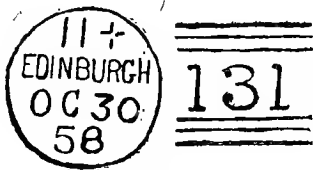


Fig. 718.

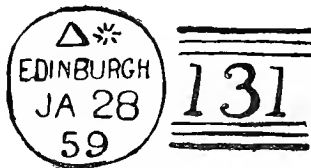


Fig. 719.

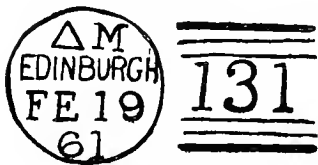


Fig. 720.



Fig. 721. Stamp with Index Figure.

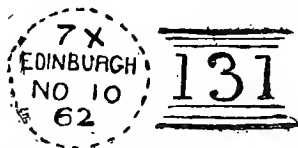


Fig. 722. Combined Stamp used in very few towns.

A distinct type of obliterator stamp (Fig. 723) was in use at Edinburgh. Combined date and obliterating stamps, with stars on each side of the number, were also in use at Edinburgh; the stars were smaller than those in Fig. 723. Fig. 724 is a similar type to that of a stamp in use at Glasgow. Fig. 725 was another type also employed.



Fig. 723.

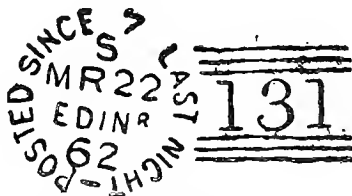


Fig. 724.



Fig. 725.

The "Paid" and "Official Paid" stamps are shown in Figs. 726-728. Late in the year 1863 the Pearson Hill "Parallel" hand machine stamp was brought into use at

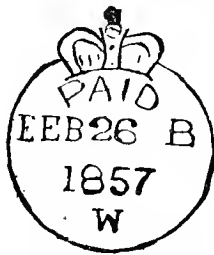


Fig. 726.
Paid Stamp used in Edinburgh



Fig. 727.



Fig. 728.

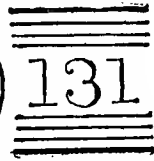
Edinburgh (see Fig. 729). This type of obliterating mark was used solely in the Edinburgh Office; other types of obliterating marks, somewhat similar in design, but having a radiation of thick marks and stars, were also in use at a somewhat later date. Fig. 730 shows another type of the "Parallel" machine stamp. These stamps were



Fig. 729.



Fig. 730.



brought into use in the larger Scotch offices at the end of 1865 and the beginning of 1866; types of these are shown in Figs. 731-734. Fig. 735 was used for the obliteration of postage stamps on newspapers.



Fig. 731.



Fig. 732.



Fig. 733.

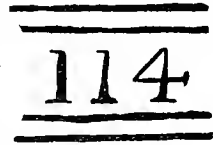


Fig. 734.

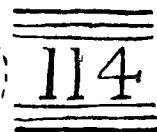


Fig. 735.

CHAPTER XV.

IRELAND.

THE condition of the population of Ireland in 1840, as given in a report on the prospects of railway enterprise in Ireland, is sufficient to make any person wonder at the temerity of the Government in applying to that country the Uniform Penny Post Act. "In the north," says Mr. Drummond, the writer of the report, "the population is better clothed and fed than in the other parts of Ireland, the wages of labour being higher (1/- per day). In the west and south-west poverty and misery are everywhere noticeable. In the southern districts we find a population whose condition is in every respect inferior to that of the northern, while the population of the midland (eastern) districts does not differ materially in condition from those in the south." In another part of the same report it is stated that "the country is covered with small occupiers, ignorant and uneducated, whose cabins are wretched hovels, their beds straw." To expect any large increase of correspondence from such an indigent and wretched population was surely impossible; yet it is perfectly plain from the following return of the postal revenue, expenditure, and number of letters for the year 1839 and the three subsequent years, that the increase was approaching threefold. The large falling off in revenue in 1840 is partly accounted for by the fact that postage stamps were not issued for sale in Ireland, outside Dublin, until the end of that year or the beginning of 1841.

Year.	Gross Revenue.	Expenditure.	Calculated number of letters.
1839	£ 227,848	£ 109,000	9,356,412
1840	97,000	116,000	20,054,944
1841	126,000	125,000	20,977,892
1842	128,000	127,000	24,649,612

The types of postmark in use in the country post-towns in Ireland for some years after the introduction of Penny Postage were very similar to those in use in England (Figs. 736-740).



Fig. 736.



Fig. 737.



Fig. 738.



Fig. 739.



Fig. 740.

The postmarks of the minor offices, the majority of which had previously been known as County Penny Posts, were nearly all of a straight type (Figs. 741-751), most of them impressed in *blue* or *green* inks of various shades. These offices became known

BALLYEASTON
BELFAST

Fig. 741.

Crawfordsburn

Fig. 742.

GROOMSPORT

Fig. 743.

TEMPLEPATRICK

Fig. 744.

GREEN ISLAND
BELFAST

Fig. 745.

GRANGE CORNER

Fig. 746.

BALLYMACARRETT

Fig. 747.

Burnfoot RH
Derry

Fig. 748.

Newtowncunningham
Derry

Fig. 749.

FEENY DERRY

Fig. 750.

Cross RH
Derry

Fig. 751.

as Receiving Houses, and were greatly extended as "guarantee" posts, the definition of which posts has been explained in the previous volume. Shortly after the introduction of the Uniform Penny Post, owing to the large increase of correspondence, the local post (Penny and Twopenny Posts) accommodation of Dublin and its environs was generally improved, additional and free deliveries being given to such outlying districts as Clontarf, Drumcondra, Finglass, Raheny, Milltown, Dundrum, Rathfarnham, Templeogue, Chapelizod, Castleknock, Leixlip, and even as far as Maynooth. The Letter-carriers to these districts were conveyed in cars from the Chief Office in Dublin to the commencement of their walks.

The population of Ireland in 1841 was 8,175,124, but in 1851 it had decreased to 6,552,385. This decrease is accounted for by the disastrous period of famine and pestilence which commenced with the potato blight of 1846-47; leaving out of account the decrease in the numbers of the people occasioned by death, a process of emigration, so vast as that by which Ireland was drained of the most reproductive part of its people between 1845 and 1851, certainly had its effect upon the local posts of the country. In 1851 it was found that the correspondence of many of the country post-towns had dwindled down to less than a thousand letters a week each, and therefore it was thought necessary to reduce all such towns to the rank of Sub-Offices, with the result that over sixty post-towns were so reduced without any difficulty or material loss to the public. The offices so reduced continued to use the same postmarks as when they were head post-towns (Figs. 752-755).



Fig. 752.



Fig. 753.



Fig. 754.



Fig. 755.

Smaller and neater types of straight stamps were introduced about 1852 for use at the Sub-Offices and Receiving Houses (see Figs. 756-759).

BALLYDRISSAN

Fig. 756.

COOLSALIAGH

DROMORE

Fig. 757.

KILTORMER

Fig. 758.

EASKEY

Fig. 759.

These stamps remained in use until 1859, when it was decided to allow them to die out, the worn-out stamps being replaced by circular stamps of various types (Figs. 760-767).



Fig. 760.



Fig. 761.



Fig. 762.



Fig. 763.



Fig. 764.



Fig. 765.



Fig. 766.

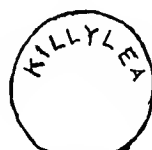


Fig. 767.

As regards this arrangement of allowing certain classes of stamps to die out, it is certainly peculiar to find the old country Penny Post stamp (Fig. 768) in use as late as 1858; it was only replaced in 1859 by one of the new circular type (Fig. 769).



Fig. 768.



Fig. 769.

It is curious how the names of places alter. For instance, "Straid Carn"—the latter being an abbreviation for Carndonagh (Fig. 770)—is now known as "Straidarran." "Muff Don" (Fig. 771) is now known as "Muff." "Shanklin Road" (Fig. 772) is doubtless an error for "Shankhill Road"; whilst "Clady" (Fig. 773) is now known as "Claudy."

Straid
Carn

Fig. 770.

Muff Don
Derry

Fig. 771.

SHANKLIN ROAD
BELFAST

Fig. 772.



Fig. 773.

In 1853 the gross postal revenue of Great Britain was £2,294,000, and the expenditure £1,204,000, or about fifty per cent of the revenue. The gross postal revenue of Ireland amounted to £198,000, and the expenditure to £185,000, or ninety-three per cent of the receipts, and no part of the cost of the Packet Service between Holyhead and Dublin was included in the Irish expenditure. In Great Britain the conveyance of a letter cost on an average $\frac{3}{4}$ d.; in Ireland it cost $1\frac{1}{10}$ d., showing that the expense was greater than the receipts. In fact, for the year 1854 there was a deficit of between £2000 and £3000 on the revenue of the Irish Postal Service.

The first railway in Ireland to be made use of for the conveyance of mails was the Dublin and Kingstown line. The service commenced on the 6th April, 1835, and, as soon as other lines were opened, the Post Office took advantage of them for the conveyance of the principal mails to and from Dublin, the chief effect being that the postal authorities were enabled to give day mails to towns which had not day mails before, and also to establish direct posts between various towns. The use, however, of railways in Ireland for the conveyance of mails was much retarded by the high charges demanded by the Companies; and although the last of the old mail-coaches disappeared from the road in 1852, "Bianconi's" cars continued for many years to be used on various roads all over the country for the conveyance of mails and passengers. These cars were constructed on the simplest principle. They were the ordinary Irish jaunting-car enlarged and elongated. The passengers sat in two rows, back to back, with the luggage piled up between them. It is said that this mode of travel gave rise to the famous joke that the differences of opinion among Irish politicians arose from the fact that nobody saw more

than one side of everything. Both the Belfast and Cork day mails were accelerated in 1854 so as to allow letters to be acted upon on the same day, before business houses closed, and thus to admit of a reply being sent by the night mails. To permit of the Cork mail being accelerated, it was found necessary to establish in Ireland the first Travelling Post Office (Dublin and Cork), which commenced running on the 1st January, 1855.

The double or combined date and obliterating stamp appears to have been introduced into the Irish provincial post-towns early in 1854, and only about six types of these stamps are to be found in use (Figs. 774-779).

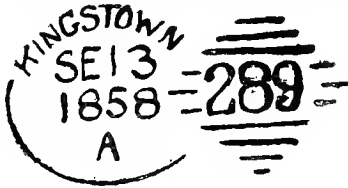


Fig. 774.

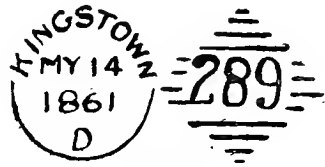


Fig. 775.

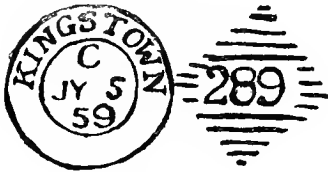


Fig. 776.

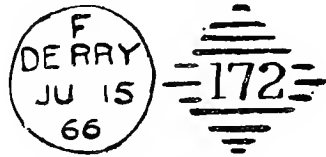


Fig. 777.

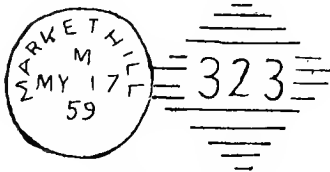


Fig. 778.

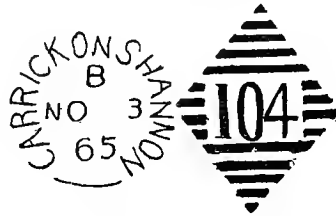


Fig. 779.

In May, 1855, it was notified to the Post Office authorities in Dublin that it was the intention of the Government to establish a permanent camp of at least 10,000 soldiers on the Curragh of Kildare, and it was requested that postal arrangements should be made for its accommodation. The request was complied with, and an office was then established within the camp, the postmarks of which are shown in Figs. 780, 781.



Fig. 780.



Fig. 781.

When Lord Campbell's complaint, which has previously been referred to, respecting the illegible stamping of letters was brought to the notice of the Postmaster-General (then the Duke of Argyll), he gave instructions that the subject should receive immediate

attention. This was done by means of a circular which was issued throughout the postal service. To this circular there were many replies, and various suggestions were made. Anthony Trollope, the novelist, who was then a Post Office Surveyor in Ireland, pointed out the evident superiority of stamps used in foreign countries, particularly in France. As an illustration he submitted impressions of stamps used in Ireland and in France (Figs. 782-784), and suggested the use of a somewhat similar type of stamp to



Fig. 782.



Fig. 783.



Fig. 784.

that in use in the latter country. Such a stamp came into use in 1857, and was first adopted at Enniskillen (Fig. 785), and at Kingstown (Fig. 786). It was also decided to



Fig. 785.



Fig. 786.

abandon the old type of stamp (Fig. 787), and to adopt smaller and neater stamps of the same type as those introduced about this time into England (Figs. 788-790).

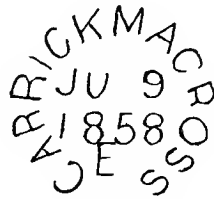


Fig. 787.



Fig. 788.



Fig. 789.



Fig. 790.

There is one type of mark which I think is peculiar to Ireland, and which is only to be found in use at a very few offices even there; it is shown in Figs. 791, 792. Another scarce postmark is that shown in Fig. 793.



Fig. 791.



Fig. 792.



Fig. 793.

Somewhat similar types of date-stamps were issued to the larger Sub-Offices (Figs. 794-797). And such stamps as Fig. 798 were in use at many of the Irish offices.



Fig. 794.



Fig. 795.



Fig. 796.



Fig. 797.

**MISSENT TO
DALKEY**

Fig. 798.

The size of the Irish obliteration marks and the number and thickness of the lines employed varied greatly; Fig. 799 is the original type, introduced in 1844, and will be



Fig. 799.

found impressed in various coloured inks. Other marks, having from three to six lines and various sized figures, are shown in Figs. 800-811.



Fig. 800.



Fig. 801.



Fig. 802.



Fig. 803.



Fig. 804.



Fig. 805.



Fig. 806.



Fig. 807.



Fig. 808.



Fig. 809.



Fig. 810.



Fig. 811.

It is not possible to say when each type of mark was introduced, but that shown in Fig. 812 was brought into use in 1862, and Fig. 813 in 1866. Different types are sometimes found in use at the same office (see Figs. 814, 815).



Fig. 812.



Fig. 813.



Fig. 814.



Fig. 815.

From the 1st October, 1860, when the mail service between London and Dublin was accelerated so as to perform the journey between the two capitals in $11\frac{1}{2}$ hours, another important boon was also conferred by the establishment for the first time of mails leaving London and Dublin in the morning and arriving at those cities in time for the last evening deliveries, as well as for the dispatch of through letters in each case by both English and Irish provincial mails. The mails throughout the whole of Ireland were shortly afterwards accelerated, and in August, 1865, the second Travelling Post Office in Ireland was established between Omagh and Clones. A little while later, in March, 1866, it was arranged to work this Travelling Office between Dublin and Omagh under the title of the Ulster T.P.O.

The stamps in use in the Chief Office, Dublin, were not very varied; Fig. 816 is the type of the single date-stamp. The double or combined date-stamp, which was



Fig. 816.

brought into use towards the end of the year 1853, retained for some few years the diamond type of mark as shown in Fig. 817, until it was superseded by a neat type peculiar to Dublin (Fig. 818); the single date-stamp (Fig. 819) being also altered to correspond with the combined type. A neat registered letter stamp was also in use (Fig. 820). Fig. 821 was in use in the Letter-Carriers' Office, and was used as a rule on

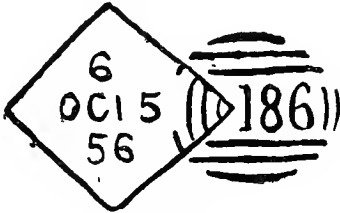


Fig. 817.

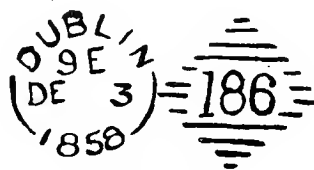


Fig. 818.



Fig. 819.



Fig. 820.

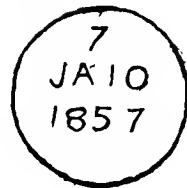


Fig. 821.

local letters only. The last collection in Dublin from the town Receiving Houses for the night mails was at 5 p.m., but letters could be posted for the morning mails until as late as 8 p.m., when the last collection of the day was made. All the correspondence collected at 8 p.m. was taken to the Chief Office, and locked up until 4.45 a.m. the following day; all such letters were stamped as shown in Fig. 822.



Fig. 822.

This stamp was superseded by a "Too Late" mark (Fig. 823), which was again replaced by a dated stamp (Fig. 824). Another type of stamp used on late letters is shown in Fig. 825.

TOO LATE

Fig. 823.



Fig. 824.

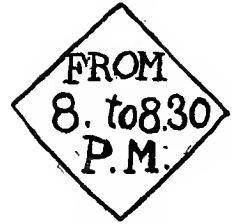


Fig. 825.

In 1865 the Pearson Hill "parallel" machine handstamp was brought into use in Dublin and the larger provincial Post Offices in Ireland. Fig. 826 is a type of the mark in use in Dublin. Fig. 827 is a type of "Paid" stamp used at Dublin.



Fig. 826.



Fig. 827.

Government or official correspondence was impressed with stamps shown in Figs. 828-830, the first being impressed in a *blue-green* ink and the other two in *red*.



Fig. 828.



Fig. 829.



Fig. 830.

In 1870 an official inquiry was made into the postal arrangements of Dublin, and following upon it a thorough revision of the city and suburbs was carried out. One of the chief alterations was the establishment of suburban sorting-offices, on the plan of the postal districts in London, which facilitated the more frequent collection and delivery of letters.

CHAPTER XVI.

POSTAGE STAMPS.

IN previous chapters the Franking and Postmarking of letters have been dealt with, but a work of this description could hardly be considered complete without at least a chapter on Postage Labels or Stamps.

When Uniform Penny Postage was first under consideration, wrappers, stamped paper, and stamped covers were the means suggested for the prepayment of postage; the stamps to be impressed by the Stamp Office. But there were also advocates for the use of labels; such, for instance, as James Chalmers, of Dundee, and Richard Cobden, member of Parliament for Manchester. The latter, who was examined before the Select Committee on Postage on the 7th May, 1838 (or just two years before postage stamps were introduced), as to the use of stamped paper or stamped covers for the payment of postage, stated: "I have an impression that a vignette stamp, probably three-quarters or half an inch square, to be affixed to the outside of a letter, would be a very convenient plan. I think one source of increase to the revenue would be the loss of these, and the numbers that would be given away, like everything else that is cheap." Cobden, as an illustration, mentions that he had seen such tickets in actual use in New York. "I found there," he says, "the soda-water sellers, the great omnibus-keepers, the keepers of baths, and other businesses issued such labels to their customers in quantities. I can mention," says Cobden, "that these tickets were frequently taken out of the country, for I have seen gentlemen in Manchester with the pocket of their pocket-books half filled with those tickets." It is also very certain that the tickets referred to by Mr. Cobden were labels, not cards; for on being asked on what were they printed, he replied, "On thin paper." The idea of using labels for postal purposes was, however, by no means new. As far back as the year 1800, one Mr. Charles Frederick Schmoll, of Jewin Street, London, put forward a suggestion in connection with the illegal conveyance of letters to make it lawful "to carry letters by coaches by way of a stamp, label, or ticket, with the words by permission of the Postmaster-General, such stamp, label, or ticket to be fixed on the outside of the parcel or letter." The value suggested for these stamps was 1d. and 2d., and that "such stamps, labels, or tickets to be distributed at all Post Offices in the Kingdom."

When it was decided to give Uniform Penny Postage a trial, premiums were offered for plans, designs, and suggestions, either for stamps or otherwise, which could be adopted to carry out the scheme. "The Lords of the Treasury were prepared to award a premium of £200 to such proposal as they may consider the most deserving of attention, and £100 to the next best proposal." The names of the successful competitors were as follows: Mr. Cheverton, Mr. Charles Whiting, Mr. Henry Cole, £100 being awarded to each.*

Among the designs submitted were some of considerable interest, such as those sent in by Mr. Charles Whiting, which were executed by Sir William Congreve's process of printing in two colours.

Rowland Hill, in a report dated 6th December, 1839, on the obliteration of the Postage Labels which it was proposed to issue, recommended what he termed

* In Sir Henry Cole's memoirs it is stated that four prizes of £100 each were finally awarded.

“Pendant Labels,” which, instead of being obliterated, should be torn so as to destroy the label and prevent its being used again.

On the 26th December, 1839, the Lords of the Treasury in a minute directed that, with a view to affording an ample choice, the following stamps should be prepared :—

“First. Stamped covers; the stamp being struck on pieces of paper the size of half a sheet of quarto letter-paper.

“Second. Stamped envelopes; the stamp being struck on pieces of paper of a lozenge form, of which stationers and others may manufacture envelopes.

“Third. Adhesive stamps; or stamps on small pieces of paper with a glutinous wash at the back, which may be attached to letters either before or after they are written; and

“Fourth. Stamps to be struck on paper of any description which the public may send to the Stamp Office for that purpose.”

The first and second bore a design by William Mulready, R.A., and are generally known as the “Mulready Envelopes.” They were printed in *black* for the 1d. rate, and in *blue* for the 2d. rate of postage. These envelopes did not give satisfaction, and led to many comic imitations being produced, some of which were by notable artists, such as John Leech, H. K. Browne, etc.

The public ridicule and rejection of the “Mulready Envelope” necessitated its withdrawal, and the ultimate destruction of vast numbers which had been prepared for issue. But as it was thought necessary to have envelopes as well as labels, a One Penny embossed envelope was issued in January, 1841, and a Twopence in April of the same year. The paper used for all these envelopes was what was known as “Dickinson’s Threaded Paper.”

On the other hand, as regards item three, the *black* Penny stamp, which came into use on the same day, 6th May, 1840, as the “Mulready Envelope,” was from its first issue the popular favourite, and it was only by working day and night that anything like the public demand for them could be met. No less than 63,561,840 were sold between the 6th May and the 31st December, 1840. The paper used for the production of this stamp bore the Small Crown watermark.

In February, 1841, the colour of the stamp was changed from *black* to *red*, the object being to make the obliterating process more perfect, and the better to detect the dishonest use of old stamps. In this issue, which differed from the former only in colour, the check letters were still used in the bottom corners, and stars, so drawn as to give the appearance of crosses, in the upper corners. The plates for the Penny stamps produced in February, 1855, were constructed from a new die, the general design of which remained precisely the same as that of the preceding issue. The plates from this new die were numbered afresh 1 to 225; plates 1 to 68 bore letters in the bottom corners, and the stars or crosses in the top, and during the period in which they were in use the watermark was altered from the Small Crown to the Large Crown.

On the 1st April, 1864, a decided change was made in the One Penny stamp; the chief features consisted in the introduction of check letters in all four corners, and the insertion of the plate number in small numerals at each side of the design, which permits of impressions from the different plates being easily identified; all this series are watermarked with a Large Crown.

The Twopence stamp, from the first issue on the 6th May, 1840, remained *blue*, 5,382,240 being sold between the 6th May and the 31st December, 1840. All the issues between 1840 and 1855 were watermarked with the Small Crown, and those from 1855 to 1879 with the Large Crown.

In the interval between 1840 and 1879 the following stamps were introduced :—

The Shilling, *green*, embossed adhesive, issued on the 11th September, 1847, with a view to prepayment of postage to the United States and distant British Colonies, and for prepayment of the registration fee, then One Shilling.

The Tenpence, *brown*, embossed adhesive, issued on the 1st November, 1848, principally for the prepayment of postage to France and certain British Colonies.

The Sixpence, *lilac*, embossed adhesive, issued on the 1st March, 1854, was introduced mainly owing to the reduction of postage to Belgium and other Continental countries, and also for registered letters, the fee having been reduced to sixpence.

After many and loud complaints from the public respecting surcharges on letters through the loss of stamps, it was officially acknowledged that these embossed stamps, although affording one of the best guarantees against either imitation or improper usage after obliteration, were not the proper ones for adhesive purposes in consequence of the gum not being on a flat surface; and that the difficulty might be obviated by adopting surface-printed stamps.

The One Shilling, *green*, surface-printed, was therefore issued on the 1st November, 1856. The paper used for this and subsequent issues between 1856 and 1866 was what was known as the Heraldic Emblems paper, bearing two Roses in the upper corners and the Shamrock and Thistle in the two lower corners. In 1867 the design of the watermark was changed to a Spray of Rose, which was retained in all the shilling issues up to 1881.

A Sixpence, surface-printed stamp, in *dull lilac*, was issued on the 21st October, 1856, to supersede the embossed one of the same value. This and subsequent issues were printed on paper bearing the heraldic emblems, Rose, Shamrock, and Thistle, until June, 1867, when the paper with watermark Spray of Rose was used, and was continued until the 1st January, 1881.

On the 12th January, 1855, attention was called to the postal treaty just arranged with France, which to a great extent would do away with the necessity for a Tenpence stamp, but for which one of the value of Fourpence would be useful. It was agreed that the Tenpence stamp could be dispensed with, and that in its place a Fourpence might be introduced. The Fourpence, *rose-carmine*, surface-printed stamp, was accordingly issued on the 31st July, 1855. The first issue was printed on paper watermarked with a Small Garter. In February, 1856, a Medium-sized Garter was substituted for the Small Garter. This was again altered in the issue of January, 1857, to the Large Garter watermark, which continued throughout the different issues until January, 1881. As regards the first Fourpence stamp issued, Mr. Bokenham, the Controller of the Circulation Office, wrote to Mr. Rowland Hill on the 18th March, 1856, thus: "I regret having to bring under your notice the ease with which the Fourpenny stamp can be, in some cases, cleaned and used a second time." Mr. Bokenham and Mr. Ormond Hill, Inspector of Postage Stamping, Inland Revenue, devoted a great deal of attention to various stamps submitted to them with a view to preventing the removal of the obliterating mark. They eventually decided that the surface-printed One Shilling, *green*, the Sixpence, *dull lilac*, and the Fourpence, *rose-carmine*, stamps were perfectly safe if printed with ink of a more fugitive nature on a paper with a rougher surface than formerly, so that the obliterating ink could take a firmer hold and make it impossible to remove the mark without injury to the stamp.

The Ninepence, *ochre-brown*, *bistre-brown*, and *straw* shades, issued on the 15th January, 1862, was originally introduced for the purpose of paying postage to Australia via Marseilles, to the Brazils, and to India via Southampton. This stamp was printed on the Heraldic Emblems paper, Rose, Shamrock, and Thistle, and afterwards on that with the Spray of Rose.

A Threepence, *rose*, issued on the 1st May, 1862, was created exclusively for the prepayment of letters going abroad, and for newspaper postage to India, and it was not until the 1st April, 1865, when, owing to the letter rate being fixed at one penny for every half-ounce, or fraction thereof, they came into use for inland postage. It was printed on Heraldic Emblems paper, Rose, Shamrock, and Thistle, and on that with the Spray of Rose watermark, which continued in use until 1880.

On the 1st July, 1867, a Tenpence, *red-brown*, surface-printed stamp, on Spray of

Rose paper, was issued to the public. This value was re-issued to prepay the postage to Australia via Marseilles, the increased rate to India (formerly ninepence), and that to Mauritius. But the demand for Tenpenny stamps fell off in consequence of the reduction, in 1870, of the Australian rate to sixpence, and, in 1876, of the Indian rate to eightpence, while at the same date the postage to Mauritius became sixpence halfpenny.

These changes made it necessary to introduce, on the 11th September, 1876, a stamp of the value of eightpence, which was printed on paper watermarked with a Large Garter. The eightpence stamp was created to prepay the reduced rate of postage to India via Marseilles, and to Australia via Brindisi, and to the Brazils, which came into force on the 1st July, 1876. The demand for this stamp was very small, and during the five years, 1876-1880, that it was in existence only 4,723,520 stamps were sold.

Stamps of higher values were suggested upon several occasions, in order to obviate the use of a larger number of other values on any particular letter, but it was not until the 1st July, 1867, that the first high-value stamps were issued, viz. :—Two Shillings, *pale blue*, and Five Shillings, *rose*, the watermarked paper used for the Two Shillings being that with the Spray of Rose, and for the Five Shillings a paper with a Maltese Cross.

In connection with the reduction in the rate of postage on inland newspapers, printed matter, and patterns or samples, there were issued on the 1st October, 1870, the diminutive Halfpenny, *lake-red*, watermarked with the word "*Halfpenny*" extending over three stamps, and the Three halfpence, *lake-red*, watermarked with the Large Crown.

Plate I of the Three halfpence was put to press in March, 1860. The supply, 10,000 sheets, equivalent to 2,400,000 stamps, then printed, was never issued for public use. This edition was of a *lilac-rose* colour, and was printed in anticipation of the passing of a Bill then before Parliament for the repeal of the Newspaper Stamp Duty, and the substitution of a 1½d. charge for the transmission of a newspaper above a certain weight by post.

On the 21st June, 1862, the Storekeeper to the Board of Inland Revenue reported that he had then in stock 8968 sheets of 1½d. Postage Labels. By May, 1867, the number of sheets had been reduced to 8962, which were then ordered to be destroyed. At this period it was stated that no less than 1036 sheets of this particular stamp had been distributed to Postmasters, Collectors, etc.

Beyond the alteration of the 6d., on the 1st April, 1872, to a *bright chestnut-brown*, which was again altered in April, 1873, to a *greenish grey*, the only new issue was that of a 2½d., *maroon*, on the 1st July, 1875, to meet the reduction of postage between countries forming the Postal Union. The first issue was printed on a paper bearing the watermark of an Anchor, and the second, issued in May, 1876, bore an Orb.

The principal object of distinctive colours for each denomination of stamp was that they might be the more clearly distinguished after obliteration as well as before.

In connection with the labels it was greatly feared when first introduced that forgery would be attempted on a large scale, and elaborate precautions were taken to prevent it ; most of those precautions have long since been abandoned, not that it is less easy to imitate the stamps of the present day, but because of the greater difficulty of distribution in anything like sufficient quantities to make the art of forgery pay ; and, as a rule, where stamps have been forged, it has not been with an intention of defrauding the revenue, but rather with that of cheating the philatelist by the forgery of rare stamps. Philatelists, however, examine stamps so closely and keenly that it would have to be an exceptionally good imitation, not only in design, but also in paper, shade, and perforation, to deceive most of the dealers and collectors of to-day.

When postage stamps were first introduced in England it was little thought that they would become a medium of exchange, and far less that they would excite such an interest among collectors. Stamps, in many cases, have done duty before serving their normal purpose ; small debts and charitable subscriptions are paid by this means, and the advertising columns of any newspaper, previous to the introduction of Postal Orders in 1881, will show clearly the thousand and one ways that postage stamps were turned to account in making remittances, as well as for their legitimate purpose ; it was therefore found necessary to permit Postmasters and other officials to purchase postage stamps

from the public, deducting a commission for so doing. The arrangement was far from satisfactory, and not only added largely to the temptations to which the servants of the Post Office were exposed, but became a most fertile source of crime in merchants' and other offices; so that, as early as 1866, with a view to prevent the abuse of the system, firms were allowed to print their names on the back of their postage stamps, each firm making its own arrangements with the Inland Revenue Office, under which the work was done by Messrs. Perkins Bacon and Co., the printers of the stamps. The concession was adopted by a large number of firms, but on account of the ease with which the gum and printing could be removed from the stamp the plan was far from effectual. In 1868, permission was given for the perforation of initials in postage stamps, this plan being considered a more effectual means of putting an end to stamp robberies, and Postmasters were instructed not to purchase any stamps with names or initials perforated through them or printed on the back; but once obliterated the postage stamps had run their course, at least so far as the Post Office was concerned.

The hobby of collecting stamps, which originated in France, spread to England in the early fifties, and has since become world-wide.

A reference on page 35 of the fourth report of the Postmaster-General, issued in 1858, is of some interest as indicating the probable means by which some unprincipled people commenced business. The paragraph refers to an advertisement occasionally appearing, requesting that "defaced postage stamps may be sent to the advertiser, on the pretence that a certain number will enable him to procure admission for a child into some charitable institution. Thinking it possible that there was a fraudulent purpose in view, I have several times directed inquiry to be made, but have always found that there was no truth whatever in the alleged object, and generally that the whole proceeding was the work of an unknown person, actuated apparently by a silly desire to give useless trouble."

The collecting of defaced stamps by persons of mature age appeared so ridiculous to the official mind, that they could only conclude that some fraud was intended, and when another advertiser had the hardihood to announce that the Government offered a payment of £30 a million for such stamps, an announcement which caused many useless letters to be written to the Post Office on the subject, they came to the conclusion that fraud was the main object. An Official Circular was issued, stating that "recent experience having shown that old postage stamps are occasionally used for the purpose of defrauding the revenue of the Post Office," all officers of the Department were warned to use every possible vigilance to prevent any such frauds, by carefully examining the letters passing through their hands. All letters bearing stamps which appeared to have been previously used were to be charged with double rates of postage, as in the case of unpaid letters, and to be marked "Old Stamp."

The suspected stamps, whether appearing to have been previously obliterated or defaced, or otherwise imperfect, were not to be again obliterated, but carefully marked across thus, X, with pen and ordinary ink, so that the mark should not be an obstacle to any subsequent inquiry. It was also pointed out that frauds were committed by carefully joining together portions of stamps imperfectly obliterated, but that if the obliterating duty was properly performed no fraud of the kind could possibly be practised. In reply to this circular, Mr. J. R. Bettesworth, Postmaster of Amersham, on the 11th July, 1857, called attention to the fact that sufficient protection was not given by the labels then in use, as they bore no private mark or character to prevent fraud, and suggested a plan of lettering the stamps both top and bottom. The suggestion was adopted (in a modified form) as a good one; but for the purpose of a more precise comparison, in the case of a suspected stamp, the Commissioners of Inland Revenue suggested that each stamp should be identified with the particular plate from which it was printed by the number being repeated in the border, on each side of the stamp, in case the perforation encroached on either side, which sometimes happened. This suggestion was also adopted, and the alteration was first made in the Twopence stamp issued in July, 1858 (Plate No. 7); it was afterwards applied to other values, as fresh plates became necessary.

Applications had frequently been received from the public, asking for certain improved arrangements as regards postage stamps, the object being to obtain greater variety in the size and quality of the stamped envelopes, and in the value of the stamps impressed upon them.

In the year 1853, the Paper Manufacturers and Envelope Makers memorialized the Government, praying that the monopoly exercised in the sale of the embossed envelopes might be terminated, by the admission of any paper to be stamped by the Inland Revenue Office. It was generally agreed that some such arrangement was desirable; but before anything could be done, it was necessary that the law should be altered, as under the Act 3 and 4 Vic. ch. 96, it was directed that the paper "for postage envelopes, and stamps, shall be made by such persons as the Lords of the Treasury shall appoint, that such paper shall contain in its texture certain marks, or threads to distinguish it from any other, and that no person shall manufacture paper with these peculiar marks except the persons appointed as aforesaid." The paper was accordingly made under the supervision of officers of Excise, and contained, in the case of the envelopes and some of the embossed stamps, certain silk threads, and in the case of the other postage labels a special watermark.

The adoption of these descriptions of paper was, at the commencement of the Penny Postage period, considered a valuable safeguard against forgery. It was now, however, considered that very little if any security could be attached to the threaded paper used for envelopes, and that the time had come when it would not be attended with danger for the Department to undertake to stamp for the public, papers and envelopes sent in for the purpose. To permit of this being carried out, provision was made in Act 18, 19 Vic. ch. 78, sec. 4, passed in 1855. Three dies of the value of 4d., 6d., and 1s. were prepared and brought into use on the 1st January, 1856. The 6d. and 1s. stamps so embossed can easily be distinguished from those issued by the Post Office as adhesives. Those embossed for the public bear small movable figures, denoting the day, month, and year when the stamp was impressed on the paper at the Inland Revenue Office. The following notice was issued, containing the regulations relating to this class of stamp:—

"POSTAGE STAMPS.

"Inland Revenue, Somerset House,

"14th January, 1856.

"The Commissioners of Inland Revenue give notice that they are now prepared to impress with Postage Stamps, denoting respectively the duties of 4d., 6d., and 1s., paper sent in by the public for the covers or envelopes of letters. The paper intended to be so impressed must be delivered at the Head Office, Somerset House, London, for this purpose, subject to the regulations contained in the notice issued by the Commissioners on the 8th October, 1855,* namely:—

"When the amount of the stamps required by any person shall not exceed £10, a fee of 1s. will be charged, in addition to the duty, if paper of one size only be sent in; and if more than one size be sent in, then a fee of 1s. for each size.

"On the warrants hereafter mentioned no fee will be payable, but the sizes of paper will be restricted as follows:—

"When the amount exceeds £10, and is under £20, paper of one size only will be received;

"If the amount exceeds £20, and is under £30, two sizes of paper only will be received;

"£30 and under £40, three sizes of paper;

"£40 and under £50, four sizes of paper; and not more than four sizes of paper will be allowed to be included in any one warrant, of however high an amount.

* This Notice is given in *The Postage and Telegraph Stamps of Great Britain*, by F. A. Philbrick and W. A. S. Westoby, p. 189.

"No folded envelopes can be stamped, and therefore paper, whether intended for envelopes or for letters, must be sent in unfolded, and every distinct size and form of envelope or paper must be marked so as to indicate the place on which the stamp is to be impressed, in order that it may appear in the proper position, according to the rules of the Post Office, when the envelope or letter is folded or made up.

"No coloured paper can be received for stamping, nor any paper of such thinness as not to bear the impression of the dies.

"Envelopes provided by this office, with the proper stamps thereon, will be substituted for any of those sent in which may be spoiled in the operation of stamping.

"It should be borne in mind that licensed vendors only are authorized to sell Postage Stamps impressed as above mentioned, or any other.

"By Order of the Board,

"THOMAS KEOGH,

"*Secretary.*"

A concession was made by the Board of Inland Revenue, in 1863, which was at the time regarded as one of the latest novelties in the advertising world. Under the arrangement in question, the Stamp Office permitted rings with the name of any particular firm to be placed round an embossed stamp, as a border to it, but little use was made of the privilege, the stamps impressed being less than one per cent of the whole number issued.

Until the end of January, 1854, all the postage stamps were (with certain exceptions) issued to the public in an imperforate condition. The exceptions were those treated by Henry Archer, the inventor of the perforating machine, who experimented upon a large number of sheets of one penny stamps (in 1848 and later). The perforation, or more correctly described the roulette, as shown on some specimens which are still in existence, was very small, and shows twelve to thirteen cuts in the vertical sides of the stamps and eleven to twelve cuts in the horizontal. The stamps treated by Archer with his first and subsequent machines were, in 1851, distributed among several Post Offices and also, through the Stamp Distributor of the House of Commons, to the Members of the House, during one session.

As a result of this experimental trial the Stamp Distributor reported as follows :—

"Parliamentary Paper Office,

"House of Commons,

"Westminster, London,

September 2nd, 1851.

"This is to certify . . . that the perforated Postage Labels, which were supplied at the House of Commons for the use of Members of Parliament during the last session, were highly approved of by them ; so much so, that the quantity sold was considerably greater than in any previous year.

"WM. JNO. LINTON."

This document is of considerable interest to stamp and postmark collectors, showing as it does that a considerable number of perforated stamps were in circulation, at least two years before an improved perforation was officially adopted, and it is even possible that rare postmarked specimens may be found bearing a date as early as 1848.

Mr. Archer, who was an Irishman and Managing Director of a Railway Company, experienced considerable difficulty in bringing his invention to perfection. It was only at his third attempt that he contrived to make his machine actually punch out the pieces of paper round each stamp, and so form actual perforations. The remuneration, £200, offered to Archer for his invention, was considered by him to be so inadequate that he refused it, and appealed to the House of Commons.

The result was the appointment of a Select Committee, and, in pursuance to its recommendation, the sum of £4000 was eventually paid to him. It is only fair to record that, had it not been for his persistent efforts, the introduction of what proved to be a

great boon, as an assistance alike to postmasters and the public, would undoubtedly have been delayed for many years; by the perforating process postage labels were made more readily separable, and also more adhesive.

The following was the mode of perforating postage stamps in the year 1861. The adhesive stamp sheets were perforated by machines constructed by Messrs. Napier and Son, of Vine Street, Lambeth, at a cost of £400 each, five such machines being continually in use at Somerset House, London. These machines, which were worked by steam, were capable of perforating about three thousand sheets, or seven hundred and twenty thousand single stamps each, per day. The sheets were placed accurately upon one another, in packs of five sheets each, and perforated by the descent of solid steel punching pins which fitted into holes in a steel plate, so that the circular bits of paper were cut out and driven through the plate into a box below. Each stroke of the machine perforated the pack of sheets along one row of stamps, twenty-one such strokes being required to complete each pack, which was moved by the machine successively into twenty-one different positions. The cost of perforation was estimated at six shillings and eightpence per thousand sheets, or one-third of a penny per thousand stamps. About nine thousand sheets, or upwards of two millions of stamps, were perforated daily.

Attempts have been made by private persons, from time to time, to infringe the exclusive privilege conferred upon the Postmaster-General by the Post Office Acts. In October, 1865, one Robert Brydone established in St. Andrew Street, Edinburgh, a Company under the title of "The Edinburgh and Leith Circular Delivery Company." The object of the Company was to undertake to deliver circulars for one farthing each, and for the purpose of indicating prepayment they issued stamps (see Fig. 831) to be affixed to the circulars.



Fig. 831.

The local delivery of such circulars must have very materially affected the Post Office revenue, since the public preferred getting their circulars delivered by the Company for a farthing to paying the Post Office a penny for the same service.

The stamps were of various colours, and bore the arms of Edinburgh and Leith, and were in some instances actually cancelled by an obliteration mark (see Fig. 832).



Fig. 832 (R. B. & Co.).

So long as Mr. Brydone's operations were confined to Edinburgh no action was taken by the Government to prevent his carrying on the business, but when he extended his operations to London, in 1866, under the title of "The London Circular and Pamphlet Delivery Company" and the "London and Metropolitan Circular and Pamphlet Delivery Company," the Postal Authorities became alarmed at these undertakings. The Companies, however, did not play their cards very judiciously; they issued stamps of the

values of $\frac{1}{4}$ d., $\frac{1}{2}$ d., $\frac{3}{4}$ d., and 1d., to be used upon : Circulars, $\frac{1}{4}$ d. ; newspapers, $\frac{1}{2}$ d. ; books, etc., $\frac{3}{4}$ d. and 1d.

Whatever the object of this may have been, the Companies would appear to have violated the Post Office copyright, in addition to delivering letters contrary to the privileges of the Postmaster-General, and proceedings were instituted against the "London and Metropolitan Company." The case was heard on the 29th August, 1867, at Bow Street, when the Stipendiary Magistrate, Sir Thomas Henry, decided against the Company and inflicted a fine of £5.

The Company was again convicted on the 25th June, 1868, of infringing the Postmaster-General's monopoly.

Brydone made an attempt to run the "National Delivery Company," but without the use of stamps, and the attempt was a failure.

In the year 1869 a Company was registered under the Joint Stock Companies Acts, styling itself the "Circular Delivery Company, Limited." An action was taken, on the 2nd June, 1869, against this Company, in the Court of Queen's Bench, for infringing the Postmaster-General's exclusive privilege. The Court convicted the Company, and this was the death-blow to companies of this nature.

As early as February, 1866, Mr. Darby Griffith, member of Parliament for Devizes, called attention to the fact that certain railways were carrying newspapers franked by means of adhesive stamps. The Great Western Railway charged one halfpenny, and the North British, Caledonian, and other Scotch railways charged one farthing on each newspaper, such charges covering the cost of conveyance along the whole extent of their lines.

Public attention having again been drawn to the excessive rates of postage charged on newspapers, circulars, and, in fact, all printed matter, by the prosecution of the Circular Delivery Companies, the question was once more brought before Parliament, and eventually an Act was passed, in 1870 (33, 34 Vic. ch. 79), under which the rates were lowered to $\frac{1}{2}$ d. on all newspapers complying with regulations, and all printed matter could be transmitted at the rate of $\frac{1}{2}$ d. for every two ounces or fraction of that weight.

In the year 1871 the Dean of Jesus College, Cambridge, obtained permission to organize a system of delivering notes in Cambridge for the members of the College. In 1879 the Bursars of Clare, Caius, and King's Colleges, and Trinity Hall, obtained similar permission to that granted to Jesus College. Nothing further was heard of the collection and delivery of letters at the Universities until the year 1885, when a gentleman resident at Oxford called the attention of the Postal Authorities to the subject, and it was ascertained that at Cambridge the practice of using distinctive stamps was confined to three colleges—Selwyn, Queen's, and St. John's, Jesus using a distinctive envelope. While at Oxford it was found that the following seven colleges used distinctive stamps :—All Souls, Exeter, Hertford, Keble, Lincoln, Merton, and St. John's.

The Postmaster-General, as soon as these facts were brought to his notice, communicated with the several college authorities, pointing out that the practices in which they were engaged were in contravention of the exclusive privileges conferred upon the Postmaster-General by Act of Parliament, and requiring that a stop should be put to such practices.

The college authorities, for the most part, readily submitted to these representations. At Cambridge the use of stamps and the systematic collection and delivery of letters entirely ceased ; at Oxford reluctance was shown on the part of some of the colleges to comply with the wishes of the Postmaster-General, but in the result the use of stamps and all the more marked features of a private post were abandoned.

CHAPTER XVII.

CONCLUSION.

FROM the time that Uniform Penny Postage was adopted, the business of the Post Office in the United Kingdom has grown and developed to a marvellous extent. In 1840 the whole of the Post Offices in the Kingdom only numbered 4028. By 1854 they had increased to 9973, most of the new offices having been opened in rural districts. In 1860 there were 11,441 offices, and in addition there were 2473 pillar and road boxes. By 1876 the Post Offices had increased to 13,447, and the pillar and road boxes to 10,724, making a grand total of 24,171 postal receptacles in the United Kingdom, or over twenty thousand more than the number of Post Offices in 1840. In London alone there were 1803 receptacles of all descriptions. The sale of postage stamps, as will be seen from the summary table in the Appendix, is also remarkable. When there were only two denominations, 1d. and 2d., in the year 1841, 103,228,560 stamps were issued from the Inland Revenue. In 1854, when there were five values, 1d., 2d., 6d., 10d., 1s., 388,319,560 were put into circulation, and in 1876, when there were no less than fourteen distinct values, 1,151,657,948 single stamps were issued; all these stamps were for postal purposes, distinctive telegraph stamps being in use in 1876 for prepayment of telegrams. The increase in the number of missives sent through the post during the same period is even more remarkable. In the year 1839 there were 75 millions; in 1854 the number had increased to 443 millions, or about 16 to each person in the British Isles; in 1860, 564 millions, or 19 to each person; and by 1876 the number had grown to 1,410,681,700, or 31 letters to each person. Such figures, however, have long ceased to be wondered at, and for the year 1904 the number of letters alone totaled 2,597,600,000, or 61 to each person in the United Kingdom, or nearly four times as many as fifty years previously. The number of Registered letters in 1876 was 5,095,116, the number for 1904 was 18,504,690. While Newspapers in 1876 numbered 125,065,800, to-day they number over 180 millions annually. But when we come to compare the number of Post Cards, the increase is really astounding: in 1876 the number passing through the post was 92,935,700, whereas for the year 1904 the number reached 734,500,000; this increase undoubtedly may largely be attributed to the increasing use of Pictorial Post Cards.

The increase of the Post Office revenue, as evinced by the above statements, has been very remarkable, which is mostly no doubt to be ascribed to increase of population, the diffusion of education, and the greater facilities for travelling.

When we look upon the machinery for the transmission of letters, as it existed in 1840, and the Postal Service as now maintained, we can only marvel at the resources of the Post Office, which would appear to be practically inexhaustible; upon that simple machinery have since been grafted Book Post, Circular Post, Express Delivery, Newspaper Post, Parcel Post, Parcels Insurance, Post Cards, Registered Letters, Money Orders, Postal Orders, Savings Bank, Life Insurance and Government Annuities, Telegraphs, Telegraph Money Orders, and Telephones; and in addition, a large amount of Inland Revenue business has been undertaken, such as the issue of all classes of revenue stamps and licences. Assistance is also given in the sale of Ordnance Survey Maps, Parliamentary Papers, Acts of Parliament, and Government Publications.

The constant expansion and additions to the service of the Post Office undoubtedly prove that it is keeping pace with the requirements of the age. Yet, unfortunately, from its peculiar organization and the complicated nature of its business, it is liable to many misconceptions, from which other Government Departments are free. Criticism, however, can neither be avoided nor disregarded. Suggestions, whether for accelerating its business or improving its working, invariably receive the best attention of the practical officers of the Department. Among the many and ingenious inventions brought to their notice were several stamping machines to be worked by various means. The principal fault to be found in the working of such machines was the large number of letters that missed being stamped. Improvements, however, have been made, with the result that to-day there are in use electrical stamping machines that are as near-perfection as it is possible to make them.

Another important improvement, made at the end of 1894, which has been the means of removing many public complaints and misunderstandings in respect of delayed letters, was the substitution in postmarks of clock time for code letters.

The Berne Treaty, establishing the Postal Union, came into force on the 1st July, 1875. It may truly be said that it is the only body which at all approaches the ideal of the "Parliament of man, the Federation of the World," for the whole civilized world is now united in at least one object. When we come to consider the colossal character of the business done, and the smoothness with which the vast and complex machinery of the Universal Postal Service works, we are perforce driven to the conclusion that such an Organization is undoubtedly one of the first civilizing agencies; one which has made it possible to carry out many and important improvements and extensions of service during the past thirty years, a period that constitutes an epoch in Post Office history.

The introduction of Parcels Post, Inland, Colonial and Foreign, the acceleration of mails in various directions, and a host of minor improvements, have necessitated various types of postmarks being introduced. Upon some future occasion these marks, which are numerous, may be described, and their history may be written and brought up to date. [Alas! by some other hand.—E. B. E.]

APPENDICES

APPENDIX A.

PENNY POSTS.

1839.

Names of all Places in Great Britain and Ireland to which a Penny Post was established for the Conveyance of Letters beyond the Post Town to which they were directed.

GREAT BRITAIN.

PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.	PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.
ENGLAND AND WALES.		ENGLAND AND WALES—<i>continued.</i>	
Aberdare and Merthyr Tydvil	Abergavenny	Avebury -	Marlborough
Appleby	Ashby-de-la-Zouch	Audley	Newcastle, Stafford
Appleby	Atherstone	Audlin	Nantwich
Appleton	Abingdon	Alston and Melmerby	Penrith
Amlwch	Bangor	Alston and Whitfield	—
Askrigg	Bedale	Alston and Haydonbridge	—
Askrigg	Hawes	Abridge -	Rumford
Appledore	Bideford	Aveley -	Rumford
Accrington	Blackburne	Auckland	Rushyford
Accrington	Burnley	Auckland, West	Rushyford
Almer	Blandford	Attercliffe	Sheffield
Ashcott	Bridgewater	Ashton	Warrington
Ashcott	Glastonbury	Ashton	St. Helens
Asholt -	Bridgewater	Ashton	Wigan
Almondsbury	Bristol	Aldenham	Watford
Ashton	Bristol	Ayton	Stokesley
Aust	Bristol	Abberford	Wetherby
Ardleigh	Colchester		
Allesley -	Coventry	Brent	Ashburton
Addington	Croyden	Brent -	Cross
Axbridge	Cross	Buckfastleigh	Ashburton
Axbridge -	Wells, Somerset	Buckfastleigh	Totness
Aveton Gifford	Ermebridge	Brabourne Leese	Ashford
Alphinton	Exeter	Buckingham	Attleborough
Ash	Farnham	Bisley	Bagshot
Albury	Guildford	Bodedern	Bangor
Ambleside	Kendal	Barrow	Barton
Aldwas -	Lichfield	Batheaston	Bath
Ashton-under-Lyne	Manchester	Bitton -	Bath
Andenshaw	Manchester	Bathwick	Bath
Allthorn	Maldon	Brislington	Bath
Abbey	Monmouth	Bickendon	Bath

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<i>ENGLAND AND WALES—continued.</i>		<i>ENGLAND AND WALES—continued.</i>	
Box Blackwater Box - Binnington Bexhill - Brierly-hill Brierly-hill Birmingham Beckington Beckington Bere - Bardfield Borough Beaminster Beaminster Bridport Harbour Brighton Brislington Bedminster - Bourton Bitton Bristol Bridge Beddgelert Buckland Broomhill Baddow Bognor - Bovey Tracey Bishops Teignton Bishops Teignton Bentley, Great Bentley, Little Barmouth and Tanybwlich Bedworth - Barmouth and Harlech Brinklow Bow Banwell Brixton Buckley Braunstone Belpar - Buckland Berkeley Brierly-hill Bradninch Broad Clist Bramford Budleigh Budleigh Babington Bilderstone Baythorne End	Bath Bagshot Chippenham Boston Battle Birmingham Wolverhampton Town delivery Bradford, Wilts Frome Blandford Braintree Bridgewater Bridport Crewkerne Bridport Town delivery Bristol Bristol Bristol Town delivery Canterbury Carnarvon Chard Chippenham Chelmsford Chichester Chudleigh Chudleigh Teignmouth Colchester Colchester Corwen Coventry Corwen Coventry Crediton Cross Croydon Daventry Daventry Derby Dover Dursley Dudley Exeter Exeter Exeter Exmouth Sidmouth Frome Hadleigh Halstead	Brighthouse Brighthouse Bedworth Bayford - - Berkhamstead, Little Bowness Barrow Barrow and Wootton Bentham - Bury and Ramsay Bentham Brentford, Old & New Bushy Park Bayswater Burwash Brook Green - - Brompton, Old and New Bude and Stratton - Beeston Birstal Bodenham Bootle Barton Bearstead Bradwell Burnham Broadstairs Blockley Bedlington Blyth Bentley Benton Bottisham Burwell Blakeney Brookland Berrieu Berrieu Blyth Brooke Blofeld Bootle Bootle Braughton Braughton Broadstairs Broadstairs and Margate Bacup Brading Bembridge Brookland Barford - Bourton Broseley	Halifax Huddersfield Hinckley Hertford Hertford Kendal Hull Hull Lancaster Huntingdon Settle Hounslow Hounslow Hounslow Lamberhurst Hounslow Hounslow Launceston Leeds Leeds Leominster Liverpool Lichfield Maidstone Maldon Maldon Margate Moreton in Marsh Morpeth Morpeth Newcastle, Staff. Newcastle Tyne Newmarket Newmarket Newnham New Romney Newtown Welchpool North Shields Norwich Norwich Ravenglass Ulverstone Ravenglass Ulverstone Ramsgate Ramsgate Rochdale Ryde, I. W. Ryde, I. W. Rye Salisbury Shaftesbury Shiffnal

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Bidford - Brailes Cherrington Blackheath Botley Beaulieu Burgh Beeding Brierly-hill Broughton Bossington B. Lydeard Briggstock Buxted Burnham Brancaster Bushey Broxbourne Bampton Benbridge Bishopstoke Barton Stacey Broadwas - Benson Bramham Brewood	Stratford Shipstone Shooter's-hill Southampton Southampton Spilsby Steyning Stourbridge Stockbridge Stockbridge Taunton Thrapstone Uckfield Lynn Lynn Watford Waltham-cross Witney Winchester Winchester Winchester Worcester Wallingford Wetherby Wolverhampton	Chalfont Caythorpe Clifford Cranley Cold Harbour Castle Hedingham Corbridge Cowfold Cornwood Cranford Cranford-bridge Coggeshall Chiswick Chiswick-place Clapham Clapham Caton Cleckheaton Crosby Clenchwarton Charing - Cheadle - Cheetham-hill Chewbent - Cheetham-hill Cartmell Cefn-y-bedd Cefn-y-bedd Cowhinge Chevely Caerleon Coltishall Crowland Campton Collingborne Coombe & Staunton Cosham - Calderbridge Chasewater Calderbridge Charleywood Chenies - Cobertstay Codford Chilmark Camel Compton Crowcombe - Churchingford Chasewater Camborne and Gumear Cannock and Bloxwich Cheshunt Cheshunt-common -	Gerrard's-cross Grantham Grantham Guildford Highworth Halstead Hexham Horsham Ivybridge Hounslow Hounslow Hounslow Kelvedon Hounslow Hounslow Kirby Lonsdale Settle Lancaster Leeds Liverpool Lynn " Maidstone Manchester Manchester Manchester Manchester Milnthorpe Mold Wrexham Newmarket Newmarket Newport, Monmouth Norwich Peterborough Petersfield Pewsey Pewsey Portsmouth Ravenglass Reading Whitehaven Rickmansworth Rickmansworth Rumford Salisbury Salisbury Sherborne Sherborne Taunton Taunton Truro Truro Walsal Waltham-cross Waltham-cross
Colyton Cromer Castleton Cross Hands Cove - Cross Hands Chobham - Cleobury - Castle Bromwich Cannington Clifton - Cross Hands - Cribb's Causeway Clevedon - Cakebridge Charlton, King's Cheltenham - Cefn-buchan Colford - Cheddar Cheddar Cawsand - Cerne - Cattistock Charminster Crawley Charlbury Cowley Crockernwell Coleford	Ashburton Aylsham Bakewell Bath Bagshot Cirencester Bagshot Bewdley Birmingham Bridgewater Bristol Bristol Bristol Cheltenham Cheltenham Town delivery Chirk Crediton Cross Wells, Somerset Devonport Dorchester Dorchester Dorchester East Grinstead Enstone Exeter Exeter Exeter Frome		

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Crossbrook-street Church-gate Crocombe Castle Cary and Bruton	Waltham-cross Waltham-cross Wells, Somerset	Essendon - Essendon Epping-green Effingham Eberton Eccles - Eastwell Earsdon Exening Exbourne Ensham Egremont Eltham Exeter Egremont - East Hoathley Edmonton Enfield	Hatfield Hertford Hertford Leatherhead Lymington Manchester Melton Mowbray Newcastle Tyne Newmarket Okehampton Oxford Ravenglass Shooter's-hill Topsham Whitehaven Uckfield Waltham-cross Waltham-cross
Compton Chilcomb	Wincanton Winchester Winchester	Farnborough - Freshford Finchley Finchingfield Friskney Felton Frampton Cotterell Feckenham Feckenham Fishguard Fishguard Ferryside Flint Ford Frating - Foleshill Frampton Farringdon Felling Ford-street Feltham Flamworth Feltham-hill Fulneck - Field-lane Flookborough Fovant Findon Fawley - Framlingham Fox (The) - Fletching and Marsfield	Bagshot Bath Barnet Braintree Boston Bristol Bristol Broomsgrove Stratford-on-Avon Cardigan Haverfordwest Carmarthen Chester Chippenham Colchester Coventry Dorchester Exeter Gateshead Halstead Hounslow Hounslow Hounslow Leeds Hounslow Milnthorpe Salisbury Shoreham Southampton Woodbridge Woodstock
Droxford Doynton Darwen - Durweston Duxford - Daglingworth- Danbury Dedham Duffield Drayton - Dent Dent - Ditchling Delph Denton Didsbury Dobcross Dalham Docking Dagenham Darnford Deptford Dinton - Deptford Donhead Doddingdon Dronfield Donnington - Denham, Great and Little Dunster Dorchester Dinder - Dalton	Alton Bath Blackburne Blandford Cambridge Cirencester Chelmsford Colchester Derby Hounslow Hawes Kendal Lewes Manchester Manchester Manchester Newmarket Rougham Rumford Salisbury Salisbury Salisbury Shooter's-hill Shaftesbury Sittingbourne Sheffield Spalding Swaffham Taunton Wallingford Wells, Somerset Ulverstone	Fair Oak Gwyndy Gisburne	Uckfield Winchester Bangor Blackburne
Edgbaston Erdington Eglsywrrw Edgeworth Elmstead - Evershott - East Burleigh Exminster Exminster Elstree Elland - Earls Colne Earls Court -	Birmingham Birmingham Cardigan Cirencester Colchester Dorchester Exeter Exeter Teignmouth Edgware Halifax Halstead Hounslow		

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Gisburne Gosberton Gosberton Gannis Lake Giddy Hall Greenhithe Godmanchester Gorey - Gomersal - Guiseley Guiseley and Yeaden Goadby Gosford - Gee Cross Glossop - Gorton Greenacres Goldhanger Glynneath Gazeley Grays Gosport - Gillingham Greenwich Gunnislake Green-street Gorleston and South Town Gateshead-road Galmpton Galmpton	Skipton Boston Spalding Callington Chippenham Dartford Huntingdon Jersey Leeds Leeds Otley Melton Mowbray Oxford Manchester Manchester Manchester Maldon Neath Newmarket Rumford Portsmouth Shaftesbury Shooter's-hill Tavistock Sittingbourne Yarmouth South Shields Torquay Totness	Herne-street Horksley Handley Hythe - Hinton Harlech Haselbury - Horsted Keynes and Lindfield Hockliffe - Heavitree Hills Court Honitons Clyst Hebburn Hebdenbridge Harewood End Haydon-bridge Hertingfordbury - Hampton Court and Wick - Ham Hampton Holmfirth Hurst Hornsea Harlington Harmsworth Hawkshead Hatton - Hammersmith Hornby Hornby Harewood - Heckmondwike Horsforth Heacham Harrietsham Headcorn Hothfield Hollinwood Hyde Holt Harby - Hartley Pans Hevingham Harting - Horrabridge Horrabridge Heywood Houghton Hare-street Havering Hornchurch Horndon Housbridge Hayes -	Canterbury Colchester Chester Colchester Christchurch Corwen Crewkerne Cuckfield Dunstable Exeter Exeter Exeter Exeter Gateshead Halifax Ross Hexham Hertford Hounslow Hounslow Hounslow Huddersfield Huntingdon Hull Hounslow Hounslow Kendal Hounslow Hounslow Lancaster Lancaster Settle Leeds Leeds Leeds Lynn Maidstone Maidstone Maidstone Manchester Manchester Melksham Melton Mowbray North Shields Norwich Petersfield Plymouth Tavistock Rochdale Rougham Rumford Rumford Rumford Rumford Shaftesbury Southall
Hingham - Horshill - Hawley - Hadleigh Highgate Handworth - Hadham, Great Hadham, Little Horwich Haworth Haltwhistle and Haydon-bridge - Highbridge Hooe Hurst Hot Wells Horfield Hambrook Hanham Hayes - Haywood Haslingdon Hartest Herne Bay	Attleborough Bagshot Bagshot Barnet Barnet Birmingham Bishops Stortford Bishops Stortford Bolton Bradford, York. Brampton Bridgewater Brighton Brighton Bristol Bristol Bristol Bromley Bury-lane Bury-lane Bury St. Edmund's Canterbury		

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Heston Hythe Holbeach Harpenden Henfield Haughton Heafield Holnicot Hatch Harberton - Harbertonford Halberton and Sampford Peverell Hulwill Helperton & Brasley Hadham - Hunsdon Holcombe Harewood Holt (The) Handley Haverington Hursley - Haselbury	Southall Southampton Spalding St. Alban's Steyning Stockbridge Stockport Taunton Taunton Totness Totness Tiverton Totness Trowbridge Ware Ware Wellington, Somers. Wetherby Woodstock Whitchurch, Salop Workington Winchester Yeovil	Kings Winford Kennford Kenton - Kenton King Weston Knoyle - Knaresborough Kirkstall Kensington Kew Kingsclere Knightsbridge Kintbury Eberton Kingkerswell - Kertling Knackers Knowle Kingston Kirkham Key-street Kempsey	Dudley Exeter Exeter Teignmouth Glastonbury Hindon Harrogate Leeds Hounslow Hounslow Newbury Hounslow Newbury Lymington Newton Abbott Newmarket Plymouth Portsmouth Preston Sittingbourne Worcester
Iwerne Iron Acton Ixworth Ideford Jarrow Ilsley Isleworth Ironbridge Jump - Ithen Iwerne Mire Ironbridge and Broseley Ironbridge and Wenlock	Blandford Bristol Bury St. Edmund's Chudleigh Gateshead Newbury Hounslow Shiffnal Plymouth Southampton Shaftesbury Shrewsbury Shrewsbury	Little Hampton Llanerchymedd Llangefin Longbredy Leyburn Leyburn Leak Liverton Llandaff Llantrissant Llandissil Laycock Long Compton Langford - Locking Lapford Lympstone Lympstone Lympstone Longbredy Limpsfield Leadenham La Valle Letton Landypitt Lefton Lewhitton Leeds - Liverpool Lees Leigh Levenshulme - Lenham Langley	Arundel Bangor Bangor Bridport Bedale Hawes Boston Boston Cardiff Cardiff Carmarthen Chippenham Chipping Norton Cross Cross Crediton Exeter Exmouth Honiton Dorchester Godstone Grantham Guernsey Hereford Lampeter Launceston Launceston Town delivery Town delivery Manchester Manchester Manchester Maidstone Maidstone
Kingstone Knaphill Kelson Keynsham Knowle Knowle Kingsdown Keynsham Kelweston Kidwelly and Ferry-side Kelsall - Kelsall Kenilworth Kenilworth	Abingdon Bagshot Bath Bath Birmingham Warwick Bristol Bristol Bristol Carmarthen Chester Northwich Coventry Warwick		

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Latchingdon Lidgate Lyd Llanfyllin Llanbrynmair Llanmynech - Llansaintffraid Llamhaiaadr - Llanyblodwell Lytchett - Leigh and Hadleigh Lewisham Lee Lydford Lanang - Laleham Lynstead - Lavenham Long Melford Litcham Lynton Lowick Leigh	Maldon Newmarket New Romney Oswestry Newtown Oswestry Oswestry Oswestry Oswestry Poole Rochford Shooter's-hill Shooter's-hill Somerton Shoreham Staines Sittingbourne Sudbury Sudbury Swaffham Taunton Thrapstone Tunbridge	Malvern Wells Malvern Wells Millbridge Morley - Maghull Milford Milton Mundon Middleton Mottram - Matlock Town Manchester Madeley Molton Maghull Meiford - Melmerby Marsk Margate - Massingham, Great Massingham, Little Milborne Port Milborne Port Milborne Millbrooke Marple Middlesborough Montacute Monkwearmouth Minehead and Holnicott Minehead & Porlock Minehead & Lynton Minehead and Mail Guard Monksilver Mounts Mitchell Marsfield Mayfield and Wadhurst Matlock Morestead Marwell Mitcheldever	Ledbury Malvern Leeds Leeds Liverpool Lymington Lymington Maldon Manchester Manchester Matlock, Bath Town delivery Newcastle, Staffs Newmarket Ormskirk Oswestry Penrith Richmond, York. Ramsgate Rougham Rougham Sherborne Yeovil Shaftesbury Southampton Stockport Stockton South Petherton Sunderland
Measham Measham Middleton Masham - Middleham Milborne Middleham Melton Malpas Malpas Marshfield Mitcheldean Mitcheldean and The Lea Meriden Mudaford Milton - Morchard Merriott Mask - Market Lavington - Marden & Cannings Maiden Newton - Moretonhampstead and Chagford Mount Radford Mask - Market Bosworth Montacute - Montacute Moulsey Milton -	Ashby-de-la-Zouch Atherstone Barnard's Castle Bedale Bedale Blandford Hawes Brigg Chester Whitchurch, Salop Chippenham Coleford Gloucester Coventry Christchurch Christchurch Credon Crewkerne Cross Devizes Devizes Dorchester Exeter Exeter Guisborough Hinckley Ilminster Yeovil Kingston Launceston	Minehead and Holnicott Minehead & Porlock Minehead & Lynton Minehead and Mail Guard Monksilver Mounts Mitchell Marsfield Mayfield and Wadhurst Matlock Morestead Marwell Mitcheldever Netherton Nuneaton Northaw - Newport Nailsea Newport Newport Newferry Northop and Flint - Nayland -	Taunton Taunton Taunton Taunton Taunton Taunton Totness Truro Uckfield Uckfield Wirksworth Winchester Winchester Winchester Amesbury Atherstone Bideford Barnstaple Bristol Bishops Stortford Cardigan Chester Chester Colchester

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Newland North Lawton Newland Nuneaton Nuneaton North Nibley Newton St. Cyres Newcastle Quay Newent Northfleet Newton New Ferry Notting Hill Newport Nurthurst Newtonheath Newton in the Willows Nailsworth Newtown North Tawton Newchurch New & Old Charlton New Cross and Peckham Norton - North Shields Newnham Newington New Mills Norwood Green North Curry Norman Court Norton Newhouse Newton North Nibley	Coleford Crediton Monmouth Coventry Hinckley Dursley Exeter Gateshead Gloucester Gravesend Liverpool Liverpool Hounslow Haverfordwest Horsham Manchester Manchester Minchinhampton Newark Okehampton Rochdale Shooter's-hill Shooter's-hill Sheffield South Shields Sittingbourne Sittingbourne Stockport Southall Taunton Stockbridge Taunton Totness Warrington Wotton-under-Edge	Old Hall Green Old Windsor - Orford Old Down Old Down Old Down Old Down Otterbourne Owselbury Ponty Pool Pilton Ponty Pool Purbright Potton Piddletown Poldon Hill Pensford Pucklechurch Potterne Plymouth Piddletown Puttenham - - Painswick with Mi- serdine and Edge- worth Petersham Powder Mills - Pudsey Pembrey Park Gate Paington Paington Plymouth Poulton - Parkstone Pangborn Prettlewell - Passingfordbridge Purfleet - Plumstead Penkridge Paignton - Penkridge Penkridge Penkridge Penuhurst Puckeridge - Preston-brook and Runcorn Powick Preston	Ware Windsor Woodbridge Bath Bristol Shepton Mallett Wells, Somersetshire Winchester Winchester Abergavenny Barnstaple Newport, Monm. Bagshot Biggleswade Blandford Bridgewater Bristol Bristol Devizes Devonport Dorchester Guildford Cirencester Hounslow Hounslow Leeds Llanelly Maidstone Newton Abbott Totness Town delivery Preston Poole Reading Rochford Rumford Rumford Shooter's-hill Stafford Torquay Walsal Wolverhampton Tunbridge Ware Warrington Worcester Yeovil Bishops Stortford Barnard's Castle Braintree
Overseal Oldbury Old Passage Otterton and B. Salterton Ottery Ottery Oxted Oakley Oreston Old Swan - Otham Oldham - Ockendon, North Ockendon, South Ossett - Ombersley Ombersley Ossett	Ashby-de-la-Zouch Birmingham Bristol Exeter Exeter Honiton Godstone Harwich Plymouth Liverpool Maidstone Manchester Rumford Rumford Rumford Stourport Worcester Wakefield	Quendon Ronaldkirk Rayne	

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<i>ENGLAND AND WALES—continued.</i>		<i>ENGLAND AND WALES—continued.</i>	
Rottingdean - Redcliffe Meads Redland Rudgeway - Ramsbottom - Rawtenstall - Rhuabon Rockbeare Rockbeare Rytan - Redmarley Redcar Ridgewell Richmond Rawden - Rising - Ratcliffe Ramsgate Rainford Reeth Raynham Rainham Redbridge Ryddlan Rhyl Redbourn Rose-hill Runcorn Raydon - Roydon	Brighton Bristol Bristol Bristol Bury-lane Bury-lane Chirk Exeter Honiton Gateshead Gloucester Guisboro' Halstead Hounslow Leeds Lynn Manchester Margate Prescot Richmond, York. Rumford Sittingbourne Southampton St. Asaph St. Asaph St. Albans Winchester Warrington Wangford Ware	Stokes Croft - St. Philip's - St. George's - Stapleton - St. Breil's - Sturry-street - Somerford - Stoke - Stratford - Stoke - Stonebridge Slugham Sidcot Streatham Stokenham Stone Star-cross Swanscombe Star-cross Star-cross Seend and Bromham Shrewton Stoke Steadsett Sitche Stratton - South Sea Houses - Silverton and Stoke Cannon St. Thomas Spike and Cookern- well South Zeal Shrivenham Seale Selling Sandgate Street Skilton - South Shields-road - Sible Hedingham - Stoke St. Leonard's Sedberg - Strand-under-green Sunbury - Sipsom Sedberg - Shepherds-bush Sutton, Great and Little - Skirlaugh St. Aubin St. Clement's St. Peter's St. Saviour's	Bristol Bristol Bristol Bristol Chepstow Canterbury Chippenham Colchester Colchester Colnbrook Coventry Crawley Cross Croydon Dartmouth Dartford Dawlish Dartford Exeter Teignmouth Devizes Devizes Devonport Downham Downham Dorchester Eastbourne Exeter Exeter Exeter Exeter Farringdon Farnham Feversham Folkestone Glastonbury Guisboro' Gateshead Halstead Halstead Hastings Hawes Hounslow Hounslow Hounslow Kendal Hounslow Hounslow Hull Jersey Jersey Jersey
Sheepy Sheepy Seaton Sandhurst Shenley - Swimbridge Stanton Prior Swanswick Smethwick Shillington Stone Easton - Shettisberg Sturminster Shefford - Shefford Stanstead Sutterton Shipley - Sutton Coldfield Shirley-street - Solihull Solihull Saling Stowey Stoke and Wareham	Ashby-de-la-Zouch Atherstone Axminster Bagshot Barnet Barnstaple Bath Bath Birmingham Blandford Bristol Blandford Blandford Bedford Biggleswade Bishops Stortford Boston Bradford, York. Birmingham Birmingham Birmingham Warwick Braintree Bridgewater Brandon		

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Stoke	Ilminster	St. Day	Truro
Stoke -	Yeovil	Shillingford	Wallingford
Salcombe -	Kingsbridge	Southwold	Wangford
Seacombe	Liverpool	Stoke Newington	Waltham-cross
Snettisham	Lynn	Stanstead	Ware
Sandway	Maidstone	St. John's	Worcester
South Minster	Maldon	Sutton Scotney	Whitchurch, Hants
Stanley-bridge	Manchester	Stoke	Yeovil
Shelford and Levenshulme	Manchester	Sturminster Marshal	Wimborne
Swinton -	Manchester	St. Cross	Winchester
Stretford	Manchester	Sutton Scotney	Winchester
Sutterton	Market Deeping	Stratton, East and West	Winchester
Stanesby	Melton Mowbray	Temple Sowerby	Appleby
Saltby	Melton Mowbray	Temple Sowerby	Penrith
Soham	Mildenhall	Twycross	Ashby-de-la-Zouch
Sutton Scotney	Newbury	Twycross	Atherstone
Stalham	Norwich	Trimley	Bagshot
Swaflhams	Newmarket	Timsbury	Bath
Sticklepath	Okehampton	Tickhill	Bawtry
Southport	Ormskirk	Thickthorne	Blandford
St. Just	Penzance	Tipton -	Birmingham
Saltash -	Plymouth	Temple Cloud	Bristol
Stonehouse	Plymouth	Taybwich	Carnarvon
South Sea	Portsmouth	Tremadoc	Carnarvon
St. Peter's	Ramsgate	Thorncombe	Chard
Southend	Rochford	Tarvin	Chester
Streatley	Reading	Tarvin -	Northwick
Sonning -	Reading	Thorpe	Colchester
Stifford -	Rumford	Tanybwlich	Corwen
St. Helen's	Ryde, I.W.	Thowerton	Cullompton
Sea View	Ryde, I.W.	Tilshead -	Devizes
Sedgefield	Rushyford	Torpoint	Devonport
St. Langford	Salisbury	Torpoint	Liskeard
St. Newton	Salisbury	Thaxted -	Dunmow
Shrewton	Salisbury	Titchfield	Fareham
Sompling	Shoreham	Tongham	Farnham
Sterrington -	Shoreham	Torte Val -	Guernsey
Southwick and Portslead	Shoreham	Todmorden	Halifax
Stower	Shaftesbury	Turnham Green	Hounslow
Shiffnall -	Town delivery	Twickenham	Hounslow
Sporle	Swaflham	Teddington	Hounslow
Street	Somerton	Thongsbridge-	Huddersfield
Southall-green	Southall	Trinity	Jersey
Swineshead	Spalding	Torrington -	Lynn
Sutterton	Spalding	Thornham	Lynn.
St. Blazey	St. Austle	Twyford	Maidenhead
Stoke -	South Petherton	Town Sutton -	Maidstone
Stogamber	Taunton	Tolleshunt D'Arcy-	Maldon
Shaldon	Teignmouth	Tillingham -	Maldon
St. Mary Church	Teignmouth	Tyldsley	Manchester
Sudborough -	Thrapstone	Torquay	Newton Abbott
St. Mary Church	Torquay	Temple Sowerby	Penrith
Shaldon -	Torquay	Torquay -	Teignmouth
St. Agnes -	Truro	Tormoham -	Newton Abbott

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Thorpe Tarleton Thorney Teffont Thornton Tyrherley, East and West Totton Tuckenhay Tor Twyford Thickthorne Theobald's Turnford Tottenham Turner's-hill Upway Upper Mill Upminster Upton-on-Severn Ugborough Ullfulme Upway	Norwich Ormskirk Peterboro' Salisbury Skipton Stockbridge Southampton Totness Teignmouth Winchester Woodyates Waltham-cross Waltham-cross Waltham-cross Waltham-cross Dorchester Manchester Rumford Tewkesbury Totness Wellington, Som. Weymouth	Weeley Wivenhoe Weston S. Mare Worle Warlingham Walmer West Lavington Winterborne Withyham Whimble Whimble Woodbury Woodbury Wickham Westbury Westbury Whickham Westerham Waltham Wakes-Colne - West Wycomb and Bradham Weobly Whitfield West Grinstead Worboys Walton Wykehouse Willisbourne Wadhurst Walton Wavertree West Derby Woolton Woodside Wilmslow Waltham Whittlesea Woolhampton and Thatcham Woolton Wickham Brook Westmarden Whitchurch Woking Whitworth Wakering Whitchurch Wennington Winchelsea Woolwich Westerham Wrotham Wenlock Wellisborne Wallington	Colchester Colchester Cross Cross Croydon Deal Devizes Dorchester East Grinstead Exeter Honiton Exeter Honiton Fareham Gloucester Newnham Gateshead Godstone Grantham Halstead High Wycomb Hereford Hexham Horsham Huntingdon Ipswich. Hounslow Kineton Lamberhurst Liverpool Liverpool Liverpool Liverpool Manchester Melton Mowbray Peterboro' Newbury Prescott Newmarket Petersfield Reading Ripley Rochdale Rochford Ross Rumford Rye Shooter's-hill Seven Oaks Seven Oaks Shiffnall Stratford-on-Avon Tetsworth
Warnford West Meon Warkworth Wye Waddesden Willmington Willmington Windlesham Widcombe Whetstone Wooburn Wittenhall West Bromwych Wednesbury Whalley Whitchurch Wanifleet Wrangle Weathersfield- Winterton Westbury Wraxhall Westbury Wrington Wrington Winterborne Willsbridge Whitstable Whitstable-road Winchcombe - Woodside	Alton Alton Alnwick Ashford Aylesbury Axminster Honiton Bagshot Bath Barnet Beaconsfield Bilstone Birmingham Birmingham Blackburne Blandford Boston Boston Braintree Brigg Bristol Bristol Wells, Som. Bristol Cross Bristol Bristol Canterbury Canterbury Cheltenham Chester		

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ENGLAND AND WALES— <i>continued.</i>		SCOTLAND— <i>continued.</i>	
Washford Williton Willenhull Willenhull Waltham Abbey Wormley Watton Widford Wadesmill Wallsberwick Wenwick Whitefoot Winston Wookey Worcester West Coker Yeldham Yarcombe Yeaden	Taunton Taunton Walsall Wolverhampton Waltham-cross Waltham-cross Ware Ware Ware Wangford Warrington Winchester Winchester Wells, Som. Town delivery Yeovil Halstead Honiton Leeds	Corpack Corran Craignish Crockettford Crossgates Crossmichael - Cumbernauld - Cuminstown Dailly Dalbeattie Dalmellington Dalmuir Dalry Denholm Dirleton Dollar Dromore Drymen Duntochar	Fort William Appin Lochgilphead Dumfries Inverkeithing Castle Douglas Glasgow Turriff Maybole Castle Douglas Ayr Glasgow Castle Douglas Hawick Haddington Alloa Stranrair Dumbarton Glasgow
SCOTLAND.		Easdale	Oban
Aberfoyle Aberlady Alva Ardentiny Ardrossan Auchencairn Auchinleck Balfron Bankfoot Bannockburn - Barr Barhead Bellshill Blackburn Bishoptown Bothwell Bouchester Broughty-ferry Buckleyvie Bunessan Burghead Bushby Carluke Cathcart Catrine Chirnside Clackmannan - Cambuslang Coll Colmonell	Doune Haddington Stirling Greenock Saltcoats Castle Douglas Mauchline Glasgow Perth Stirling Gervan Glasgow Glasgow Whitburn Paisley Glasgow Hawick Dundee Kippen Aros Elgin Glasgow Lanark Glasgow Mauchline Ayton Alloa Glasgow Tobermory Ballantræ	Ferry Porton Craig Ford Galston Garliestown Gartmore Gifford Glenlochar Glenelg Genreck Govan Grahamston Gretna Gullane Horndean Hutton Innerkip Innerleithen Invergarry Isle Ornsay Keltenhill Kettle Kilbirmie Kilbride, East Kilbride, West Kildhrenan Killearn Kilpatrick Kilmaurs Kilmuir	Dundee Coldstream Kilmarnock Wigton Doune Haddington Castle Douglas Lockalsh Greenock Glasgow Falkirk Carlisle Haddington Coldstream Berwick Greenock Peebles Fort Augustus Broadford Castle Douglas Auchtermuchty Beith Glasgow Saltcoats Inverary Glasgow Dumbarton Kilmarnock Patree

PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.	PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.
<i>SCOTLAND—continued.</i>		<i>SCOTLAND—continued.</i>	
Kilwinning	Irvine	Ochiltro	Cumnock
Kingairloch -	Strentian	Old Aberdeen	Aberdeen
Kinlock Mordart	Strentian	Old Kilpatrick	Glasgow
Kinlock Rannoth	Pitlochrie	Osnaburgh	Cupar, Fife
Kintail	Lockalsh		
Kippen	Stirling	Parkgate	Moffat
Kirkconnell	Sanquhar	Parkhead	Glasgow
Kirkcowan -	Newton Stewart	Partick	Glasgow
Kilpatrick	Castle Douglas	Partown	Castle Douglas
Knoydart	Fort Augustus	Pathhead	Kirkcaldy
		Paxton	Berwick
Larbert	Falkirk	Pollockshaws -	Glasgow
Largo	Leven	Polmont	Falkirk
Lauriston	Falkirk	Polmackie	Castle Douglas
Lauriestown	Castle Douglas	Port Bannatyne	Glasgow
Leilholm	Dunse	Port Nessock -	Stranraer
Lennoxtown	Glasgow		
Leslie	Kirkcaldy	Rosehearty	Fraserburgh
Leuchars	Cupar, Fife	Rosencath	Helensburgh
Leven	Dumbarton	Row	Helensburgh
Lillisleaf	Selkirk	Rutherglen	Glasgow
Lochee	Dundee		
Lochwinnoch	Paisley	Salton	Tranent
Longloan	Glasgow	Scone	Perth
Lossiemouth	Elgin	Shotts	Whitburn
		Scon	Douglas
Macduff	Banff	Springbank	Glasgow
Markinch	Kirkcaldy	Springfield	Glasgow
Maryhill	Glasgow	Stevenson	Irvine.
Maxwelltown -	Dumfries	Straiton	Maybole
Menstrie	Stirling	Strathblane	Glasgow
Methven	Perth	Strathmiglo	Kinross
Milnathort	Kinross	Strathpeffer	Dingwall
Milngavie	Glasgow	Stonehouse	Hamilton
Millport	Laigs	Stricy	Beanyl
Moodusburn	Glasgow	Swinton	Coldstream
Morinish	Tobermory		
		Tarbolton	Kilmarnock
Nielston	Glasgow	Torryburn	Dunfermline
New Abbey	Dumfries	Tyree	Tobermory
New Castleton	Langholm		
New Cumnock	Cumnock	Unachan	Fort William
New Kilpatrick	Glasgow		
New Mills	Kilmarnock	Wemyss	Kirkcaldy
New Mills	Dunfermline	Windygates	Kirkcaldy
Newport	Cupar, Fife	Woodside	Aberdeen
Newton	Glasgow		
Norham -	Benirck		
North Berwick	Haddington		

IRELAND.

PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.	PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.
Abbeyfeale	Newcastle	Butlersbridge-	Cavan & Belturbet
Annamoe	Nt. Mount Kennedy	Ballymascanlan	Dundalk
Annascaul	Dingle and Tralee	Boberquill	Rathowen
Ardagh	Edgworthstown		
Ardfert	Tralee	Castletown -	Kilbeggan
Artane	Dublin	Castlecaulfield	Dungannon
Articlave	Coleraine	Cappaghwhite	Tipperary
Augher	Aughnacloy	Carrick	Killybegs
Ardfinan	Clonmel	Carrigaline	Cork
Annahilt	Hillsboro	Carrigallen	Killysandra and Ballynamore
Ballykelly	Newtown Acotts	Carrigans	Derry
Balla	Ballyglass	Cashcarrigan -	Carrick-on-Shannon
Ballicarry	Carrickfergus and Larne	Castle Island -	Newcastle, Tralee, and Killarney
Ballilinan	Athy	Castleknock	Dublin
Ballinacally -	Ennis	Castle Lyons -	Rathcormuck
Ballinamallard	Enniskillen and Omagh	Cecilstown	Mallow
Ballinamore-bridge.	Ahascragh and Roscommon	Chapel Izod	Dublin
Ballintra	Ballyshannon and Donegal	Clady	Derry & Dungiven
Ballycastle, Mayo	Killala	Claregalway	Galway and Tuan
Ballycarney	Ferns	Clifden	Galway
Ballycumber	Clara	Cliffoney	Sligo & Ballyshannon
Ballydehol	Skibbereen	Clonaslief	Mountmellick
Ballybrack	Caherciveen	Clonmellon	Ashboy
Ballyhannis	Frenchpark and Claremorris	Clontarf -	Dublin
Ballyhigue	Tralee	Clough (co. Antrim)	Ballymena
Ballykelly -	Derry	Coagh	Moneymore
Ballylongford	Tarbert	Corundulla	Tuam
Ballymore Eustace	Naas	Convoy	Raphoe and Stra- norlar
Bansha	Clonmel and Tip- perary	Coolany	Collooney
Bannow -	Taghmon	Crookhaven	Skibbereen
Barrington's-bridge	Limerick	Crossgar	Down
Beleek	Enniskillen and Bal- lyshannon	Crossmaglen	Dundalk
Belmullet	Ballina	Culdaff	Moville
Belrath	Ashbourne	Callybackey	Ballymena
Beragh	Omagh and Dun- gannon	Causeway	Tralee
Black Rock	Dublin	Cellridge	Dublin
Black Rock	Cork	Dalkey	Dublin
Black Lion	Enniskillen and Manorhamilton	Donnybrook	Dungannon and Omagh
Blennerville	Tralee	Donaghmore -	
Boosterstown	Dublin	Douglas	Cork
Borris	Goresbridge	Dromahair	Collooney
Bridgetown	Wexford	Dromore	Omagh
Bundoran	Ballyshannon and Sligo	Drumcolloher	Charleville
Bunmahon	Kilmacthomas	Drumconra	Ardee
		Drumkeerin	Carrick-on-Shannon
		Drumquin	Omagh
		Drumshambo-	Carrick-on-Shannon
		Duleek	Drogheda and Ash- bourne
		Duncannon	Arthurstown

PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.	PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.
IRELAND— <i>continued.</i>		IRELAND— <i>continued.</i>	
Dundrum Dunkaneely Dunmurry Drumcondra	Dublin Donegal Belfast and Lisburn Dublin	Lisbellaw Loughglyn	Enniskillen Frenchpark and Clare
Enniskean Enniskerry	Bandon Dublin	Lorrall Lowton Lucan Leixlip	Burros-a-kane Tipperary Dublin Dublin
Fahan Falcarrow Fenagh Finea Finglas	Derry Dimfanaghy Leighlinbridge Granard Dublin	Maguire's Bridge Malin Manor Cunningham	Lisnaskea Carn Strabane & Letter- kenny
Glaneely Glanmire Glassnevin Glasson	Asford Cork Dublin Athlone and Ballymahon	Middletown Milford Miltown Monivac Monkstown Mountcharles	Tynan Ramelton Tuam Craughwell Cork Donegal, Ardara & Killybegs
Glenties Golden Ball Gortin Gracehill Greencastle	Ardara Dublin Omagh Ballymena Moville	Mountmorris - Mountfield Moycullen Muff Muff (co. Donegal) Multifarnham Mylough Myshall	Markethill Omagh Galway Derry and Moville Derry Mullingar Castleblakeny Leighlinbridge
Hacketstown - Harold's Cross	Baltinglass Dublin	Newbridge Newcastle (county Down)	Rathdrum Castlewellan
Inniscarra	Cork	Newtown Butler	Clones and Lisnasked
Julianstown	Drogheda and Balbriggan	Newtown Cuning- ham	Derry
Keadue Kells (co. Antrim) Kilfinan Kilkee Killilea Killorglin	Carrick-on-Shannon Antrim Kilmallock Kilrush Armagh and Tynan Caheraven & Tralee, and Newcastle	O'Brien's-bridge Oulart Outerard	Castleconnell Enniscorthy Galway
Killygordon	Strabane and Stranorlar	Passage - Patrick's Well Pettigo Pomeroy	Waterford Limerick Kish Dungannon and Omagh
Kilmainham Kilmain Kiltegan Kingstown Knocktopher - Kyle	Dublin Hollymount Baltinglass Dublin Thomastown Enniscorthy and Wexford	Portobello Portrush Port Stewart Poyntz Pass	Dublin Coleraine Coleraine Loughbrickland
Labasheeda Laurencetown	Kilrush Ballinasloe and Eyre- court	Quigley's Point	Derry, Carne and Moville
Licarrow Lifford	Athlone Strabane	Quin	Newmarketon Fergus

PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.	PLACE in which a Penny Post is established.	POST TOWNS under which the Penny Post is established.
<i>IRELAND—continued.</i>		<i>IRELAND—continued.</i>	
Ranelagh Rathfarnham Rathlacken Rathmines Rathmullen Raheny Richmond Harbour Ringsend Roundtown Rush	Dublin Dublin Killala Dublin Ramelton Dublin Longford Dublin Dublin Swords	Sneem Tamney Templepatrick Templetnohy Tempo Timoleague Tramore Trillich	- Kenmare Ramelton Belfast and Antrim Templemore Enniskillen and Clogher Bandon Waterford Enniskillen and Omagh
Sandymount St. Johnstown Shercock Skull Spa Sillorgan Stoneyford Straid Stratford Swanlinbar Six-mile Cross	Dublin Derry Carrickmacross Skibbereen Tralee Dublin Thomastown Carn Baltinglass Ballyconnell Omagh and Dungannon	Tubbercurry Tulsk Termonfechin Union Hall Urlingford Watergrasshill Whitehouse	Ballymote Strokestown Drogheda Roscarbery Johnstown Cork and Rathcor- muck Belfast and Carrick- fergus
Smithsborough	Monaghan	Woodford	Loughrea

APPENDIX B.

1857.

Principal Places in the Suburban Delivery of the London District Post, with the Sorting Office from which each Place was served.

Places against which marks are placed were ultimately transferred to Provincial Districts thus : * in 1866, † in 1867, ‡ in 1868, § in 1870, and ¶ in 1879.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
Abbey Wood . . .	Kent . . .	Bexley . . .	S.E.
Abney Park . . .	Middlesex . . .	Stoke Newington . . .	N.
Acton	"	Acton	W.
Acton, East	"	"	W.
*Addington	Surrey	Croydon	S.
*Addiscombe	"	"	S.
Albert Town	Middlesex	Stoke Newington	N.
§Aldborough	Essex	Ilford	E.
§Aldersbrook	"	"	E.
Alperton	Middlesex	Acton	W.
Anerley	Surrey	Norwood	S. †
Apperton	Middlesex	Acton	W.
Balham	Surrey	Clapham	S.
Ball's Pond	Middlesex	Islington	N.
§Barking	Essex	Ilford	E.
§Barkingside	"	"	E.
Barnes	Surrey	Mortlake	S.W.
Barnes Elms	"	"	S.W.
*Barnet	Herts	Barnet	N.
‡Baron Grove	Surrey	Mitcham	S.
Battersea	"	Battersea	S.W.
Battersea Rise	"	Wandsworth	S.W.
Bayswater	Middlesex	Bayswater	W.
†Beckenham	Kent	Beckenham	S.E.
*Beddington	Surrey	Croydon	S.
‡Beddington Corner	"	Mitcham	S.
Bexley	Kent	Bexley	S.E.
Bexley Heath	"	"	S.E.
Blackheath	"	Blackheath	S.E.
Blendon	"	Bexley	S.E.
Bounds Green	Middlesex	Edmonton	N.
Bow	"	Bow	E.
*Brentford	"	Brentford	W.
Brentside	"	Ealing	W.
Bridging	Kent	Bexley	S.E.
Brixton	Surrey	Brixton	S.
Brockley	Kent	Lewisham	S.E.
Brockwell	Surrey	Dulwich	S.
*Bromley	Kent	Bromley	S.E.
Bromley	Middlesex	Bow	E.
Brompton	"	Brompton	S.W.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
Brook Green . . .	Middlesex .	Hammersmith . . .	W.
†Buckhurst . . .	Essex .	Woodford . . .	N.E.
Bugsby's Marsh . . .	Kent . . .	Greenwich . . .	S.E.
Burntash Green . . .	" . . .	Blackheath . . .	S.E.
Bush Hill . . .	Middlesex .	Edmonton . . .	N.
*Bushey Park . . .	" . . .	Hampton . . .	S.W.
Camberwell . . .	Surrey . . .	Camberwell . . .	S.
Cambridge Heath .	Middlesex	Hackney . . .	N.E.
Camden Town . . .	" . . .	Camden Town . . .	N.W.
Cann Hall . . .	Essex . . .	Leytonstone . . .	N.E.
Canning Town . . .	" . . .	Canning Town . . .	E.
†Carshalton . . .	Surrey . . .	Carshalton . . .	S.
Castelnaud . . .	" . . .	Barnes . . .	S.W.
Castlebar Hill . . .	Middlesex	Ealing . . .	W.
§Chadwell . . .	Essex . . .	Ilford . . .	E.
Champion Hill . . .	Surrey . . .	Camberwell . . .	S.
†Charlton . . .	Kent . . .	Charlton . . .	S.E.
†Cheam . . .	Surrey . . .	Carshalton . . .	S.
Chelsea . . .	Middlesex .	Brompton . . .	S.W.
*Cheshunt . . .	Herts . . .	Waltham Cross . . .	N.
†Chigwell . . .	Essex . . .	Chigwell . . .	N.E.
†Chigwell Row . . .	" . . .	" . . .	N.E.
Childs Hill . . .	Middlesex	Hampstead . . .	N.W.
†Chingford . . .	Essex . . .	Woodford . . .	N.E.
†Chiselhurst . . .	Kent . . .	Bromley . . .	S.E.
Chiswick . . .	Middlesex .	Acton . . .	W.
Church End . . .	" . . .	Willesden . . .	N.W.
Clapham . . .	Surrey . . .	Clapham . . .	S.
Clapham Park . . .	" . . .	" . . .	S.
Clapton . . .	Middlesex	Clapton . . .	N.E.
Clutterhouse Farm .	" . . .	Kilburn . . .	N.W.
Colds Green . . .	" . . .	" . . .	N.W.
*Colliers Row . . .	Essex . . .	Romford . . .	E.
Colliers Wood . . .	Surrey . . .	Tooting . . .	S.
Colney Hatch . . .	Herts . . .	Whetstone . . .	N.
Combe Park . . .	Surrey . . .	Wimbledon . . .	S.W.
Crayford . . .	Kent . . .	Bexley . . .	S.E.
Cricklewood . . .	Middlesex	Kilburn . . .	N.W.
*Croham Hurst . . .	Surrey . . .	Croydon . . .	S.
Crouch End . . .	Middlesex .	Highgate . . .	N.
*Croydon . . .	Surrey . . .	Croydon . . .	S.
*Dagenham . . .	Essex . . .	Romford . . .	E.
Dalston . . .	Middlesex	Hackney . . .	N.E.
‡Deacon's Hill . . .	" . . .	Edgeware . . .	N.W.
Denmark Hill . . .	Surrey . . .	Camberwell . . .	S.
Deptford . . .	Kent . . .	Deptford . . .	S.E.
Dollis Hill . . .	Middlesex .	Kilburn . . .	N.W.
Drayton Green . . .	" . . .	Ealing . . .	W.
Dudden Hill . . .	" . . .	Willesden . . .	N.W.
Dulwich . . .	Surrey . . .	Dulwich . . .	S.
*Duppas Hill . . .	" . . .	Croydon . . .	S.
Ealing . . .	Middlesex .	Ealing . . .	W.
Ealing, Little . . .	" . . .	" . . .	W.
Earl's Court . . .	" . . .	Brompton . . .	S.W.
East Barnet . . .	Herts . . .	Whetstone . . .	N.
§Eastbury House . . .	Essex . . .	Ilford . . .	E.
East End . . .	Middlesex .	Finchley . . .	N.

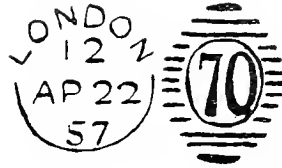
NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
East Ham	Essex	Stratford	E.
East Sheen	Surrey	Mortlake	S.W.
†Edgware	Middlesex	Edgware	N.W.
Edmonton	”	Edmonton	N.
†Elstree	Herts	Edgware	N.W.
†Eltham	Kent	Eltham	S.E.
*Enfield	Middlesex	Enfield	N.
Enfield Highway	”	Ponders End	N.
Erith	Kent	Bexley	S.E.
†Figs Marsh	Surrey	Mitcham	S.
Finchley	Middlesex	Finchley	N.
Foot's Cray	Kent	Bexley	S.E.
Forest Gate	Essex	Stratford	E.
Forest Hill	Kent	Sydenham	S.E.
Frognals	”	Bexley	S.E.
Fryern Barnet	Herts	Whetstone	N.
Fulham	Middlesex	Walham Green	S.W.
Garrett	Surrey	Wandsworth	S.W.
Golder's Green	Middlesex	Hendon	N.W.
Golder's Hill	”	Hampstead	N.W.
†Grange Hill	Essex	Chigwell	N.E.
§Great Ilford	”	Ilford	E.
‡Great Stanmore	Middlesex	Stanmore	N.W.
Greenford	”	Ealing	W.
*Greenford Green	”	Harrow	N.W.
Greenwich	Kent	Blackheath	S.E.
Gunnersbury	Middlesex	Acton	W.
‡Hackbridge	Surrey	Carshalton	S.
Hackney	Middlesex	Hackney	N.E.
*Hadley	Herts	Barnet	N.
Halleville	Essex	Stratford	E.
†Ham	Surrey	Richmond	S.W.
Hammersmith	Middlesex	Hammersmith	W.
Hampstead	”	Hampstead	N.W.
*Hampton	”	Hampton	S.W.
*Hampton Court	”	Hampton Court	S.W.
*Hampton Wick	”	Kingston	S.W.
Hanger Hill	”	Acton	W.
Hanwell	”	Ealing	W.
Harlesden Green	”	Willesden	N.W.
*Harrow	”	Harrow	N.W.
Harrow Green	Essex	Leytonstone	N.E.
Hatcham	Surrey	Peckham	S.E.
*Hayes	Kent	Bromley	S.E.
Heathfield	Surrey	Wandsworth	S.W.
Hendon	Middlesex	Hendon	N.W.
Herne Hill	Surrey	Dulwich	S.
*Heston	Middlesex	Hounslow	W.
†High Beech	Essex	Loughton	N.E.
Highbury	Middlesex	Holloway	N.
Highgate	”	Highgate	N.
Highwood Hill	”	Hendon	N.W.
Hither Green	Kent	Lewisham	S.E.
Holloway	Middlesex	Holloway	N.
Holloway Down	Essex	Leytonstone	N.E.
Homerton	Middlesex	Hackney	N.E.
Hope Town	Surrey	South Lambeth	S.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
¶Horn Park	Kent	Eltham	S.E.
Hornsey	Middlesex	Highgate	N.
†Horsington	"	Harrow	N.W.
*Hounslow	"	Hounslow	W.
Hurst	Kent	Bexley	S.E.
Hyde (The)	Middlesex	Kilburn	N.W.
§Ilford	Essex	Ilford	E.
‡Isleworth	Middlesex	Isleworth	W.
Islington	"	Islington	N.
†Kendals Hall	Herts	Edgware	N.W.
Kensal Green	Middlesex	Paddington	W.
Kensal New Town	"	"	W.
Kensington	"	Kensington	W.
Kentish Town	"	Camden Town	N.W.
†Kenton	"	Harrow	N.W.
*Keston	Kent	Bromley	S.E.
‡Kew	Surrey	Brentford	W.
Kidbrook	Kent	Blackheath	S.E.
Kilburn	Middlesex	Kilburn	N.W.
Kingsbury	"	"	N.W.
*Kingston	Surrey	Kingston	S.W.
Kingston Vale	"	Wimbledon	S.W.
Knotts Green	Essex	Leytonstone	N.E.
*Lampton	Middlesex	Hounslow	W.
Lea Bridge	Essex	Walthamstow	N.E.
"	Middlesex	Hackney	N.E.
Lee	Kent	Blackheath	S.E.
Lesness Heath	"	Bexley	S.E.
Lewisham	"	Lewisham	S.E.
Leyton	Essex	Walthamstow	N.E.
Leyton Street	"	"	N.E.
Leytonstone	"	Leytonstone	N.E.
§Little Ilford	"	Ilford	E.
Little Sutton	Middlesex	Acton	W.
*Locksbottom	Kent	Bromley	S.E.
†Loughton	Essex	Loughton	N.E.
Low Leyton	"	Walthamstow	N.E.
Madge Hill	Middlesex	Ealing	W.
‡Malden	Surrey	Carshalton	S.
Mapes Houses	Middlesex	Willesden	N.W.
†Marble Hill	"	Twickenham	S.W.
Melrose Hall	Surrey	Putney	S.W.
Merton	"	Tooting	S.
Mildmay Park	Middlesex	Stoke Newington	N.
Mill Hill	"	Hendon	N.W.
†Mitcham	Surrey	Mitcham	S.
†Morden	"	"	S.
Mortlake	"	Mortlake	S.W.
¶Mottingham	Kent	Eltham	S.E.
Muswell Hill	Middlesex	Highgate	N.
Neasdon	Middlesex	Willesden	N.W.
New Barnet	Herts	Whetstone	N.
¶New Charlton	Kent	Woolwich	S.E.
New Cross	"	Deptford	S.E.
"	Surrey	Peckham	S.E.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
*New Malden	Surrey	Kingston	S.W.
Newington Butts	"	Newington Butts	S.
*Norbiton	"	Kingston	S.W.
Norland Town	Middlesex	Kensington	W.
†North Cheam	Surrey	Carshalton	S.
North Cray	Kent	Bexley	S.E.
North End	Middlesex	Fulham	S.W.
North End	"	Hampstead	N.W.
*North Hyde	"	Hounslow	W.
North Woolwich	Essex	Canning Town	S.E.
Northolt	Middlesex	Ealing	W.
*Norwood	"	Hounslow	W.
Norwood	Surrey	Norwood	S.
Notting Hill	Middlesex	Bayswater	W.
Nunhead	Surrey	Peckham	S.E.
¶Old Charlton	Kent	Charlton	S.E.
Old Ford	Middlesex	Bow	E.
Old Oak Common	"	Acton	W.
Oxgate Farm	"	Kilburn	N.W.
Paddenwick Green	Middlesex	Hammersmith	W.
Paddington	"	Paddington	W.
Page Green	"	Tottenham	N.
Palmer's Green	"	Edmonton	N.
Parson's Green	"	Fulham	S.W.
*Parson's Mead	Surrey	Croydon	S.
Peckham	"	Peckham	S.E.
Penge	Kent	Sydenham	S.E.
†Perrivale	Middlesex	Harrow	N.W.
‡Petersham	Surrey	Richmond	S.W.
Plaiستow	Essex	Stratford	E.
*Plaiستow	Kent	Bromley	S.E.
Plashet	Essex	Stratford	E.
*Platts Green	Surrey	Croydon	S.
Plumstead	Kent	Woolwich	S.E.
Ponders End	Middlesex	Ponders End	N.
Portland Town	"	St. John's Wood	N.W.
Portobello Farm	"	Bayswater	W.
*Potters Bar	"	Barnet	N.
†Preston	"	Harrow	N.W.
*Purley	Surrey	Croydon	S.
Putney	"	Putney	S.W.
*Queen's Elm	Middlesex	Croydon	S.W.
Queen's Town	"	Putney	N.W.
*Rainham	Essex	Romford	E.
Red Post Hill	Surrey	Dulwich	S.
‡Richmond	"	Richmond	S.W.
§Rippleside	Essex	Ilford	E.
Rochampton	Surrey	Putney	S.W.
*Romford	Essex	Romford	E.
*Rose Hill	Surrey	Hampton	S.W.
‡Rose Hill	"	Carshalton	S.
Ruckholts	Essex	Leytonstone	N.E.
Rushey Green	Kent	Lewisham	S.E.
Rye Hill	Surrey	Peckham	S.E.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
St. Ann's Hill . . .	Surrey . . .	Wandsworth . . .	S.W.
St. John's Wood . . .	Middlesex . . .	St. John's Wood . . .	N.W.
†St. Mary's Cray . . .	Kent . . .	Bexley . . .	S.E.
†St. Paul's Cray . . .	" . . .	" . . .	S.E.
*Sanderstead . . .	Surrey . . .	Croydon . . .	S.
Sandy End . . .	Middlesex . . .	Fulham . . .	S.W.
*Scrattage . . .	" . . .	Hounslow . . .	W.
*Selsdon . . .	Surrey . . .	Croydon . . .	S.
Sewardstone . . .	Essex . . .	Loughton . . .	N.E.
Shacklewell . . .	Middlesex . . .	Hackney . . .	N.E.
Sheen, East . . .	Surrey . . .	Mortlake . . .	S.W.
Sheen, Upper . . .	" . . .	" . . .	S.W.
Shepherd's Bush . . .	Middlesex . . .	Hammersmith . . .	W.
Sherrick Green . . .	" . . .	Willesden . . .	N.W.
*Shirley . . .	Surrey . . .	Croydon . . .	S.
¶Shooter's Hill . . .	Kent . . .	Woolwich . . .	S.E.
Shoot-Up Hill . . .	Middlesex . . .	Kilburn . . .	N.W.
†Sidcup . . .	Kent . . .	Bexley . . .	S.E.
*Smallbury Green . . .	Middlesex . . .	Hounslow . . .	W.
Snarebrook . . .	Essex . . .	Leytonstone . . .	N.E.
Southall . . .	Middlesex . . .	Ealing . . .	W.
*Southborough . . .	Kent . . .	Bromley . . .	S.E.
¶South End . . .	" . . .	Eltham . . .	S.E.
South End . . .	" . . .	Lewisham . . .	S.E.
South End . . .	" . . .	Sydenham . . .	S.E.
South End . . .	Middlesex . . .	Fulham . . .	S.W.
Southfields . . .	Surrey . . .	Wandsworth . . .	S.W.
South Lambeth . . .	" . . .	South Lambeth . . .	S.
Southgate . . .	Middlesex . . .	Edmonton . . .	N.
Stamford Brook . . .	" . . .	Hammersmith . . .	W.
Stamford Hill . . .	" . . .	Stoke Newington . . .	N.
‡Stanmore . . .	" . . .	Stanmore . . .	N.W.
Starch Green . . .	" . . .	Hammersmith . . .	W.
Stockwell . . .	Surrey . . .	Clapham . . .	S.
Stoke Newington . . .	Middlesex . . .	Stoke Newington . . .	N.
Strand-on-the-Green . . .	" . . .	Brentford . . .	W.
Stratford . . .	Essex . . .	Stratford . . .	E.
Streatham . . .	Surrey . . .	Streatham . . .	S.
†Sudbury . . .	Middlesex . . .	Harrow . . .	N.W.
*Sunbury . . .	" . . .	Hampton . . .	S.W.
*Surbiton . . .	Surrey . . .	Kingston . . .	S.W.
*Sutton . . .	Middlesex . . .	Hounslow . . .	W.
‡Sutton . . .	Surrey . . .	Carshalton . . .	S.
Sydenham . . .	Kent . . .	Sydenham . . .	S.E.
†Teddington . . .	Middlesex . . .	Twickenham . . .	S.W.
*Theobalds Park . . .	Herts . . .	Waltham Cross . . .	N.
*Thornton Heath . . .	Surrey . . .	Croydon . . .	S.
Tooting . . .	" . . .	Tooting . . .	S.
Tottenham . . .	Middlesex . . .	Tottenham . . .	N.
Totteridge . . .	Herts . . .	Whetstone . . .	N.
Tulse Hill . . .	Surrey . . .	Brixton . . .	S.
Turnham Green . . .	Middlesex . . .	Turnham Green . . .	W.
†Twickenham . . .	" . . .	Twickenham . . .	S.W.
Upton . . .	Essex . . .	Stratford . . .	E.
Upton . . .	Kent . . .	Bexley . . .	S.E.
§Valentines . . .	Essex . . .	Ilford . . .	E.
Vauxhall . . .	Surrey . . .	South Lambeth . . .	S.

NAMES OF PLACES.	COUNTIES.	SORTING OFFICES.	DISTRICTS.
*Waddon	Surrey . .	Croydon	S.
Walham Green	Middlesex . .	Fulham	S.W.
‡Wallington	Surrey . .	Carshalton	S.
*Waltham Abbey	Essex . .	Waltham Cross	N.
*Waltham Cross	Herts . .	"	N.
Walthamstow	Essex . .	Walthamstow	N.E.
Walworth	Surrey . .	Walworth	S.
Wandsworth	" . .	Wandsworth	S.W.
Wanstead	Essex . .	Leytonstone	N.E.
Welling	Kent . .	Bexley	S.E.
Wembly	Middlesex . .	Willesden	N.W.
Westbourne Green	" . .	Paddington	W.
Westcombe	Surrey . .	Putney	S.W.
West End	Middlesex . .	Hampstead	N.W.
West Green	" . .	Tottenham	N.
West Ham	Essex . .	Stratford	E.
West Ham Abbey	" . .	"	E.
West Hill Farm	Surrey . .	Wandsworth	S.W.
Westow Hill	" . .	Norwood	S.
*Wexley	Middlesex . .	Southall	W.
Whetstone	" . .	Whetstone	N.
Whip's Cross	Essex . .	Walthamstow	N.E.
‡Whitchurch	Middlesex . .	Edgeware	N.W.
‡Whitton	" . .	Isleworth	W.
Wickham, East	Kent . .	Bexley	S.E.
*Wickham, West	" . .	Bromley	S.E.
*Widmore	" . .	"	S.E.
Willesden	Middlesex . .	Willesden	N.W.
Wimbledon	Surrey . .	Wimbledon	S.W.
Winchmore Hill	Middlesex . .	Edmonton	N.
Woodberry Down	" . .	Stoke Newington	N.
†Woodford	Essex . .	Woodford	N.E.
†Woodford Bridge	" . .	Chigwell	N.E.
†Woodford Wells	" . .	Woodford	N.E.
Wood Green	Middlesex . .	Tottenham	N.
*Woodside	Surrey . .	Croydon	S.
†Woolwich	Kent . .	Woolwich	S.E.
Wormwood Scrubs	Middlesex . .	Hammersmith	W.
‡Worton	" . .	Isleworth	W.



APPENDIX C.

LIST OF OBLITERATION MARKS WITH NUMBERS.

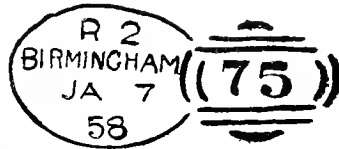
Places marked * were not Money Order Offices, and the obliteration marks were accordingly withdrawn in 1860.

LONDON SUBURBAN DISTRICTS.

- | | | | |
|----|------------------------------------|----|---------------------------|
| 1 | Highgate, N. | 23 | B Brixton, S.W. |
| 2 | Finchley, N. | 24 | Dulwich, S.E. |
| | Afterwards East Finchley, N. | 25 | Sydenham, S.E. |
| 2 | B Colney Hatch. | 25 | B Merton, S.W. |
| 3 | Whetstone, N. | 26 | Beckenham. |
| 3 | B Hornsey, N. | 26 | B South Lambeth, S.W. |
| 4 | Hampstead, N.W. | 27 | Clapham, S.W. |
| 4 | B Southgate, S.O., N. | 27 | B Stockwell, S.W. |
| 5 | Hendon, N.W. | 28 | Tooting, S.W. |
| 5 | B Holloway, N. | 28 | B Streatham, S.W. |
| 6 | Edgware. | 29 | Mitcham. |
| | Afterwards Churton St., S.O., S.W. | 30 | Carshalton. |
| 6 | B Clapton, N.E. | | Afterwards Lee, S.O. |
| 7 | Stoke Newington. | 30 | B Maida Hill, W. |
| 8 | Tottenham, N. | 31 | Wandsworth. |
| 8 | B Hackney, S.O. | 31 | B Battersea, S.O., S.W. |
| 9 | Kentish Town, N.W. | 32 | Putney, S.W. |
| 9 | B Canning Town, E. | 33 | Mortlake, S.W. |
| 10 | Edmonton, N. | 34 | Richmond. |
| 11 | Enfield. | 34 | B Acton, W. |
| 11 | B Poplar, E. | 35 | Twickenham. |
| 12 | Bow, E. | | Afterwards Bethnal Green. |
| 12 | B Charlton. | 35 | B Ealing, W. |
| 13 | Stratford, E. | 36 | Hampton. |
| 14 | Leyton. | | Afterwards Walthamstow. |
| 14 | B Erith. | 36 | B Hanwell, W. |
| 15 | Woodford. | 37 | Brompton. |
| 16 | Chigwell. | 37 | B Notting Hill, W. |
| 16 | B Lessness Heath. | 38 | Kensington, W. |
| 17 | Ilford, E. | 39 | Hammersmith, W. |
| 18 | Deptford, S.E. | 39 | B Shepherd's Bush, W. |
| 19 | B Penge, S.E. | 40 | Acton. |
| 20 | Greenwich. | 41 | Brentford. |
| 20 | B Plumstead. | 41 | B St. John's Wood, N.W. |
| 21 | Woolwich. | 42 | Paddington, W. |
| 22 | Eltham. | 43 | Charing Cross. |
| 22 | B Welling. | 44 | North Row. |
| 23 | Bexley. | 44 | B The Hyde, N.W. |
| 23 | B Brixton Hill, S.W. | 45 | Portland Street. |

- 46 Stepney, E.
- 46 B Walham Green, S.W.
- „ Fulham, S.W.
- 47 Southwark, S.E.
- 48 Shoreditch, N.E.
- 48 B Forest Hill, S.O., S.E.
- 49 Sidmouth Street, W.C.
- 49 B South Norwood, S.O., S.E.
- 53 Homerton, S.E.
- 53 B Upper Holloway, S.O., N.
- 54 Norwood, S.E.
- 58 Wimbledon.
- 60 Kilburn, S.O., N.W.
- 61 Willesden, N.W.

- 62 South Tottenham.
- 65 Camberwell, S.E.
- 66 Lewisham, S.E.
- „ Lee Bridge, Lewisham, S.E.
- 67 Peckham, S.E.
- 68 Kennington, S.O., S.E.
- 69 Blackheath, S.E.
- 70 Anerley, S.E.
- 71 Catford, S.E.
- 72 Lower Norwood, S.E.
- „ West Norwood, S.E.
- 74 Tottenham, N.
- 76 New Cross, S.E.



ENGLAND AND WALES.

(Also offices in certain British Colonies and Foreign countries.)

1	Abergavenny	.	Mon.	18	Amphill	.	.	Beds.
2	Aberystwith	.	Cardigs.	*19	Gilfach Goch	.	.	Glams.
3	Abingdon	.	Berks.	*20	Silsoe	.	.	Beds.
4	Wantage	.	„	21	Andover	.	.	Hants.
5	Accrington	.	Lancs.	22	Andover Road	.	.	
6	Alfreton	.	Derbys.		Aftds. Micheldever Station	.	„	
*7	Crich	.	„	23	Whitchurch	.	.	„
*7	Longhope	.	Gloucs.	*	Aftds. Senny Bridge	.	.	Brecons.
8	Alnwick	.	Northld.	24	Overton	.	.	Hants.
*9	Hoarwithy	.	Herefs.	25	Appleby	.	.	Westmd.
10	Alresford	.	Hants.	*26	Arrington	.	.	Cambs.
11	Alton	.	„		Aftds. Cray, 1874	.	.	Brecons.
12	Altrincham	.	Chesh.	27	Arundel	.	.	Sussex.
13	Ambleside	.	Westmd.	28	Ashbourne	.	.	Derbys.
14	Amersham	.	Bucks.	29	Ashburton	.	.	Devon.
15	Chesham	.	„	30	Ashby-de-la-Zouch	.	.	Leics.
*16	Missenden	.	„	31	Ashford	.	.	Kent.
17	Amesbury	.	Wilts.	32	Ashton-under-line	.	.	Lancs.

33	Atherstone . . .	Warws.	88	Bodmin . . .	Corn.
34	Attleborough . . .	Norf.	89	Wadebridge . . .	"
35	Axminster . . .	Devon.	90	Padstow . . .	"
36	Colyton . . .	"	91	Bognor . . .	Sussex.
	Afterwards Madley . . .	Hrefs.	92	Bolton . . .	Lancs.
37	Seaton . . .	Devon.	93	Boro'bridge . . .	Yorks.
37	Buckfastleigh . . .	"	94	Boston . . .	Lincs.
38	Aylesbury . . .	Bucks.	95	Alford . . .	"
39	Aylsham . . .	Norf.	*96	Stickney . . .	"
40	Bagshot . . .	Surrey.		Aftds. Aldershot Camp . . .	Hants.
*	Aftds. Newtown Tredegar . . .	Mon.	97	Bury St. Edmonds . . .	Suff.
41	Bakewell . . .	Derbys.	*98	Dinas Mawddwy . . .	Merions.
42	Baslow . . .	"	*99	Caldicot . . .	Mon.
	Afterwards Chiswick . . .	Middx.	100	Botesdale . . .	Suff.
*43	Stoney Middleton . . .	Derbys.		Afterwards Ruardean . . .	Gloucs.
	Aftds. Turnham Green . . .	Middx.	101	Ixworth . . .	Suff.
44	Tideswell . . .	Derbys.		Afterwards Alnmouth . . .	Northld.
	Afterwards Resolven . . .	Glams.	102	Woolpit . . .	Suff.
45	Baldock . . .	Herts.		Afterwards Leyton . . .	Essex.
46	Banbury . . .	Oxon.	103	Bourn . . .	Lincs.
47	Bangor . . .	Carm.	104	Brackley . . .	Northants.
48	Barnards Castle . . .	Durham.	105	Bracknell . . .	Berks.
49	Barnsley . . .	Yorks.	106	Bradford . . .	Wilts.
50	Barnstaple . . .	Devon.	107	Bradford . . .	Yorks.
51	Barton-on-Humber . . .	Lincs.	108	Carnarvon . . .	Carnarvs.
52	Basingstoke . . .	Hants.	109	Walthamstow . . .	Essex.
53	Bath . . .	Somt.	110	Keighley . . .	Yorks.
54	Battle . . .	Sussex.	111	Bingley . . .	"
55	Bawtry . . .	Yorks.	112	Braintree . . .	Essex.
*56	Gringley . . .	"	113	Brampton . . .	Cumb.
	Afterwards Forest Row . . .	Sussex.	114	Brandon . . .	Suff.
57	Beaconsfield . . .	Bucks.	115	Stoke Ferry . . .	Norf.
58	Beaumaris . . .	Anglly.	116	Brecknock . . .	Brecons.
59	Beccles . . .	Suff.	*117	Trecastle . . .	"
60	Bedale . . .	Yorks.	118	Brentwood . . .	Essex.
61	Bedford . . .	Iclds.	119	Edmonton . . .	Middx.
62	Belford . . .	Northld.	120	Bridgend . . .	Glam.
63	Wooler . . .	"		Ringwood . . .	Hants.
64	Belper . . .	Derbys.	121	Pyle . . .	Glams.
65	Berkhempstead . . .	Herts.		West Cross . . .	"
66	Berwick . . .	Northld.	122	Bridgenorth . . .	Salop.
67	Beverley . . .	Yorks.	123	Bridgewater . . .	Somt.
68	Bewdley . . .	Worcs.	124	Bridlington . . .	Yorks.
69	Bicester . . .	Oxon.	125	Bridlington Quay . . .	"
70	Bideford . . .	Devon.	*126	Hunmanby . . .	"
71	Biggleswade . . .	Beds.	127	Bridport . . .	Dorset.
72	Billericay . . .	Essex.	128	Beamminster . . .	"
73	Bilston . . .	Staffs.	129	Brigg . . .	Lincs.
74	Birkenhead . . .	Chesh.	130	Caistor . . .	"
75	Birmingham . . .	Warws.	131	Limber . . .	"
76	Campden . . .	Gloucs.	132	Brighton . . .	Sussex.
77	Halesowen . . .	Worcs.		Also Hove, B.O., Brighton . . .	"
78	Henley-in-Arden . . .	Warws.	133	Catterick . . .	Yorks.
	Afterwards Aldershot . . .	Hants.	134	Bristol . . .	Somt.
*79	Knowle . . .	Warws.		Clifton . . .	"
80	Bishop Auckland . . .	Durham.	135	Caxton . . .	Camb.
81	Stanhope . . .	"	136	Brixham . . .	Devon.
82	Bishop's Castle . . .	Salop.	137	Broadway . . .	Worcs.
83	Bishop's Stortford . . .	Herts.	138	Bromyard . . .	Hrefs.
84	Canterbury . . .	Kent.	139	Bromsgrove . . .	Worcs.
85	Bishop's Waltham . . .	Hants.	140	Redditch . . .	"
86	Blackburn . . .	Lancs.	141	Studley . . .	Warws.
87	Blandford . . .	Dorset.	142	Brough . . .	Yorks.

*143	Temple Sowerby .	Westmd.	203	Chumleigh .	Devon.
144	Bromley .	Kent.	204	Cirencester .	Gloucs.
	Shortlands .	"	*205	Dunkirk .	Suff.
145	Buckingham .	Bucks.	206	Clare .	"
146	Builth .	Brecons.	207	Clithero .	Lancs.
147	Bungay .	Suff.	208	Cobham .	Surrey.
148	Buntingford .	Herts.	209	Cockermouth .	Cumb.
149	Burford .	Oxon.	210	Colchester .	Essex.
150	Burnley .	Lancs.	211	Boxford .	Suff.
151	Colne .	"	212	Coleford .	Gloucs.
152	Burton-on-Trent .	Staffs.	213	Coleshill .	Warws.
153	Burton .	Westmd.	214	Cullompton .	Devon.
154	Bury .	Lancs.	215	Colsterworth .	Lincs.
155	Buxton .	Derbys.	216	Congleton .	Chesh.
156	Chapel-le-Frith .	"	*217	Monksheath .	"
157	Calne .	Wilts.	218	Conway .	Carnarvs.
158	Cambridge .	Cambs.	219	Corwen .	Merions.
159	Chard .	Somt.	220	Bala .	"
160	Camelford .	Corn.	221	Barmouth .	"
*161	Five Lanes .	"	222	Dolgelly .	"
162	Cardiff .	Glams.	223	Coventry .	Warws.
	Also the Docks, Cardiff	"	224	Cowbridge .	Glams.
163	Pontypridd .	"	225	Cowes .	I. of Wight.
	Also Hafod Pontypridd	"	226	Cranbrook .	Kent.
164	Cardigan .	Cardigs.	*227	Biddenden .	"
165	Carlisle .	Cumb.	228	Crawley .	Sussex.
166	Haltwhistle .	Northld.	229	Crediton .	Devon.
167	Carmarthen .	Carmaths.	230	Crewkerne .	Somt.
168	Kidwelly .	"	231	Crickhowell .	Brecons.
170	Newcastle-Emlyn	Monty.	232	Cuckfield .	Sussex.
171	Chalford .	Gloucs.	233	Darlington .	Durham.
172	Minchinhampton .	"	*234	Smeaton .	Yorks.
173	Chatham .	Kent.	235	Staindrop .	Durham.
174	Chatteris .	Cambs.	236	Dartford .	Kent.
175	Cheadle .	Staffs.	237	Dartmouth .	Devon.
176	Chelmsford .	Essex.	238	Daventry .	Northants.
177	Cheltenham .	Gloucs.	239	Dawlish .	Devon.
178	Chepstow .	Mon.	240	Deal .	Kent.
179	Chertsey .	Surrey.	241	Denbigh .	Denbighs.
180	Chester .	Chesh.	242	Derby .	Derbys.
181	Abergele .	Denbighs.	243	Melbourne .	"
*182	Hawarden .	Flints.	244	Ticknall .	"
*183	Mochdrai .	Carnarvs.	245	Dereham .	Norf.
184	Neston .	Chesh.	*246	Briningham .	"
185	Northop .	Flints.	*247	Elmham .	"
186	Chesterfield .	Derbys.	*248	Guist .	"
187	Staveley .	"	249	Devizes .	Wilts.
	Consett, 1874 .	Durham.	250	Devonport .	Devon.
188	Chester-le-Street .	"	251	St. Germans .	Corn.
190	Chichester .	Sussex.	252	Torpoint .	"
191	Chippenham .	Wilts.	253	Dewsbury .	Yorks.
192	Malmesbury .	"	254	Diss .	Norf.
193	Sodbury .	Gloucs.	255	Doncaster .	Yorks.
	Aftds. Chipping Sodbury	"	256	Dorchester .	Dorset.
194	Charmouth .	Dorset.	257	Dorking .	Surrey.
195	Chipping Norton .	Oxon.	258	Dover .	Kent.
196	Chirk .	Denbighs.	259	New Walsingham .	Norf.
197	Ruabon .	"	260	Downham .	"
198	Chorley .	Lancs.	261	Driffield .	Yorks.
200	Christchurch .	Hants.	262	Droitwich .	Worcs.
201	Chiselhurst .	Kent.	263	Dudley .	"
	Jamaica .	Foreign.	264	Dunchurch .	Warws.
202	Chudleigh .	Devon.	265	{Dunmow .	Essex.

266	Dunstable	.	.	Beds.	329	Halesworth	.	.	Suff.
267	Durham	.	.	Durham.	330	Halifax	.	.	Yorks.
268	Seaham	.	.	"	331	Sowerby Bridge	.	.	"
269	Dursley	.	.	Gloucs.	332	Todmorden	.	.	"
270	Berkeley	.	.	"	*333	Northowram	.	.	"
271	Eastbourne	.	.	Sussex.	334	Halstead	.	.	Essex.
272	East Grinstead	.	.	"	335	Haverhill	.	.	Suff.
273	Eccleshall	.	.	Staffs.	336	Harleston	.	.	"
274	Ellesmere	.	.	Salop.	337	Harlow	.	.	Essex.
275	Ely	.	.	Cambs.	338	Harrogate	.	.	Yorks.
277	Emsworth	.	.	Hants.	339	Hartfordbridge	.	.	Hants.
278	Enstone	.	.	Oxon.	340	Harwich	.	.	Essex.
279	Epping	.	.	Essex.	341	Haslemere	.	.	Surrey.
280	Epsom	.	.	Surrey.	342	Hastings	.	.	Sussex.
*281	Ermebridge	.	.	Devon.	"	St. Leonard's-on-Sea	.	.	"
282	Modbury	.	.	"	343	Hatfield	.	.	Herts.
283	Esher	.	.	Surrey.	344	Havant	.	.	Hants.
284	Evesham	.	.	Worcs.	345	Haverfordwest	.	.	Pembs.
285	Exeter	.	.	Devon.	346	Hawes	.	.	Yorks.
286	Exmouth	.	.	"	347	Hay	.	.	Brecons.
287	Eye	.	.	Suff.	*348	Bruntless	.	.	"
288	Fakenham	.	.	Norf.	*349	Glasbury	.	.	"
289	Walsingham	.	.	"	350	Haydon Bridge	.	.	Northld.
290	Falmouth	.	.	Corn.	351	Helston	.	.	Corn.
291	Fareham	.	.	Hants.	352	Hayle	.	.	"
292	Farnham	.	.	Surrey.	353	Hemel Hempstead	.	.	Herts.
293	Farringdon	.	.	Hants.	354	King's Langley	.	.	"
294	Fairford	.	.	Gloucs.	355	Henley-on-Thames	.	.	Oxon.
295	Highworth	.	.	Wilts.	*356	Nettlebed	.	.	"
296	Lechlade	.	.	Gloucs.	357	Hereford	.	.	Herefs.
297	Fazeley	.	.	Staffs.	358	Eardisley	.	.	"
298	Felton	.	.	Northld.	359	Hertford	.	.	Herts.
299	Fenny Stratford	.	.	Bucks.	360	Hexham	.	.	Northld.
300	Ferry Bridge	.	.	Yorks.	361	Heytesbury	.	.	Wilts.
301	Feversham	.	.	"	*362	Deptford Inn	.	.	"
302	Folkingham	.	.	Lincs.	363	Higham Ferrers	.	.	Northants.
303	Folkestone	.	.	Kent.	364	High Wycombe	.	.	Bucks.
304	Fordingbridge	.	.	Hants.	365	Hinckley	.	.	Leics.
305	Fowey	.	.	Corn.	366	Hindon	.	.	Wilts.
306	Frome	.	.	Somt.	367	Hitchin	.	.	Herts.
307	Gainsborough	.	.	Lincs.	*368	Hobbs Point	.	.	Pembs.
308	Garstang	.	.	Lancs.	369	Hoddesden	.	.	Herts.
309	Gateshead	.	.	Durham.	370	Holbeach	.	.	Lincs.
310	Gerrard's Cross	.	.	Bucks.	371	Holt	.	.	Norf.
311	Glastonbury	.	.	Somt.	*372	Blakeney	.	.	"
312	Gloucester	.	.	Gloucs.	373	Cley	.	.	"
	Gloucester Station	.	.	"	374	Holyhead	.	.	Anglesey.
*313	Lea	.	.	Herefs.	375	Holywell	.	.	Fflnts.
314	Painswick	.	.	Gloucs.	376	Honiton	.	.	Devon.
315	Thornbury	.	.	"	377	Ottery St. Mary	.	.	"
316	Godalming	.	.	Surrey.	378	Horncastle	.	.	Lincs.
317	Godstone	.	.	"	379	Old Bolingbroke	.	.	"
*318	Bletchingley	.	.	"	380	Hordean	.	.	Hants.
319	Goole	.	.	Yorks.	381	Horsham	.	.	Sussex.
320	Gosport	.	.	Hants.	382	Howden	.	.	Yorks.
321	Grantham	.	.	Lincs.	383	Hull	.	.	"
322	Gravesend	.	.	Kent.	384	Filey	.	.	"
323	Grimsby	.	.	Lincs.	385	Hedon	.	.	"
324	Guernsey	.	.	Channel Isles.	386	Barrow-on-Humber	.	.	Lincs.
325	Guildford	.	.	Surrey.	387	Huddersfield	.	.	Yorks.
326	Guisborough	.	.	Yorks.	388	Marsden	.	.	"
*327	Gretabridge	.	.	Durham.	389	Slaithwaite	.	.	"
328	Hadleigh	.	.	Suff.	390	Hungerford	.	.	Berks.

*391	Aldbourne	Wilts.	450	Leighton Buzzard	Beds.
392	Lambourne	Berks.	451	Lewes	Sussex.
393	Ramsbury	"	452	Newhaven	"
394	Hounslow	Middx.	453	Seaford	"
395	Southall	"	454	Leominster	Herefs.
396	Huntingdon	Hunts.	455	Pembridge	"
397	Buckden	"	456	Shobden	"
	Crayford	Kent.	457	Lichfield	Staffs.
398	Hythe	"	458	Lincoln	Lincs.
399	Ilchester	Somt.	459	Kirton Lindsey	"
400	Ilfracombe	Devon.	460	Wragby	"
401	Ilminster	Somt.	461	Linton	Cambs.
402	Ingatestone	Essex.	462	Liphook	Hants.
403	Rayleigh	"	463	Liskeard	Corn.
*404	Wickford	"	464	Looe	"
405	Ipswich	Suff.	*465	Polperro	"
406	Ironbridge	Salop.	466	Liverpool	Lancs.
407	Isle of Man	I. of Man.	467	Llandilo	Carmaths.
408	Ivybridge	Devon.	468	Llandoverly	"
409	Jersey	Channel Isles.	469	Llanelly	"
410	Kelvedon	Essex.	*470	Ponterdulais	Glams.
411	Kendal	Westmd.	471	Llangadock	Carmaths.
412	Bowness	"	472	Llangollen	Denbigh.
413	Keswick	Cumb.	473	Long Stratton	Norf.
414	Kettering	Northants.	474	Lostwithiel	Corn.
415	Kidderminster	Worcs.	475	Loughborough	Leics.
416	Kimbolton	Hunts.	476	Mountsorrel	"
417	Kineton	Warws.	477	Louth	Lincs.
418	Kingsbridge	Devon.	478	Lowestoft	Norf.
419	Kington	Herefs.	479	Ludlow	Herefs.
*420	Penybont	Radnors.	480	Knighton	Radnors.
421	Radnor	"	481	Leintwardine	Herefs.
422	Kingston (now Kingston-on-Thames)	Surrey.	482	Luton	Beds.
	Also Norbiton, Kingston-on-Thames	"	483	Lutterworth	Leics.
		"	484	Lyme Regis	Dorset.
423	Kirby Lonsdale	Westmd.	485	Lymington	Hants.
424	Knaresborough	Yorks.	486	Yarmouth	I. of Wight.
425	Knutsford	Chesh.	487	Lyndhurst	Hants.
426	Lamberhurst	Kent.	488	Lynn	Norf.
427	Hawkhurst	"	489	Burnham	"
428	Hurst Green	Sussex.	*490	Holkham	"
*429	Newenden	"	491	Macclesfield	Chesh.
430	Northiam	"	492	Maidenhead	Berks.
*431	Peasmarsh	"	493	Maidstone	Kent.
432	Rolvenden	Kent.	494	Maldon	Essex.
433	Sandhurst	"	495	Malton	Yorks.
434	Lampeter	Glams.	*496	Sledmere	"
435	Aberayron	Cards.	497	Malvern (Great)	Worcs.
436	Lancaster	Lancs.	498	Manchester	Lancs.
437	Kirby Stephen	Westmd.	499	Glossop	Derbys.
438	Sedbergh	Yorks.	500	Haslingden	Lancs.
439	Launceston	Corn.		Keymer	Sussex.
440	Holsworthy	Devon.	501	Rawtenstall	Lancs.
441	Stratton	N. Devon.	502	Stalybridge	Chesh.
442	Bude	"	503	Manningtree	Essex.
443	Lawton	Chesh.	504	Mansfield	Notts.
444	Leamington	Warws.	505	March	Cambs.
445	Leatherhead	Surrey.	506	Margate	Kent.
446	Ledbury	Heref.	507	Marazion	Corn.
447	Leeds	Yorks.	508	Market Deeping	Lincs.
448	Leek	Staffs.	509	Market Drayton	Salop.
449	Leicester	Leics.	*510	Woore	Staffs.
			511	Market Harborough	Leics.

512	Market Raisin . . .	Lincs.	575	Norwich . . .	Norf.
513	Markyate Street . . .	Herts.	576	Acle . . .	"
514	Market Weighton . . .	Yorks.	577	Cromer . . .	"
515	South Cave . . .	"	578	Loddon . . .	"
516	Marlborough . . .	Wilts.	579	North Walsham . . .	"
*517	Great Bedwyn . . .	"	580	Reepham . . .	"
518	Marlow . . .	Bucks.	*581	Scotow . . .	"
519	Maryport . . .	Cumb.	*582	Worstead . . .	"
520	Matlock Bath . . .	Derbys.		Naguabo . . .	Porto Rico.
521	Melksham . . .	Wilts.	583	Nottingham . . .	Notts.
522	Melton Mowbray . . .	Leics.	584	Bingham . . .	"
523	Merthyr Tydvil . . .	Glams.	585	Ilkeston . . .	Derbys.
524	Middlewick . . .	Chesh.	586	Stapleford . . .	Notts.
*525	Holmes Chapel . . .	"	587	Oakham . . .	Rutls.
526	Winsford . . .	"	588	Okehampton . . .	Devon.
527	Midhurst . . .	Sussex.	589	Hatherleigh . . .	"
528	Mildenhall . . .	Suff.	590	Odiham . . .	Hants.
529	Milford . . .	Pembs.	591	Oldham . . .	Lancs.
530	Milnthorpe . . .	Westmd.	592	Ollerton . . .	Notts.
531	Mold . . .	Flints.	593	Ormskirk . . .	Lancs.
532	Monmouth . . .	Mon.	594	Southport . . .	"
533	Ragland . . .	"	595	Oswestry . . .	Salop.
534	Moreton-in-Marsh . . .	Gloucs.	*596	Cerrig-y-druidow . . .	Denbighs.
535	Stow-in-the-Wold . . .	"	597	Llanrwst . . .	"
536	Winchcombe . . .	"	*598	Pentre Voelas . . .	Carnarvs.
537	Morpeth . . .	Northld.	599	Otley . . .	Yorks.
538	Nantwich . . .	Chesh.	600	Addingham . . .	"
539	Narbeth . . .	Pembs.	601	Oundle . . .	Northants.
540	Neath . . .	Glams.	602	Ongar . . .	Essex.
541	Newark . . .	Notts.	603	Oxford . . .	Oxon.
542	Southwell . . .	"	604	Pembroke . . .	Pembs.
*543	Carlton-on-Trent . . .	"	605	Penkridge . . .	Staffs.
544	Newbury . . .	"	606	Penrith . . .	Cumb.
545	Newcastle-on-Tyne . . .	Northld.	607	Alston . . .	"
546	Newcastle-under-Linc . . .	Staffs.	609	Penzance . . .	Corn.
547	Stoke-on-Trent ^f . . .	"	610	Scilly . . .	"
548	Tunstall . . .	"	611	Pershore . . .	Worcs.
549	Hanley . . .	"	612	Peterborough . . .	Northants.
*550	Cobridge . . .	"	613	Petersfield . . .	Hants.
551	Burslem . . .	"	614	Petworth . . .	Sussex.
*552	Lane Delph . . .	"	*615	Fittleworth . . .	"
*553	Lane End . . .	"	616	Pulborough . . .	"
*554	Etruria . . .	"	617	Storrington . . .	"
*555	Longport . . .	"	618	Pewsey . . .	Wilts.
*556	Shelton . . .	"	619	Pickering . . .	Yorks.
557	Newmarket . . .	Suff.	620	Plymouth . . .	Devon.
558	Newnham . . .	Gloucs.	621	Plympton . . .	"
559	Lydney . . .	"	622	Pocklington . . .	Yorks.
560	Newport . . .	I. of Wight.	623	Pontefract . . .	"
561	Newport . . .	Mon.	624	Poole . . .	Dorset.
562	Caerleon . . .	"	625	Portsea . . .	Hants.
563	Tredegar . . .	"		Also Portsmouth . . .	"
564	Newport Pagnell . . .	Bucks.	626	Prescot . . .	Lancs.
565	Newport . . .	Salop.	627	Presteign . . .	Radnors.
566	New Romney . . .	Kent.	628	Preston . . .	Lancs.
567	Newton Abbot . . .	Devon.	629	Flectwood . . .	"
568	Newtown . . .	Monty.	630	Preston Brook . . .	Chesh.
569	Northallerton . . .	Yorks.	631	Frodsham . . .	"
570	Northampton . . .	Northants.	632	Pwillheli . . .	Carnarvs.
571	Northleach . . .	Gloucs.	633	Queenborough . . .	Kent.
572	Andoyersford . . .	"	634	Ramsgate . . .	"
573	North Shields . . .	Northld.	635	Reading . . .	Berks.
574	Northwich . . .	Chesh.	636	Redruth . . .	Corn.

637	Reigate	Surrey.	700	Sheffield	Yorks.
638	Retford	Notts.	701	Shepton Mallet . .	Somt.
639	Rhayader	Radnors.	702	Sherborne	Dorset.
*640	Devil's Bridge . .	Cardigs.	*703	Queen Camel . . .	Somt.
641	Richmond	Yorks.	704	South Shields . . .	Durham.
642	Ravenglass	Cumb.	705	Shifnal	Salop.
643	Rickmansworth . .	Herts.	706	Shipston	Worcs.
644	Ringwood	Hants.	707	Shoreham	Sussex.
645	Ripley	Derbys.	708	Shrewsbury	Salop.
646	Ripon	Yorks.	709	Church Stretton . .	"
647	Robertsbridge . . .	Sussex.	710	Llanidloes	Monty.
648	Rochdale	Lancs.	711	Wem	Salop.
649	Littleborough . . .	"	712	Sidmouth	Devon.
650	Rochester	Kent.	713	Sittingbourne . . .	Kent.
651	Rochford	Essex.	714	Skipton	Yorks.
652	Rockingham	Northants.	715	Cross Hills	"
653	Romsey	Hants.	716	Sleaford	Lincs.
654	Ross	Herefs.	717	Slough	Bucks.
655	Rotherham	Yorks.	718	Colnbrook	"
656	Wath	"	719	Solihull	Warws.
657	Rougham	Suff.	720	Somerton	Somt.
658	Royston	Herts.	721	Langport	"
659	Rugby	Warws.	722	Southam	Warws.
660	Rugeley	Staffs.	723	Southampton	Hants.
661	Great Heywood . .	"	724	South Molton	Devon.
*662	Shirleywhich	"	725	South Petherton . .	Somt.
*663	Wolseley Bridge . .	"	726	Martock	"
*664	Rusheyford	Durham.	727	Spalding	Lincs.
665	Ruthin	Denbighs.	728	Spilsby	"
666	Ryde	I. of Wight.	*729	Spittal	Northld.
667	Rye	Sussex.	730	Stafford	Staffs.
668	Romford	Essex.	731	Stilton	Hunts.
669	Saffron Waldron . .	"	732	Stockbridge	Hants.
670	St. Austell	Corn.	733	Stockport	Chesh.
671	Grampound	"	*734	Disley	"
672	St. Mawes	"	*735	Hazelgrove	"
673	Mevagissey	"	736	Stockton	Durham.
*674	Tregoney	"	737	Castle Eden	"
675	St. Albans	Herts.	738	Stokenchurch	Oxon.
676	St. Asaph	Flints.	739	Stokesley	Yorks.
677	St. Clears	Corn.	*740	Ingleby	"
678	St. Colomb	"	741	Staines	Middlx.
679	St. Helens	Lancs.	742	Stamford	Lincs.
680	St. Ives	Hunts.	743	Stevenage	Herts.
*681	Somersham	Sussex.	744	Steyning	Sussex.
682	St. Leonard's-on-Sea	Sussex.	745	Stone	Staffs.
683	Salisbury	Wilts.	746	Stonham	Suff.
684	Downton	"	*747	Thwaite	Norf.
685	Wilton	"	*748	Stoney Cross	Hants.
686	St. Neots	Hunts.	749	Stoney Stratford . .	Bucks.
687	Sandbach	Chesh.	750	Stourbridge	Worcs.
688	Sandwich	Kent.	751	Stourport	"
689	Sawbridgeworth . .	Herts.	752	Stowmarket	Suff.
690	Saxmundham	Suff.	753	Needham Market . . .	"
691	Aldborough	"	754	Stratford-on-Avon . .	Warws.
692	Yoxford	"	755	Alcester	"
693	Scarborough	Yorks.	756	Henley-in-Arden . . .	"
694	Scole	Norf.	757	Stroud	Gloucs.
695	Selby	Yorks.	*758	Kingscote	"
696	Settle	"	*759	Uley	"
697	Sevenoaks	Kent.	760	Sudbury	Suff.
698	Shaftesbury	Dorset.	761	Sunderland	Durham.
699	Sheerness	Kent.	762	Swaffham	Norf.

763	Swansea	Glams.	827	Uttoxeter	Staffs.
764	Brynmawr	Brecons.	828	Abbots Bromley	"
*765	Reynoldstone	Glams.	*829	Sudbury	Derbys.
766	Swindon	Wilts.	830	Uxbridge	Middx.
767	Cricklade	"	831	Wakefield	Yorks.
768	Wotton Bassett	"	832	Wallingford	Berks.
*769	Wroughton	"	*833	Benson	"
770	Stanmore	Middx.	834	Walsall	Staffs.
771	Shooter's Hill	Kent.	835	Waltham Cross	Herts.
772	Tadcaster	Yorks.	836	Wangford	Suff.
773	Taibach	Glams.	*837	Wrentham	"
"	Aberavon, Port Talbot	"	838	Southwold	"
774	Tamworth	Staffs.	839	Wansford	Northants.
775	Tarporley	Chesh.	*840	Deene	"
776	Taunton	Somt.	*841	Weldon	"
777	Williton	"	842	Ware	Herts.
778	Dunster	"	843	Wareham	Dorset.
779	Minehead	"	844	Corfe Castle	"
780	Tavistock	Devon.	845	Swanage	"
781	Callington	Corn.	846	Warminster	Wilts.
782	Teignmouth	Devon.	847	Warrington	Lancs.
783	Tenbury	Worcs.	848	Warwick	Warws.
784	Tenby	Pembs.	849	Watford	Herts.
785	Tenterden	Kent.	850	Wednesbury	Staffs.
786	Tetbury	Gloucs.	851	Weedon	Northants.
787	Tetsworth	Oxon.	852	Welshpool	Monty.
788	Tewkesbury	Gloucs.	853	Machynlleth	"
789	Thame	Oxon.	854	Montgomery	"
790	Thetford	Norf.	*855	Chirbury	Salop.
791	Harling	"	*856	Churchstoke	Monty.
"	East Harling	"	857	Welford	Warws.
*792	Larlingford	"	858	Wellingborough	Northants.
793	Shipdham	"	859	Wellington	Salop.
794	Watton	"	860	Wellington	Somt.
795	Thirsk	Yorks.	862	Milverton	"
*796	Osmotherley	"	863	Wells	Norf.
797	Thorne	"	864	Wells	Somt.
798	Thrapstone	Northants.	865	Welwyn	Herts.
799	Tipton	Staffs.	866	Crynant	Glams.
800	Tiverton	Devon.	867	Wendover	Bucks.
802	Bampton	"	868	West Bromwich	Staffs.
803	Dulverton	Somt.	869	Port Dinorwic	Carnarvs.
804	Topsham	Devon.	870	Westbury	Wilts.
805	Torquay	"	871	Weston-super-Mare	Somt.
806	Torrington	"	872	Wetherby	Yorks.
807	Totnes	"	873	Weymouth	Dorset.
808	Towcester	Northants.	874	Wheatley	Oxon.
810	Tring	Herts.	"	South Godstone	Surrey.
*811	Montford Bridge	Salop.	875	Whitby	Yorks.
812	Risborough	Bucks.	876	Whitchurch	Salop.
"	Aftds. Princes Risborough	"	877	Whitehaven	Cumb.
813	Trowbridge	Wilts.	878	Wigan	Lancs.
814	Truro	Corn.	879	Wigton	Cumb.
815	Camborne	"	*880	Allonby	"
817	St. Ives	"	882	Wimborne	Dorset.
818	Tunbridge	Kent.	883	Wincanton	Somt.
820	Tunbridge Wells	"	*884	Henstridge	Dorset.
821	Tuxford	Notts.	*885	Milborne Port	Somt.
822	Uckfield	Sussex.	887	Stalbridge	Dorset.
823	Hailsham	"	888	Winchester	Hants.
824	Ulverston	Lancs.	890	Windsor	Berks.
825	Uppingham	Rutld.	892	Eton	Bucks.
826	Usk	Mon.	893	Wingham	Kent.

894	Winslow . . .	Bucks.	967	Edenbridge . . .	Kent.
895	Wirksworth . . .	Derbys.	970	Washford . . .	Somt.
897	Wisbeach . . .	Cambs.	971	Ventnor . . .	I. of Wight.
898	Brightlingsea . . .	Essex.	972	Flint . . .	Flints.
899	Hunstanton St. Edmunds	Norf.	973	Rhyl . . .	"
900	Witham . . .	Essex.	974	Sedbergh . . .	Yorks.
902	Witney . . .	Oxon.	975	Easingwold . . .	"
903	Wiveliscombe . . .	Somt.	976	Windermere . . .	Westmd.
904	Wokingham . . .	Berks.	977	Ferry Hill . . .	Durham.
905	Wolverhampton . . .	Staffs.	978	Littlehampton . . .	Sussex.
906	Woburn . . .	Beds.	979	Acklington . . .	Northld.
907	Woodbridge . . .	Suff.	980	Rhymney . . .	Mon.
910	Woodstock . . .	Oxon	982	Dowlais . . .	Glams.
912	Deddington . . .	"	983	Soham . . .	Cambs.
*913	Woodyates . . .	Dorset.	984	Mere . . .	Wilts.
914	Cranbourne . . .	"	985	Aberdare . . .	Glams.
915	Wotton-under-Edge . . .	Gloucs.	*987	Burbage . . .	Wilts.
917	Wickwar . . .	"	*990	Collingbourne Ducis . . .	"
918	Worcester . . .	Worcs.	*992	Tidworth . . .	"
920	Upton-on-Severn . . .	"	*993	Cholderton . . .	"
921	Workington . . .	Cumb.	994	Axbridge . . .	Somt.
922	Worksop . . .	Notts.	995	Brierley Hill . . .	Staffs.
923	Worthing . . .	Sussex.	996	Sturminster . . .	Dorset.
224	Wrexham . . .	Denbigh ^{sh}	997	Shillingstone . . .	"
925	Wymondham . . .	Norf.	0 02	Ulceby . . .	Lincs.
926	Yarn . . .	Yorks.	0 03	Weobley . . .	Herefs.
927	Yarmouth . . .	Norf.	0 04	Redcar . . .	Yorks.
928	Yealmpton . . .	Devon.	0 05	Corsham . . .	Wilts.
929	Yeovil . . .	Somt.	0 07	Brough . . .	Yorks.
930	York . . .	Yorks.	0 10	Copplestone . . .	Devon.
631	Easingwold . . .	"	0 12	Highampton . . .	"
*932	Escrick . . .	"	0 13	North Tawton . . .	"
*933	Hamerton . . .	"	0 14	Witheridge . . .	"
934	Helmsley . . .	"	0 15	Milford Junction . . .	Yorks.
*935	Kirby Moorside . . .	"	0 17	Upper Clevedon . . .	Somt.
*936	Whitwell . . .	"	*0 20	Lower Clevedon . . .	"
937	Barnet . . .	Herts.	0 21	St. Just . . .	Corn.
938	Croydon . . .	Surrey.	0 22	Ripley . . .	Yorks.
	Also Thornton Heath . . .	"	0 23	Farnborough Station . . .	Hants.
939	Staplehurst . . .	Kent.	0 24	Stonehouse . . .	Gloucs.
*940	Alne . . .	Yorks.	0 25	Bletchley Station . . .	Bucks.
*941	Burton Agnes . . .	"	0 26	Southend . . .	Essex.
*942	Bradbury . . .	Wilts.	0 27	Houghton-le-Spring . . .	Durham.
943	Beaminster . . .	Dorset.	0 28	Ramsey . . .	Hunts.
944	Lynton . . .	Devon.	0 29	West Hartlepool . . .	Durham.
945	Runcorn . . .	Chesh.	0 30	Tremadoc . . .	Carnarvs.
946	Middlesborough . . .	Yorks.	0 31	Portmadoc . . .	"
947	Hartlepool . . .	Durham.	0 32	Festiniog . . .	Merions.
948	Bruton . . .	Somt.	*0 33	Tan-y-bwlch . . .	"
950	Kenilworth . . .	Warws.	0 34	Smethwick . . .	Staffs.
951	Pontypool . . .	Mon.	0 35	Oldbury . . .	Worcs.
*952	Hollytroyds . . .	Lancs.	0 36	Ramsey . . .	I. of Man.
953	Blackpool . . .	"	0 37	Castletown . . .	"
954	Longtown . . .	Cumb.	0 38	Chathill . . .	Northld.
956	Hurstpierpoint . . .	Sussex.	0 39	Willenhall . . .	Staffs.
957	Nuneaton . . .	Warws.	0 40	Whittlesea . . .	Cambs.
958	Leigh . . .	Lancs.	0 41	Crowland . . .	Lincs.
959	Clifton . . .	Gloucs.	*0 42	Eggesford . . .	Devon.
960	Crewe . . .	Chesh.	0 43	Yatton Keynell . . .	Wilts.
962	Middleham . . .	Yorks.	*0 44	Lacock . . .	"
963	Winchfield . . .	Hants.	*0 45	Sutton Benger . . .	"
964	Euston Square Station . . .	Middx.	0 46	Aldershot Camp . . .	Hants.
965	Alderney . . .	Channel Isles.	0 47	Crewe Station . . .	Chesh.

o 48	Normanton . . .	Yorks.	*A 24	Instow . . .	Devon.
o 49	Paddington Station . . .	Middx.	A 25	Malta . . .	
o 50	Bampton . . .	Oxon	A 26	Gibraltar . . .	
o 51	Tickhill . . .	Yorks.	A 27	Alexandria . . .	Jamaica.
o 52	Shotley Bridge . . .	Durham	A 28	Annotto Bay . . .	"
o 53	Heckmondwike . . .	Yorks.	A 29	Bath . . .	"
o 54	Farnworth . . .	Lancs.	A 30	Black River . . .	"
*o 55	Beaford . . .	Devon.	A 31	Brown's Town . . .	"
*o 56	Bow . . .	"	A 32	Buff Bay . . .	"
*o 57	Brandis Corner . . .	"	A 33	Chapelton . . .	"
*o 58	Bridestowe . . .	"	A 34	Claremont . . .	"
o 59	Chulmleigh . . .	"	A 35	Claredon . . .	"
*o 62	Dolton . . .	"	A 36	Dry Harbour . . .	"
*o 63	Exbourne . . .	"	A 37	Duncans . . .	"
*o 64	Lewdown . . .	"	A 38	Ewarton . . .	"
*o 65	Lifton . . .	"	A 39	Falmouth . . .	"
o 67	Morchard Bishop . . .	"	A 40	Flint River . . .	"
*o 70	Sampford Courtenay . . .	"	A 41	Gagle . . .	"
*o 71	Wemworthy . . .	"	A 42	Golden Spring . . .	"
o 72	Winkleigh . . .	"	A 43	Gordon Town . . .	"
*o 73	Waltham . . .	Lincs.	A 44	Goshen . . .	"
*o 74	Probus . . .	Corn.	A 45	Grange Hill . . .	"
o 75	Newton-in-Cartmel . . .	Lancs.	A 46	Green Island . . .	"
o 76	Knottingley . . .	Yorks.	A 47	Highgate . . .	"
o 77	Aston-on-Clun . . .	Salop.	A 48	Hope Bay . . .	"
o 78	Brampton Brian . . .	Herefs.	A 49	Lilliput . . .	"
*o 79	Bromfield . . .	Salop.	A 50	Little River . . .	"
o 80	Clun . . .	"	A 51	Lucia . . .	"
o 82	Leintwardine . . .	Herefs.	A 52	Manchioneal . . .	"
*o 83	Little Brampton . . .	Salop.	A 53	Mandreville . . .	"
*o 84	Lydbury North . . .	"	A 54	May Hill . . .	"
o 85	Craven Arms . . .	"	A 55	Mill Gully . . .	"
o 88	Sunninghill . . .	Berks.	A 56	Mongeane . . .	"
o 89	Usk . . .	Mon.	A 57	Montego Bay . . .	"
*o 90	Wistanstow . . .	Salop.	A 58	Montpellier . . .	"
o 92	Fence Houses . . .	Durham.	A 59	Morant Bay . . .	"
o 94	Steventon . . .	Berks.	A 60	Ocho Rios . . .	"
o 95	Drayton . . .	"	A 61	Old Harbour . . .	"
o 98	Cyprus . . .	"	A 62	Plaintain Green River . . .	"
o 99	Whitchurch . . .	Hants.	A 63	Pear Tree Grove . . .	"
A 01	Kingston . . .	Jamaica.	A 64	Port Antonio . . .	"
A 02	Antigua . . .	"	A 65	Port Morant . . .	"
A 03	Demerara . . .	"	A 66	Port Maria . . .	"
A 04	Berbice . . .	"	A 67	Port Royal . . .	"
A 05	Bahamas . . .	"	A 68	Porus . . .	"
A 06	British Honduras . . .	"	A 69	Ramble . . .	"
A 07	Dominica . . .	"	A 70	Rio Bueno . . .	"
A 08	Montserrat . . .	"	A 71	Rodney Hall . . .	"
A 09	Nevis . . .	"	A 72	St. David . . .	"
A 10	St. Vincent . . .	"	A 73	St. Annes Bay . . .	"
A 11	St. Lucia . . .	"	A 74	Salt Gut . . .	"
A 12	St. Kitts . . .	"	A 75	Savannah-la-Mar . . .	"
A 13	Tortola . . .	"	A 76	Spanish Town . . .	"
A 14	Tobago . . .	"	A 77	Stewart Town . . .	"
A 15	Grenada . . .	"	A 78	Vere . . .	"
A 16	Newcastle-on-Tyne Station, Nbl'd.	"	A 79	Balacava . . .	"
A 17	Alexandria . . .	"	A 80	Mount Charles . . .	"
A 18	Antigua . . .	"	A 81	Pedra . . .	"
A 19	Appledore . . .	Devon.	A 82	Middle Quarters . . .	"
A 20	Wickham Market . . .	Suff.	A 83	Trinity Ville . . .	"
A 21	Red Hill . . .	Surrey.	*A 84	Brasted . . .	Kent.
A 22	Boxmoor . . .	Herts.	*A 85	Talag . . .	Carmaths.
*A 23	Fremington . . .	Devon.	A 86	Upper Cwmtrwrch . . .	Glams.

A 87	Forestfach . . .	Glams.	B 60	Bournemouth . . .	Hants.
A 88	Gulf of Pe-chi-li . . .	China.	B 62	Hong Kong . . .	"
A 89	Pontyclun . . .	Glams.	B 63	Blaydon . . .	Durham
A 90	East Liss . . .	Hants.	B 64	Seychelles . . .	Mauritius.
A 91	Virgin Isles . . .	"	B 65	Rodrigues . . .	"
	Southsea, B.O. . .	Hants.	B 66	Briton Ferry . . .	Glams.
A 92	Halifax . . .	Nova Scotia.	B 67	Winsford . . .	Chesh.
	Masham . . .	Yorks.	B 68	Lypstone . . .	Devon.
A 93	Llanfarian . . .	Cardigs.	B 69	Paignton . . .	"
A 94	Penarth . . .	Glams.	B 70	Dalton-in-Furness . . .	Lancs.
A 95	Newport . . .	Yorks.	B 71	Barrow-in-Furness . . .	"
A 96	North Cave . . .	"	B 72	Malvern Wells . . .	Worcs.
A 97	South Cave . . .	"	B 73	Wylam . . .	Northld.
A 98	South Bank . . .	"	B 74	Blyth . . .	"
A 99	Sydney . . .	N.S.W.	B 75	Bedlington . . .	"
	Chwilog . . .	Carnarvs.	B 76	Cowpen . . .	"
B 01	Alexandria . . .	Egypt.	B 77	Cowpen Lane . . .	"
B 02	Suez . . .	"	B 78	Nedderton . . .	"
B 04	Par Station, St. Austell . . .	Corn.	B 79	Boscastle . . .	Corn.
B 05	Scorrier . . .	"	B 80	Blackawton . . .	Devon.
B 06	Hatt, Plymouth . . .	Devon.	B 81	Harberton . . .	"
B 07	St. Issey . . .	Corn.	B 82	Harbertonford . . .	"
B 08	St. Mellion . . .	"	B 83	Halwell . . .	"
B 09	Washaway, Bodmin . . .	"	B 84	Mounts . . .	"
B 10	Perranarworthal . . .	"	B 85	Malvern Link . . .	Worcs.
B 11	Devoran . . .	"	B 86	Matlock Bridge . . .	Derbys.
B 13	Kingsland . . .	Herefs.	B 87	Weybridge . . .	Surrey.
B 14	Stanton-on-Arrow . . .	"	B 88	Sandown . . .	I. of Wight.
B 15	Titley, Leominster . . .	"	B 89	Shanklin . . .	"
B 16	Plymouth and Bristol Sorting Carriage	"	B 90	Starcross . . .	Devon.
B 19	Wolverton . . .	Bucks.	B 91	Saltash . . .	Corn.
B 20	Nailsea . . .	Somt.	B 92	Rainhill . . .	Lancs.
B 21	Yatton, Bristol . . .	"	B 93	Lelant . . .	Corn.
B 22	Congresbury, Bristol . . .	"	B 94	Saltburn-by-the-Sea . . .	Yorks.
B 23	Wrington . . .	"	B 95	Horrabridge . . .	Devon.
B 24	Langford . . .	"	B 96	Roborough . . .	"
B 25	Burrington . . .	"	B 97	Skegness . . .	Lincs.
B 26	Blagdon . . .	"	B 98	Prince Town . . .	Devon.
B 31	Freetown . . .	Sierra Leone.	B 99	Abermule . . .	Monty.
B 32	Buenos Ayres . . .	Argentine.	C 01	Berriew . . .	"
B 33	Grampound Road . . .	Corn.	C 02	Borth . . .	Cardigs.
B 35	Shrivenham . . .	Berks.	C 03	Bow Street . . .	"
B 37	Longcot, Faringdon . . .	"	C 04	Caersws . . .	Monty.
B 38'	Pinner . . .	Middx.	C 05	Carno . . .	"
B 39	Herne Bay . . .	Kent.	C 06	Commins Coch . . .	"
B 40	Hundred House . . .	Brecons.	C 07	Chirbury . . .	Salop.
B 41	Nantmel . . .	Radnor.	C 08	Churchstoke . . .	Monty.
B 43	Washington Station . . .	Durham.	C 09	Cemmaes . . .	"
B 44	Flax Bourton . . .	Somt.	C 10	Garthmyl . . .	"
B 45	West Town, Bristol . . .	"	C 11	Glandovey . . .	Cardigs.
B 46	Rhyddlan . . .	Flints.	C 12	Llanbrynmair . . .	Monty.
B 47	Llandudno . . .	Carnarvs.	C 13	Llandinam . . .	"
B 48	Trefiw . . .	"	C 14	Taliesin . . .	Cardigs.
B 49	Amlwch . . .	Anglesea.	C 15	Pateley Bridge . . .	Yorks.
B 50	Llangefui . . .	"	C 17	Brighouse . . .	"
B 51	Menai Bridge . . .	"	C 18	Bilton . . .	"
B 52	Hatch End, Watford . . .	Herts.	C 19	Holmfirth . . .	"
B 53	Mauritius . . .	"	C 20	Great Haywood . . .	Staffs.
B 54	Cramlington . . .	Northld.	C 21	St. Columb Minor . . .	Corn.
B 55	Beal . . .	"	C 22	New Quay . . .	"
B 58	Bucknell . . .	Salop.	C 23	Tywyn . . .	Carnarvs.
B 59	Shap . . .	Westmd.	C 25	Mostyn . . .	Flints.
			C 26	Darwen . . .	Lancs.

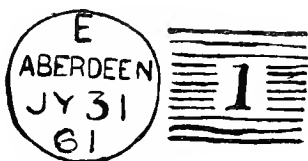
C 27	Cleckheaton	.	.	Yorks.	C 93	Twickenham	.	.	Middx.
C 28	Monte Video	.	.	Uruguay.	C 94	Teddington	.	.	"
C 29	Jarrow	.	.	Durham.	C 95	Hampton	.	.	"
C 30	Valparaiso	.	.	Chili.	C 96	Sunbury	.	.	"
C 31	Castleford	.	.	Yorks.	C 97	Elstree	.	.	Herts.
C 32	Aberdovey	.	.	Merions.	C 98	Newhaven	.	.	Sussex.
C 33	Towyn	.	.	"	C 99	Broughton-in-Furness	.	.	Lancs.
C 34	Pennal	.	.	Monty.	D 01	Holborn Hill	.	.	Cumb.
C 35	Panama	.	.	Central America.	D 02	Grange-over-Sands	.	.	Lancs.
C 36	Arica	.	.	Peru.	D 03	Seaford	.	.	Sussex.
C 37	Caldera	.	.	Chili.	D 04	Dowlais	.	.	Glams.
C 38	Callao	.	.	Peru.	D 05	Chislehurst	.	.	Kent.
C 39	Cobija	.	.	Chili.	D 06	Erwood	.	.	Brecons.
C 40	Coquimbo	.	.	Chili.	D 08	Llyswen	.	.	"
C 41	Guayaquil	.	.	Ecuador.	D 09	Rhydymain	.	.	Merions.
C 42	Islay	.	.	Peru.	D 10	Gretna	.	.	Dumfries.
C 43	Payta	.	.	"	D 11	Framlingham	.	.	Suff.
C 44	Fishguard	.	.	Pembs.	D 12	Burgh	.	.	Lincs.
C 45	Mossley	.	.	Yorks.	D 13	Beckenham	.	.	Kent.
C 47	Mirfield	.	.	"	D 14	Singapore	.	.	Malay States.
C 48	Chipping Sodbury	.	.	Gloucs.	D 15	Aldbrough	.	.	Norf.
C 49	Stretford	.	.	Lancs.	D 16	Leiston	.	.	Suff.
C 50	Sale	.	.	Chesh.	D 17	Penang	.	.	Malay States.
C 51	St. Thomas	.	.	West Indies.	D 18	Newbridge on-Wye	.	.	Radnors.
C 52	Godshill	.	.	I. of Wight.	D 19	Burnopfield	.	.	Durham.
C 53	Rookley	.	.	"	D 20	Blackhill	.	.	"
C 54	Brading	.	.	"	D 21	Richmond	.	.	Surrey.
C 55	Wooton Bridge	.	.	"	D 22	Cuidad Bolivar	.	.	Venezuela.
C 56	Carthagena	.	.	Colombia.	D 23	Sutton	.	.	Surrey.
C 57	Greytown	.	.	Nicaragua.	D 24	Mitcham	.	.	"
C 58	Havana	.	.	Cuba.	D 25	Llandyssil	.	.	Monty.
C 59	Jacmel	.	.	"	D 26	Spanish Mail Packet	.	.	St. Thomas.
C 60	La Guaira	.	.	Venezuela.	D 27	Amoy	.	.	China.
C 61	Porto Rico	.	.	"	D 28	Kiung Chow	.	.	"
C 62	Santa Martha	.	.	Columbia.	D 29	Hankow	.	.	"
C 63	Tampico	.	.	Mexico.	D 30	Hiogo	.	.	Japan.
C 64	Vera Cruz	.	.	"	D 32	Llanfihangel-ar-Arth	.	.	Carmaths.
C 65	Heywood	.	.	Lancs.	D 33	Newport	.	.	Essex.
C 66	Woking Station	.	.	Surrey.	D 34	Waterfoot	.	.	Lancs.
C 67	Droylsden	.	.	Lancs.	D 35	Talybont	.	.	Cardigs.
C 68	London & Dover T.P.O.	.	.	"	D 36	Hopkinstown	.	.	Glams.
C 69	Newton-le-Willows	.	.	Lancs.	D 37	Coggeshall	.	.	Essex.
C 70	Cosham	.	.	Hants.	D 38	Earls Colne	.	.	"
C 71	Willington	.	.	Durham.	D 39	Bourton-on-the-Water	.	.	Gloucs.
C 72	Cheetham Hill	.	.	Lancs.	D 40	Dafen	.	.	Carmaths.
C 73	Eccles	.	.	"	D 41	Padiham	.	.	Lancs.
C 74	Middleton, Manchester	.	.	"	D 42	Blaenllecha	.	.	Glams.
C 75	Newchurch	.	.	"	D 43	Llanarth	.	.	Mon.
C 76	Prestwich	"	.	"	D 44	Potters Bar	.	.	Middx.
C 77	Radcliffe	"	.	"	D 45	Brydon	.	.	"
C 78	Wilmslow	"	.	Chesh.	D 46	Cockfield	.	.	Durham.
C 80	Helperby	.	.	Yorks.	D 47	Polymedia	.	.	Cyprus.
C 81	Bahia	.	.	Brazil.	D 48	Headquarter's Camp	.	.	"
C 82	Pernambuco	.	.	"	D 49	Treharris	.	.	Glams.
C 83	Rio de Janeiro	.	.	"	D 50	Wroxall	.	.	I. of Wight.
C 84	Aberayron	.	.	Cardigs.	D 51	Peel	.	.	I. of Man.
C 85	Enfield	.	.	Middx.	D 52	Figure Four (Aberystwith)	.	.	Cardigs.
C 86	Porto Plata	.	.	Dominican Republic.	D 53	Llanilar	.	.	"
C 87	St. Domingo	.	.	"	D 54	Crosswood	.	.	"
C 88	St. Jago de Cuba	.	.	"	D 55	Clydach Vale	.	.	Glams.
C 89	Dudley	.	.	Northld.	D 56	Olney	.	.	Bucks.
C 90	Burgess Hill	.	.	Sussex.	D 57	Bute Docks	.	.	Glams.
					D 58	Harrington	.	.	Cumb.

D 59	Marske-by-the-Sea	Yorks.	E 22	Aberarth	Cardigs.
D 60	Valley	Anglesea.	E 23	Llanon	"
D 61	Barrasford	Northld.	E 24	Llanrhystyd	"
D 62	Southwick	Sussex.	E 25	Brimfield	Herefs.
D 63	Nawton	Yorks.	E 26	Cenarth	Carmaths.
D 64	Kirby Moorside	"	E 27	Llechryd	Cardigs.
D 65	Helmsley	"	E 28	Cwmann	"
D 66	Gillingham	Dorset.	E 29	South Benfleet	Essex.
D 67	Dublin and Cork		E 30	Lacovia	Jamaica.
D 68	Railway Post Office		E 31	Little Haywood	Staffs.
D 69	Castle Eden Colliery	Durham.	E 32	Pontlottyn	Glams.
D 70	Castle Eden Station	"	E 33	New Barnet	Herts.
D 71	Wingate	"	E 34	Landore	Glams.
D 72	Coxhoe	"	E 35	Morrison	"
D 73	Trimdon Grange	"	E 36	Clydach	"
D 74	Pisco	Peru.	E 37	Pontardine	"
D 75	Harrow	Middx.	E 38	Ystalyfera	"
D 76	Buckhurst Hill	Essex.	E 39	Ystradgynlais	Brecons.
D 77	Loughton	"	E 40	Abergwilly	Carmaths.
D 78	Brancepeth	Durham.	E 41	Llanarthney	"
D 79	Sandy	Beds.	E 42	Mantgareidig	"
	Afterwards Twyford	Berks.	E 43	Glanbrydan	Glams.
D 80	Potton	Beds.	E 44	Golden Grove	Carmarths.
D 81	Bures	Suff.	E 45	Fulbourne	Cambs.
D 82	Llwyngwrl	Merions.	E 46	Sketty	Glams.
D 83	Blaina	Mon.	E 47	Parkmill	"
D 84	Beaufort	Brecons.	E 48	Penclawdd	"
D 85	Ebbw Vale	Mon.	E 49	Reynoldstone	"
D 86	Nantyglo	"	E 50	Ynysmudw	"
D 87	Iquique	Peru.	E 51	Cwmbwria	"
D 88	Linton	Cambs.	E 52	Henfield	Sussex.
D 89	Haverhill	Suff.	E 53	Port au Prince	Hayti
D 90	Long Melford	"	E 54	Cross Inn, Llanelly	Carmarths.
D 91	Lavenham	"	E 55	Cwmamman	Glams.
D 92	Clare	"	E 58	Jamaica	"
D 93	Shefford	Beds.	E 59	Llanpumpsaint	Carmaths.
D 94	Woodford Bridge	Essex.	E 60	Llangunllo	Radnors.
D 95	Yoxford	Suff.	E 61	Llandrindrod	Brecons.
D 96	West Drayton	Middx.		Also Llandrindrod Wells	"
D 97	Carshalton	Surrey.	E 63	Llangammarch	Brecons.
D 98	Pentre	Glams.	E 64	Beulah	"
D 99	Hakin	Pembs.	E 65	Llanwrtyd	"
E 01	Brimscombe	Gloucs.	E 66	Hovingham	Yorks.
E 02	Mill Street Aberdare	Glams.	E 67	Slingsby	"
E 03	Letterstone	Pembs.	E 68	New Quay	Cardigs.
E 04	Dinas Cross	"	E 69	Winforton	Herefs.
E 05	Solva	"	E 70	Whitney	"
E 06	Newmarket	Jamaica.	E 71	Clifford	"
E 07	Newport	Pembs.	E 72	Talgarth	Brecons.
E 08	St. David's, Haverfordwest	"	E 73	Carnforth	Lancs.
E 09	Tangiers	"	E 74	Penmaenmawr	Carmarths.
E 10	Treffgarne	"	E 75	Leamside	Durham.
E 11	Wolfs Castle	"	E 76	Didcot	Berks.
E 12	Dwrbach	"	E 77	Ferryside	Carmarths.
E 13	Camrose	"	E 78	Chigwell Road	Essex.
E 14	Roch	"	E 79	Burwash	Sussex.
E 15	Penycwm	"	E 80	Mortimer	Berks.
E 16	Altywalis	Carmaths.	E 81	Etchingham	Sussex.
E 17	New Inn Carmarthen	"	E 82	Norham	Northld.
E 18	Llanybyther	"	E 83	Caterham Valley	Surrey.
E 19	Llanwnen	"	E 84	Garth	Brecons.
E 20	Talsarn	"	E 85	Begelly	Pembs.
E 21	Ciliau Aeron	Cardigs.	E 86	Saundersfoot	"

E 87	Crook	Durham.	F 50	Groeslon	Carnarvs.
E 88	Colon	Columbia.	F 51	Harlech	Merions.
E 89	Tyne Docks, S. Shields .	Durham.	F 52	Llanbedr	"
E 90	Pencador	Carmarths.	F 53	Penygroes	Carnarvs.
E 91	Conwil Elfed	"	F 54	Penrhyn, Dendraeth	Merions.
E 92	Burry Port	"	F 55	Talysarn	Carnarvs.
E 93	Horley	Surrey.	F 56	Alderley Edge	Chesh.
E 94	Gloucester Station . . .	Gloucs.	F 57	Leyburn	Yorks.
E 95	Brentford	Middx.	F 58	Ponder's End	Middx.
E 96	Pontrilas	Herefs.	F 59	Talsarnau	Merions.
E 97	Isleworth	Middx.	F 60	Llangranog	Cardigs.
E 98	Aberavon	Glams.	F 61	Blaenyffos	Pembs.
E 99	Cwmavon	"	F 62	Kilgerran	Cardigs.
F 01	Hayward's Heath	Sussex.	F 63	Boncath	Pembs.
F 02	Bethania	Cardigs.	F 64	Llanymynech	Salop.
F 03	Bagillt	Flints.	F 65	Llanfyllin	Monty.
F 04	Four Crosses	Carnarvs.	F 66	Sutton Bengier	Wilts.
F 05	Rhiwbryfdir	Merions.	F 67	Little Haven	Pembs.
F 06	Tanygrisiau	"	F 68	Rhydlewis	Monty.
F 07	Ilford	Essex.	F 69	Savanilla	Colombia.
F 08	Barking	"	F 70	Linton Ross	Herefs.
F 09	Holmrook	Cumb.	F 71	St. Weonard's	"
F 10	Chadwell	Essex.	F 72	Woodchester	Gloucs.
F 11	Ramsbottom	Lancs.	F 73	Slade's Bridge	Corn.
F 12	Batley	Yorks.	F 74	Walton-on-the-Naze . . .	Essex.
F 13	Wotton Dorking	Surrey.	F 75	Cefn Coed	Glams.
F 14	Askrigg	Yorks.	F 76	Weston-under-Penyard .	Herefs.
F 15	Parkend	Gloucs.	F 77	Lintz Green	Durham.
F 16	Falfield	"	F 78	Tebay	Westmd.
F 17	Alveston	"	F 79	Sandy	Beds.
F 18	Rudgeway	"	F 80	Little London	Jamaica.
F 19	Almondsbury	"	F 81	Clark's Town	"
F 20	Woodford Green	Essex.	F 82	Warcop	Westmd.
F 21	Ermington	Devon.	F 83	Arroyo	Porto Rico.
F 22	Whitcroft	Gloucs.	F 84	Aguadilla	"
F 23	Cains Cross	"	F 85	Mayaguez	"
F 24	Whitland	Carmarths.	F 86	Skewen	Glams.
F 25	Llanfairpwllgwynll . . .	Anglesea.	F 87	Smyrna	Asia Minor.
F 26	Gaerwen	"	F 88	Ponce	Porto Rico.
F 27	Llanerchymedd	"	F 89	Six Mile Bottom	Cambs.
F 28	Rhosybol	"	F 90	Sharpness Point	Gloucs.
F 29	Nant Gate	Anglesey.	F 91	Northumberland Dock .	Northld.
F 30	Charlbury	Oxon.	F 92	Llantrisant	Glams.
F 31	Maesyrcugian	Carmarths.	F 93	Paddock Wood	Kent.
F 32	Bettws-y-Coed	Carnarvs.	F 94	Ripley, Derby	Derbys.
F 33	Ystrad Meurig	Cardigs.	F 95	Watson's Hill	Jamaica.
F 34	Llanddewi Brefi	Radnors.	F 96	Shooter's Hill	"
F 35	Tregaron	Cardigs.	F 97	Copse	"
F 36	Surbiton	Surrey.	F 98	Chester Castle	"
F 37	Gensing Station Road, Hastings	Sussex.	F 99	Cap Coch	Glams.
F 38	Stanford-le-Hope	Essex.	G 01	London and Exeter T.P.O.	
F 39	Leigh, Chelmsford	"	G 02	Walton-on-Thames	Surrey.
F 40	Grays	"	G 03	Buckland	"
F 41	Purfleet	"	G 04	Rothbury	Northd.
F 42	Rainham	"	G 05	Widnes	Lancs.
F 43	Hyde, Manchester	Chesh.	G 06	Beyrout	Asia Minor.
F 44	Denton	Lancs.	G 07	Bacup	Lancs.
F 45	Patricroft	"	G 08	Highbridge	Somt.
F 46	Shorncliffe Camp	Kent.	G 09	St. Mary Cray	Kent.
F 47	St. Mellons	Glams.	G 10	Dale	Pembs.
F 48	Criccieth	"	G 11	Llanio Road	Cardigs.
F 49	Dyffryn	Merions.	G 12	Harewood Road	Herefs.
			G 13	Half-Way Tree	Jamaica.

G 14	Hampden	.	Jamaica.
G 15	Priestman's River	.	"
G 16	Blue Mountain Valley	.	"
G 17)	Used for Autumn Manceuvres.		
G 18)			
G 19)			
G 20	Much Marcle	.	Gloucs.
G 21	Narbeth Road	.	Pembs.
G 22	Eltham	.	Kent.
G 23	Cleator	.	Cumb.
G 24	Cark-in-Cartmel	.	Lancs.

G 25	Egremont	.	Cumb.
G 26	St. Bees	.	"
G 27	Cleator Moor	.	"
G 28	Garn Dolbenmaen	.	Carnarvs.
G 29	Eastwood	.	Notts.
G 30	Stantonbury	.	Bucks.
G 31	Castle Donington	.	Leics.
G 32	Duffield	.	Derbys.
G 33	Kegworth	.	"
G 34	Quaker's Yard	.	Glams.
G 35	Lesbury	.	Northld.



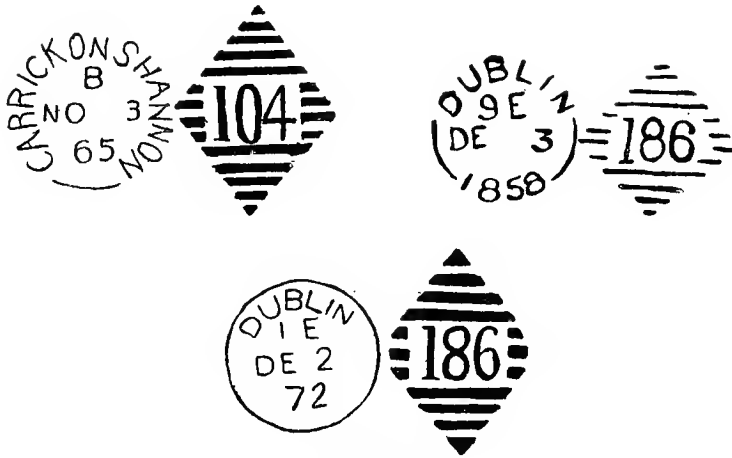
SCOTLAND.

1	Aberdeen	.	Aberdeens.	37	Birnam	.	Perths.
2	Aberfeldy	.	Perths.	38	Bathgate	.	Linlithgows.
3	Aberdour	.	Fifes.	39	Beaully	.	Inverness.
4	Aboyne	.	Aberdeens.	40	Beith	.	Ayrs.
5	Aberchirder	.	Banffs.	41	Biggar	.	Lanarks.
6	Alford	.	Aberdeens.	42	Blackshiels	.	Midlothian.
7	Alloa	.	Clackmanns.	43	Bervie	.	Kincs.
*8	Aberlour	.	Banffs.	44	Blair Athole	.	Perths.
9	Alexandria	.	Dumbtns.	45	Dalnacardoch	.	"
10	Alness	.	Ross.	46	Blairstown	.	"
11	Annan	.	Dumf.	47	Blair Adam	.	Kinross.
12	Auchenblae	.	Kincs.	48	Bonaw	.	Argylls.
13	Arbroath	.	Forfars.	*49	Bonar Bridge	.	Suthlds.
*14	Fort George Station	.	Inverness.	*50	Bogroy	.	Inverness.
15	Ardrossan	.	Ayrs.	*51	Blackburn	.	Linlithgows.
16	Abington	.	Lanarks.	*52	Barrowstouness or Boness	.	"
17	Airdrie	.	"	*53	Bowmore	.	Argylls.
*18	Arisaig	.	Inverness.	53	Bridgend, Islay	.	"
20	Arrochar	.	Dumbtns.	54	Braco	.	Perths.
*21	Auchnacraig	.	Argylls.	*55	Blackhilloch	.	Banffs.
22	Anstruther	.	Fifes.	56	Braemar	.	Aberdeens.
23	Aros	.	Argylls.	57	Brechin	.	Forfars.
24	Appin	.	"	*58	Edzell	.	"
25	Auchterarder	.	Perths.	59	Broadford	.	I. of Skye.
26	Auchtermuchty	.	Fifes.	60	Bridge of Earn	.	Perths.
27	Ayr	.	Ayrs.	61	Buckie	.	Banffs.
28	Ayton	.	Berwicks.	62	Burntisland	.	Fifes.
*29	Assynt	.	Suthds.	*63	Brucklaw	.	Aberdeens.
30	Alyth	.	Perths.	64	Callander	.	Perths.
31	Ballatar	.	Aberdeens.	65	Campbelton	.	Argylls.
*32	Crathie	.	"	66	Canonbie	.	Dumfries.
33	Ballantrae	.	Ayrs.	67	Carluke	.	Lanarks.
34	Ballindalloch	.	Banffs.	*68	Cairnryan	.	Wigtowns.
35	Banchory	.	Kincs.	*69	Carnwath	.	Lanarks.
36	Banff	.	Banffs.	*70	Carsphairn	.	Kirkcuds.
*37	Macduff	.	"	71	Castle Douglas	.	"

*72	Cairdow . . .	Argylls.	142	Fettercairn . . .	Kincs.
*73	Coldingham . . .	Berwicks.	143	Fochabers . . .	Elgins.
74	Coldstream . . .	"	144	Forfar . . .	Forfars.
75	Carrbridge . . .	Inverness.	145	Forres . . .	Elgins.
76	Carnoustie . . .	Forfars.	146	Fort Augustus . . .	Inverness.
77	Chance Inn . . .	Fifes.	147	Fortrose . . .	Ross.
78	Colinsburgh . . .	"	148	Fort William . . .	Inverness.
79	Comrie . . .	Perths.	*149	Fort George . . .	"
80	Crail . . .	Fifes.	150	Fraserburgh . . .	Aberdeens.
82	Craigellachie . . .	Banffs.	*151	Fushie Bridge . . .	Midlothian.
83	Creetown . . .	Kircuds.	*152	Finhaven . . .	Forfar.
84	Crieff . . .	Perths.	*153	Farr . . .	Inverness.
85	Cromarty . . .	Ross.	154	Fyvie . . .	Aberdeens.
87	Cullen . . .	Banffs.	155	Galashiels . . .	Selkirks.
88	Culross . . .	Perths.	156	Garlieston . . .	Wigtowns.
90	Cumnoch . . .	Ayrs.	157	Gatehouse . . .	Kircuds.
91	Cupar Angus . . .	Fifes.	158	Girvan . . .	Ayrs.
92	Cupar Fife . . .	"	159	Glasgow . . .	Lanarks.
*93	Cluny . . .	Aberdeens.	160	Glenluce . . .	Wigtowns.
94	Castleton . . .	Argylls.	161	Grangemouth . . .	Stirlings.
*95	Crinan . . .	"	162	Greenlaw . . .	Berwicks.
*96	Cruden . . .	Aberdeens.	163	Greenock . . .	Renfrews.
97	Cockburnspath . . .	Berwicks.	*164	Glenlivet . . .	Banffs.
98	Dalkeith . . .	Midlothian.	*165	Glamis . . .	Forfars.
*100	Dalmally . . .	Argylls.	166	Grantown . . .	Elgins.
101	Dalry . . .	Ayrs.	"	Grantown-on-Spey . . .	"
102	Denny . . .	Stirlings.	167	Golspie . . .	Suthlds.
103	Dingwall . . .	Ross.	168	Brora . . .	"
104	Dornoch . . .	Suthlands.	*170	Glenmorristown . . .	Inverness.
105	Dunbeath . . .	Caithness.	*171	Haddington . . .	Haddingtons.
106	Douglas . . .	Lanarks.	*172	Halkirk . . .	Caithness.
107	Doune . . .	Perths.	173	Hamilton . . .	Lanarks.
108	Dumfries . . .	Dumfries.	174	Hawick . . .	Roxburghs.
110	Dumbarton . . .	Dumbtns.	175	Helmsdale . . .	Suthlds.
111	Dunbar . . .	Haddingtons.	176	Helensburgh . . .	Dumbtns.
112	Dunblane . . .	Perths.	177	Harris . . .	I. of Harris.
113	Dunfermline . . .	Fifes.	178	Huntly . . .	Aberdeens.
114	Dundee . . .	Forfars.	179	Holytown . . .	Lanarks.
115	Broughty Ferry . . .	"	*180	Huna . . .	Caithness.
116	Lochee . . .	"	181	Inverary . . .	Argylls.
*117	Kincaldrum . . .	Perths.	182	Inverkeithing . . .	Fifes.
118	Dunkeld . . .	Perths.	183	Inverness . . .	Inverness.
120	Dunning . . .	"	184	Inchtire . . .	Perths.
121	Dunoon . . .	Argylls.	185	Invergordon . . .	Ross.
122	Dunse . . .	Berwicks.	186	Irvine . . .	Ayrs.
123	Dunvegan . . .	Inverness.	187	Jedburgh . . .	Roxburghs.
*124	Durness . . .	Suthlands.	188	Johnstone . . .	Renfrews.
*125	Dunnott . . .	Caithness.	*190	Jura . . .	I. of Jura.
126	Drumnadrochit . . .	Inverness.	*191	Kinaldie . . .	Aberdeens.
127	Dysart . . .	Fifes.	192	Keith . . .	Banffs.
*128	Eaglesham . . .	Lanarks.	193	Kelso . . .	Roxburghs.
130	Ecclefechan . . .	Dumfries.	194	Keith Hall . . .	Aberdeens.
131	Edinburgh . . .	Midlothian.	195	Kettle . . .	Fifes.
*132	Eddleston . . .	Peebles.	*196	Kenmore . . .	Perths.
133	Elgin . . .	Elgins.	*197	Kennoway . . .	Fifes.
134	Ellon . . .	Aberdeens.	198	Killin . . .	Perths.
135	Elie . . .	Fifes.	*199	Kirknewton . . .	Midlothian.
136	Errol . . .	Perth.	200	Kingussie . . .	Inverness.
137	Evanton . . .	Ross.	201	Kintore . . .	Aberdeens.
138	Eyemouth . . .	Berwicks.	202	Kilsyth . . .	Stirlings.
139	Falkirk . . .	Stirlings.	203	Kilmarnock . . .	Ayrs.
*140	Falkland . . .	Fifes.	204	Kincar . . .	Fifes.
*141	Fenwick . . .	Ayrs.	205	Kinghorn . . .	"

206	Kinross . . .	Kinross.	270	Newton Stewart	{ Wigtowns and Kirkcuds.
207	Kirkwall . . .	Orkneys.	271	Noblehouse . . .	Peebles.
208	Kippen . . .	Perths.	272	North Queensferry	Fifes.
209	Kirkcudbright	Kirkcuds.	273	Oban . . .	Argylls.
211	Kirkintulloch . . .	Dumbtns.	274	Old Meldrum . . .	Aberdeens.
212	Kirriemuir . . .	Forfars.	*275	Old Rain . . .	"
*213	Kirkmichael . . .	Perths.	*276	Orton . . .	Morays.
*214	Kincardine O'Neil	Aberdeens.	277	Paisley . . .	Renfrews.
215	Lanark . . .	Lanarks.	278	Parkhill . . .	Inverness.
216	Langholme . . .	Dumfries.	279	Peebles . . .	Peebles.
217	Largs . . .	Ayrs.	280	Perth . . .	Perths.
218	Lauder . . .	Berwicks.	281	Perthead . . .	Aberdeens.
219	Laurencekirk . . .	Kincs.	*282	Pitcaple . . .	"
220	Leadhills . . .	Lanarks.	283	Pittenweem . . .	Fifes.
221	Leith . . .	Midlothian.	284	Pitlochry . . .	Perths.
*222	Leithlumsden . . .	Aberdeens.	285	Poolewe . . .	Ross.
223	Lerwick . . .	Shetland Isles.	*286	Portaskaig . . .	Kirkcuds.
*224	Lynwilg . . .	Argylls.	287	Port Glasgow . . .	Renfrews.
*225	Laggan . . .	Inverness.	288	Port Patrick . . .	Wigtowns.
226	Lochcarron . . .	Ross.	289	Portree . . .	Inverness.
*227	Lochearnhead . . .	Perths.	290	Portsoy . . .	Banffs.
228	Lesmahagow . . .	Lanarks.	291	Port William . . .	Wigtowns.
229	Leven . . .	Fifes.	*292	Poyntsfeld . . .	Ross.
230	Linlithgow . . .	Linlithgows.	293	Prestonkirk . . .	Haddingtons.
231	Lochalsh . . .	Ross.	*294	Rachan Mill . . .	Peebles.
232	Lochgilthead . . .	Argylls.	295	Renfrew . . .	Renfrews.
233	Lockerby . . .	Dumfries.	296	Rhynie . . .	Aberdeens.
234	Lockmaddy . . .	Inverness.	297	Rothies . . .	Morays.
235	Lochmaben . . .	Dumfries.	298	Rothiesay . . .	Bute.
*236	Lochinver . . .	Suthlds.	*299	Rothiemay . . .	Banffs.
237	Lairg . . .	"	300	St. Andrew's . . .	Fifes.
*238	Longhope . . .	Orkneys.	301	St. Boswell's Green	Roxburghs.
*239	Luss . . .	Dumbtns.	302	Saltcoats . . .	Ayrs.
240	Lybster . . .	Caitness.	303	Sanquhar . . .	Dumfries.
241	Markinch . . .	Fifes.	*304	Scourie . . .	Suthlds.
242	Mauchline . . .	Ayrs.	305	Selkirk . . .	Selkirks.
243	Maybole . . .	"	306	South Queensferry	Linlithgows.
244	Melrose . . .	Roxburghs.	307	Stewarton . . .	Ayrs.
245	Meigle . . .	Forfars.	308	Stirling . . .	Stirlings.
*246	Melvich . . .	Caitness.	309	Stonehaven . . .	Kinc.
*247	Mey . . .	"	310	Stornoway . . .	Ross.
248	Mintlaw . . .	Aberdeens.	311	Stow . . .	Midlothian.
*249	Methlic . . .	"	312	Stranraer . . .	Wigtowns.
*250	Monymusk . . .	"	313	Strathaven . . .	Lanarks.
251	Montrose . . .	Forfars.	*314	Strathdon . . .	Aberdeens.
*252	St. Cyrus . . .	"	*315	Strichen . . .	"
*253	Mossat . . .	Aberdeens.	316	Stromness . . .	Orkneys.
254	Mortlach P.O., Dufftown,	Banffs.	317	Strontian . . .	Argylls.
255	Midcalder . . .	Midlothian.	*318	Skene . . .	Aberdeens.
256	Moffat . . .	Dumfries.	319	St. Margaret's Hope	Orkneys.
257	Moniaive . . .	"	320	Tain . . .	Ross.
258	Morvern . . .	Argylls.	321	Tarbert . . .	Argylls.
*259	Moy . . .	Inverness.	*322	Tarland . . .	Aberdeens.
*260	Muirdrum . . .	Forfars.	323	Thornhill . . .	Dumfries.
*261	Munlochy . . .	Ross.	324	Thurso . . .	Caitness.
262	Muirkirk . . .	Ayrs.	325	Tobermory . . .	Argylls.
263	Musselburgh . . .	Midlothian.	326	Tomintoul . . .	Banffs.
264	Nairn . . .	Nairns.	*327	Tomnavoulin . . .	"
265	Newburgh . . .	Fifes.	*	Torphins . . .	Aberdeens.
266	New Galloway . . .	Kirkcuds.	328	Tongue . . .	Suthlds.
*267	New Deer . . .	Aberdeens.	329	Tranent . . .	Haddingtons.
*268	New Pitsligo . . .	"	330	Troon . . .	Ayrs.
269	Newport . . .	Fifes.			

331	Turriff . . .	Aberdeens.	372	Baillieston . . .	Lanarks.
*332	Tyndrum . . .	Perths.	374	Lennoxton . . .	Stirlings.
*333	Udney . . .	Aberdeens.	375	Partick . . .	Lanarks.
334	Ullapool . . .	Ross.	*376	Cumbernauld . . .	"
*335	Watten . . .	Caithness.	*377	Fordoun . . .	Kincs.
*336	West Kilbride . . .	Ayrs.	378	Dalbeattie . . .	Kircuds.
337	Whitburn . . .	Linlithgows.	*379	Aviemore . . .	Inverness.
338	Whithorn . . .	Wigtowns.	*380	Ballinluig . . .	Perths.
339	Wick . . .	Caithness.	*381	Blackford . . .	"
*340	Whitehouse . . .	Aberdeens.	Port William . . .	Wigtowns.	
341	Wigtown . . .	Wigtowns.	*382	Fearn . . .	Ross.
342	Wishaw . . .	Lanarks.	*383	Portmahomack . . .	"
343	Ford . . .	Midlothian.	384	New Cumnock . . .	Ayrs.
344	Lasswade . . .	"	385	Leslie . . .	Fifes.
345	Loanhead . . .	"	*386	Kirkcowan . . .	Wigtowns.
346	North Berwick . . .	Haddingtons.	*387	Newtown St. Boswell's . . .	Roxburghs.
347	Pennycuick . . .	Midlothian.	*388	Menstrie . . .	Clackmanns.
348	Portobello . . .	"	*389	Alva . . .	Stirlings.
349	Prestonpans . . .	Haddingtons.	390	Dollar . . .	Clackmanns.
350	Slateford . . .	Midlothian.	*392	Muthill . . .	Perths.
351	Winchburgh . . .	Linlithgows.	393	Chirnside . . .	Berwicks.
352	Ferryport-on-Craig . . .	Fifes.	*394	Edrom . . .	"
*355	Dalnacardoch . . .	Perths.	*395	Grantshouse . . .	"
*356	Trinafour . . .	"	*396	Charlotte Place . . .	Edinburgh.
357	Alexandria . . .	Dumbtms.	*398	Hillhead . . .	Lanarks.
358	Tillicoultry . . .	Clackmanns.	*399	Greenburn . . .	Linlithgows.
359	Drem . . .	Haddingtons.	400	Shotts . . .	Lanarks.
360	Lauder . . .	Berwicks.	401	Pollockshaws . . .	Renfrews.
361	Motherwell . . .	Lanarks.	*403	Causewayhead . . .	Clackmanns.
362	Ratho . . .	Midlothian.	*404	Strathyre . . .	Perths.
363	Libberton . . .	"	405	Murthly Station . . .	"
364	Bridge of Allan . . .	Stirlings.	406	Johnstone . . .	Renfrews.
*365	Ladybank . . .	Fifes.	407	Strome Ferry . . .	Ross.
366	Insch . . .	Aberdeens.	408	Currie . . .	Midlothian.
367	Barrhead . . .	Renfrews.	409	Larbert . . .	Stirlings.
*368	Stobo . . .	Peebles.	410	Dolphinton . . .	Lanarks.
369	Coatbridge . . .	Lanarks.	411	Murrayfield . . .	Midlothian.
370	Milngavie . . .	Stirlings.	412	Cambus . . .	Clackmanns.
371	Maryhill . . .	Lanarks.			



IRELAND.

1	Abbeyleix	Queen's Co.	*34	Ballinderry	Tipperary.
2	Adare	Limerick.		Ballybofey	Donegal.
3	Ahascragh	Galway.	35	Ballingary	Limerick.
	Bunratty	Clare.		Ballycassidy	Fermgh.
4	Ardara	Donegal.	36	Ballinrobe	Mayo.
	Cratloe	Clare.	37	Ballycastle	Antrim.
5	Ardee	Louth.	38	Ballyclare	"
6	Ardglass	Down.	39	Ballyconnell	Cavan.
	Ardrahan	Galway.	40	Ballybrittas	Kildare.
8	Armagh	Armagh.		Ballygawley	Tyrone.
9	Ballingarry	Limerick.	41	"	"
10	Arklow	Wicklow.	42	Ballyglass	Mayo.
11	Arthurstown	Waterford.	*43	Ballyhaise	Cavan.
12	Arva	Cavan.		Ballygunin	Galway.
	Ashbourne	Meath.	44	Ballyjamesduff	Cavan.
13	"	"		Ballyhaunis	Mayo.
14	Ashford	Wicklow.	45	Ballymahon	Longford.
15	Athboy	Meath.	46	Ballymena	Antrim.
16	Athenry	Galway.	47	Ballymoe	Galway.
*17	Athleague	Roscmn.	48	Ballymoney	Antrim.
18	Athlone	Westmeath.	*49	Ballymore	Westmeath.
20	Athy	Kildare.	*	Ballymore Eustace	Kildare.
21	Aughnacloy	Tyrone.	50	Ballymote	Sligo.
22	Aughrim	Galway.	51	Ballynacargy	Westmeath.
23	Antrim	Antrim.		Ballymurray	Roscmn.
24	Askeaton	Limerick.	52	Ballynahinch	Down.
25	Bagnalstown	Carlow.	53	Ballinamore	Leitrim.
26	Baileyborough	Cavan.		Baltinglass	Wicklow.
27	Balbriggan	Dublin.	54	Ballyragget	Kilkenny.
28	Ballaghaderin	Roscmn.	55	Ballyshannon	Donegal.
29	Ballina	Mayo.	56	Ballytore	Kildare.
30	Ballybay	Monaghan.	57	Banagher	King's Co.
*31	Ballinakill	Queen's Co.	58	Banbridge	Down.
	Ballinamallard	Fermgh.	59	Bandon	Cork.
32	Ballinasloe	Galway.	60	Bangor	Down.
33	Ballincollig	Cork.		Barnesmore	Donegal.
	Ballybrack	Dublin.	61	Bantry	Cork.

62	Belfast	Antrim.	116	Castleknock	Dublin.
*63	Bellaghy	Derry.	117	Castlefin	Donegal.
	Belleek	Fermgh.	118	Castlemartyr	Cork.
64	Belmullet	Mayo.	120	Castlepollard	Westmeath.
	Beauparc	Meath.	121	Castlereea	Roscomn.
65	Belturbet	Cavan.	122	Castletown, Berehaven	Cork.
*66	Broadford	Clare.	123	Castletown, Delvin . . .	Westmeath.
	Bessbrook	Armagh.		Castle Mullingar	"
*67	Blackwatertown	"	124	Castletown, Roch	Cork.
	Blackrock	Dublin.		Afterwards Castletown-	
68	Blackrock	"		roche	"
	Boosterstown	"	125	Castlewellan	Down.
69	Blessington	Wicklow.	126	Cavan	Cavan.
70	Boyle	Roscomn.	127	Celbridge	Kildare.
*71	Boosterstown	Dublin.	128	Charleville	Cork.
	Borris	Carlow.	131	Clara	King's Co.
72	Bray	Wicklow.		Clanabogan	Tyrone.
*73	Broadway	Wexford.	132	Clare	Clare.
74	Brookeborough	Fermgh.		Afterwards Clarecastle	"
	Belmullet	Mayo.		Claremorris	Mayo.
*75	Broughshane	Antrim.	*133	Clashmore	Cork.
76	Bruff	Limerick.	134	Clifden	Galway.
77	Buncrana	Derry.		Clandeboye	Down.
*78	Bunratty	Clare.	135	Cloghan	King's Co.
*79	Burrin	Galway.	136	Clogheen	Tipperary.
80	Borrisokane	Tipperary.	137	Clogher	Tyrone.
81	Borrisoleigh	"		Clonee	Meath.
	Brittas	Limerick.	138	Cloghnakilty	Cork.
82	Borris-in-Ossory	Queen's Co.		Now Clonakilty	"
83	Bushmills	Antrim.	*139	Clonard	Meath.
	Bundoran	Donegal.	*140	Clonee	"
84	Buttevant	Cork.		Clonelly	Fermgh.
85	Baltinglass	Wicklow.	141	Clones	Monaghan.
86	Cabineteely	Dublin.	142	Clonmel	Tipperary.
	Now Cabinteely	"	143	Clough	Down.
87	Cahirciveen	Kerry.	144	Cloughjordan	Tipperary.
88	Cahirconlish	Limerick.		Clonsilla	Dublin.
90	Cahir	Tipperary.	145	Cloyne	Cork.
91	Caledon	Tyrone.		Cloughjordan	Tipperary.
92	"	"	146	Coachford	Cork.
93	Callan	Kilkenny.	*147	Coalisland	Tyrone.
94	Camolin	Wexford.	*148	Colehill	Westmeath.
95	Cappoquin	Waterford.	149	Coleraine	Derry.
96	Carlingford	Louth.	150	Collon	Louth.
97	Carlow	Carlow.		Collooney	Sligo.
100	Carn	Derry.	151	"	"
	Now Carndonagh	"	152	Cong	Mayo.
101	Carnew	Wicklow.		Comber	Down.
102	Carrickfergus	Antrim.	153	Comber	Westmeath.
103	Carrickmacross	Monaghan.	154	Cookstown	Tyrone.
104	Carrick-on-Shannon	Leitrim.	155	Cootehill	Cavan.
105	Carrick-on-Suir	Waterford.	156	Cork	Cork.
106	Cashel	Tipperary.	157	Cove	"
107	Castlebar	Mayo.		Queenstown	"
108	Castlebellingham	Louth.	*158	Carrigart	Donegal.
110	Castleblakeney	Galway.	159	Craughwell	Galway.
111	Castleblayney	Monaghan.	*160	Creeslough	Donegal.
112	Castlecomer	Kilkenny.		Craughwell	Galway.
	Castleconnel	Limerick.	*161	Crookstown	Cork.
113	"	"	*162	Crossakiel	Meath.
114	Castledawson	Derry.	163	Crossdoney	Cavan.
115	Castledearg	Tyrone.	164	Crossmolina	Mayo.
116	Castledermot	Kildare.	165	Croome	Limerick.

166	Crumlin . . .	Antrim.	*217	Ferbane . . .	King's Co.
167	Corofin . . .	Clare.		Farranfore . . .	Kerry.
168	Cushendall . . .	Antrim.	218	Fermoy . . .	Cork.
*169	Dartrey . . .	Monaghan.	219	Ferns . . .	Wexford.
170	Dangan . . .	Cork.	220	Fethard . . .	Tipperary.
171	Delgany . . .	Wicklow.	221	Fethard . . .	Wexford.
172	Derry . . .	Derry.	222	Fintona . . .	Tyrone.
	Now Londonderry . . .	"		Finglas . . .	Dublin.
*173	Dervock . . .	Antrim.	223	Fivemiletown . . .	Tyrone.
174	Dingle . . .	Kerry.		Fintona . . .	"
175	Donaghadee . . .	Down.	224	Florence Court . . .	Fermgh.
	Donaghmore . . .	Tyrone.	225	Flurrybridge . . .	Armagh.
176	Donegal . . .	Donegal.	*226	Forkhill . . .	Louth.
177	Doneraile . . .	Cork.	227	Foxford . . .	Mayo.
	Donabate . . .	Dublin.	*228	Foynes . . .	Limerick.
178	Down . . .	Down.	229	Frankfort . . .	King's Co.
179	Drogheda . . .	Louth.	230	Frenchpark . . .	Roscomm.
180	Dromod . . .	Leitrim.	231	Freshford . . .	Kilkenny.
	Dromore . . .	Tyrone.	232	Galway . . .	Galway.
181	Dromore . . .	Down.	233	Garvagh . . .	Derry.
	Dromod . . .	Leitrim.		Gilford . . .	Down.
182	Dromore West . . .	Sligo.	*234	Geashill . . .	King's Co.
	Dromore . . .	Down.		Glasslough . . .	Monaghan.
*183	Drumcree . . .	Westmeath.	235	Gilford . . .	Down.
183	Drumsna . . .	Leitrim.		Glasnevin . . .	Dublin.
184	" . . .	"	*236	Glasslough . . .	Monaghan.
*	Drumcondra . . .	Dublin.		Glenealy . . .	Wicklow.
185	Draperstown . . .	Derry.	237	Glenarm . . .	Antrim.
186	Dublin . . .	Dublin.	*238	Glenavy . . .	Co. Antrim.
187	Dundalk . . .	Louth.	*239	Glin . . .	Limerick.
188	Dunfanaghy . . .	Donegal.	*240	Golden . . .	Tipperary.
189	Dundrum . . .	Dublin.	*241	Golden Ball . . .	Dublin.
190	" . . .	Down.	242	Gort . . .	Galway.
	Dublin and Belfast R.P.O.		243	Gorey . . .	Wexford.
192	Dromara . . .	Down.	244	Gowran . . .	Kilkenny.
193	Dungannon . . .	Tyrone.	245	Graig . . .	"
194	Dungarvan . . .	Waterford.	246	Granard . . .	Longford.
195	Dungiven . . .	Derry.	*247	Grey Abbey . . .	Down.
	Dunkettle Station . . .	Cork.		Greystones . . .	Dublin.
	Glanmire . . .	"	248	Goresbridge . . .	Kilkenny.
196	Dunlavin . . .	Wicklow.	249	Headford . . .	Galway.
197	Dunleer . . .	Louth.	250	Hillsborough . . .	Down.
198	Dungloe . . .	Donegal.	251	Hollymount . . .	Mayo.
*199	Dunmurry . . .	Antrim.	*252	Hollywood . . .	Down.
200	Dunmanway . . .	Cork.		Howth . . .	Dublin.
201	Dunmore . . .	Galway.	253	" . . .	"
	Dunrymond . . .	Monaghan.		Irvinestown . . .	Fermgh.
202	Dunmore East . . .	Waterford.	254	Inistiogue . . .	Kilkenny.
	Dunshaughlin . . .	Meath.	255	Innishannon . . .	Cork.
203	" . . .	"		Island Bridge . . .	Galway.
204	Durrow . . .	Queen's Co.	256	Johnstown . . .	Kilkenny.
205	Edenderry . . .	King's Co.	257	Kanturk . . .	Cork.
206	Edgeworthstown . . .	Longford.	258	Keady . . .	Armagh.
207	Elphin . . .	Roscomm.	259	Kells . . .	Meath.
*208	Emo . . .	Queen's Co.	260	Kenmare . . .	Kerry.
209	Emyvale . . .	Monaghan.	261	Kilbeggan . . .	Westmeath.
210	Enfield . . .	Meath.		Kesh . . .	Fermgh.
211	Ennis . . .	Clare.	262	Kilcock . . .	Kildare.
212	Enniscorthy . . .	Wexford.	*263	Kilconnell . . .	Galway.
*213	Enniskerry . . .	Wicklow.		Manor Kilbride . . .	Wicklow.
214	Enniskillen . . .	Fermgh.		Kilbride, Dublin . . .	"
215	Ennistimon . . .	Clare.	264	Kilcullen . . .	Kildare.
216	Eyre court . . .	Galway.	265	Kildare . . .	"

266	Kildorrey	.	.	Cork.	316	Lurgan [†]	.	.	Armagh.
267	Kildysart	.	.	Clare.	317	Macroom	.	.	Cork.
268	Kilkeel	.	.	Down.		Lusk	.	.	Dublin.
269	Kilkenny	.	.	Kilkenny.	*318	Maghera	.	.	Derry.
270	Killala	.	.	Mayo.		Mageney	.	.	Kildare.
271	Killaloe	.	.	Clare.	319	Magherafelt	.	.	Derry.
272	Killarney	.	.	Kerry.	320	Malahide	.	.	Dublin.
*273	Killinardrish	.	.	Cork.	321	Mallow	.	.	Cork.
	Killiney	.	.	Dublin.	322	Manorhamilton	.	.	Leitrim.
*274	Killeagh	.	.	Cork.		Manorcunningham	.	.	Donegal.
	Kilfenora	.	.	Clare.	323	Markethill	.	.	Armagh.
275	Killucan	.	.	Westmeath.		Magheramena	.	.	Fermgh.
276	Killybegs	.	.	Donegal.	324	Maryborough	.	.	Queen's Co.
	Killygordon	.	.	"	325	Maynooth	.	.	Kildare.
*277	Killyleigh	.	.	Down.	326	Middleton	.	.	Cork.
*278	Killynaule	.	.	Tipperary.	327	Millstreet	.	.	"
	Killybegs	.	.	Donegal.		Markethill	.	.	Armagh.
279	Killeshandra	.	.	Cavan.	*328	Miltown	.	.	Dublin.
*280	Killinchy	.	.	Down.	329	Miltown Malbay	.	.	Clare.
*281	Killough	.	.	"	330	Michelstown	.	.	Cork.
*282	Kilmacrennan	.	.	Donegal.	331	Moate	.	.	Westmeath.
283	Kilmallock	.	.	Limerick.	332	Mohill	.	.	Leitrim.
284	Kilrea	.	.	Derry.		Moira	.	.	Down.
285	Kilrush	.	.	Clare.	333	"	.	.	"
286	Kilworth	.	.	Cork.	334	Monaghan	.	.	Monaghan.
287	Kilmacthomas	.	.	Waterford.	335	Monasterevan	.	.	Kildare.
288	Kingscourt	.	.	Cavan.	336	Moneygall	.	.	King's Co.
289	Kingstown	.	.	Dublin.		Monkstown	.	.	Co. Dublin.
290	Kinsale	.	.	Cork.	337	Moneymore	.	.	Derry.
291	Kinnegad	.	.	Westmeath.	338	Mountmellick	.	.	Queen's Co.
292	Kinnetty	.	.	King's Co.	339	Mount Nugent.	.	.	Cavan.
	Rathmore	.	.	Kerry.		Mountpleasant.	.	.	Louth.
293	Kircubbin	.	.	Down.	340	Mountrath	.	.	Queen's Co.
*294	Kesh	.	.	Fermgh.	*341	Mount Talbot	.	.	Roscomn.
	Knockroghery	.	.	Roscomn.	342	Moville	.	.	Derry.
*295	Knock	.	.	Clare.	*343	Moy	.	.	Tyrone.
*296	Knocktopher	.	.	Kilkenny.	*344	Moynalty	.	.	Meath.
297	Kinvara	.	.	Galway.		Mulhuddart	.	.	Dublin.
	Leixlip	.	.	Kildare.	345	Mullingar	.	.	Westmeath.
298	Lanesborough	.	.	Longford.	346	Naas	.	.	Kildare.
	Letter	.	.	Fermgh.	*347	Narin	.	.	Donegal.
299	Larne	.	.	Antrim.	348	Navan	.	.	Meath.
300	Leighlinbridge	.	.	Carlow.	349	Nenagh	.	.	Tipperary.
	Laurencetown	.	.	Down.	*350	New Birmingham	.	.	"
301	Leixlip	.	.	Kildare.	351	Newbliss	.	.	Monaghan.
	Leggs	.	.	Fermgh.	352	Newbridge	.	.	Kildare.
302	Letterkenny	.	.	Donegal.	353	Newcastle	.	.	Limerick.
303	Limerick	.	.	Limerick.	354	Newmarket-on-Fergus	.	.	Clare.
304	Lisburn	.	.	Antrim.	355	Newport	.	.	Co. Mayo.
305	Lismore	.	.	Waterford.	356	"	.	.	Tipperary.
306	Lisnaskea	.	.	Fermgh.	357	Newry	.	.	Down.
307	Listowel	.	.	Kerry.	358	Newtownards	.	.	"
*308	Littleton	.	.	Tipperary.	359	Newtownbarry	.	.	Wexford
309	Longford	.	.	Longford.		Newtownforbes	.	.	Longford.
310	Loughbrickland	.	.	Down.	360	"	.	.	"
	Loughlinstown	.	.	Dublin.	361	Newtown Hamilton	.	.	Armagh.
311	Loughgall	.	.	Armagh.	362	Newtown Limavady	.	.	Derry.
	Lough Eske	.	.	Donegal.	363	Newtownmountkenedy	.	.	Wicklow.
312	Loughrea	.	.	Galway.	364	Newtown Stewart	.	.	Tyrone.
313	Lowtherstown	.	.	Fermgh.	*365	Nobber	.	.	Meath.
314	Louth	.	.	Louth.	366	Oldcastle	.	.	"
	Lucan	.	.	Dublin.	367	Omagh	.	.	Tyrone.
315	Lucan	.	.	"	368	Oranmore	.	.	Galway.

369	Pallasgreen . . .	Limerick.	*415	Strangford . . .	Down.
*370	Pallaskenry . . .	"		Straffon Station . . .	Kildare.
371	Parsonstown . . .	King's Co.	416	Stranorlar . . .	Donegal.
372	Passage West . . .	Cork.	417	Strokestown . . .	Roscomn.
373	Philipstown . . .	King's Co.	418	Stoneyford . . .	Kilkenny.
	Pettigo . . .	Donegal.		Stratford-on-Slaney . . .	Wicklow.
374	Piltown . . .	Kilkenny.	419	Summerhill . . .	Meath.
375	Portadown . . .	Armagh.	420	Swinford . . .	Mayo.
376	Portaferry . . .	Down.	421	Swords . . .	Dublin.
376	Pomeroy . . .	Tyrone.	422	Taghmon . . .	Wexford.
377	Portarlington . . .	Queen's Co.		Swords . . .	Dublin.
378	Portglenone . . .	Antrim.	423	Tallaght . . .	"
379	Portlao . . .	Waterford.	424	Tallow . . .	Waterford.
380	Portumna . . .	Galway.	425	Tanderagee . . .	Armagh.
	Portrush . . .	Antrim.	426	Tarbert . . .	Kerry.
381	Ramelton . . .	Donegal.	427	Templemore . . .	Tipperary.
	Postewart . . .	Derry.	428	Thomastown . . .	Kilkenny.
382	Randalstown . . .	Antrim.	429	Thurles . . .	Tipperary.
383	Raphoe . . .	Donegal.	430	Tinahely . . .	Wicklow.
384	Rathangan . . .	Kildare.		Tinode . . .	"
	Ratheny . . .	Dublin.	431	Tipperary . . .	Tipperary.
385	Rathcoole . . .	"	*432	Toome Bridge . . .	Antrim.
	Portglenone . . .	Antrim.		Tinahely . . .	Wicklow.
386	Rathcormac . . .	Cork.	433	Tralee . . .	Kerry.
	Rathcoole . . .	Dublin.	434	Trim . . .	Meath.
387	Rathdowney . . .	Queen's Co.		Trillick . . .	Fermgh.
388	Rathdrum . . .	Wicklow.	435	Tuam . . .	Galway.
*389	Rathfarnham . . .	Dublin.	436	Tubbermore . . .	Antrim.
390	Rathfriland . . .	Down.		Trim . . .	Meath.
391	Rathkeale . . .	Limerick.	437	Tulla . . .	Limerick.
392	Rathowen . . .	Westmeath.	438	Tullamore . . .	King's Co.
	Rathnew . . .	Wicklow.	439	Tullow . . .	Carlow.
*393	Red Hills . . .	Cavan.	440	Tynan . . .	Armagh.
	Ratoath, Dublin . . .	Meath.	441	Tyrrellspass . . .	Westmeath.
*394	Rich Hill . . .	Armagh.		Urney . . .	Tyrone.
	Rockcorry . . .	Monaghan.	442	Valentia . . .	Kerry.
*395	Rochfort Bridge . . .	Westmeath.		Valencia Island . . .	"
396	Roscommon . . .	Roscomn.	443	Virginia . . .	Cavan.
397	Roscrea . . .	Galway.	444	Warrenspoint . . .	Down.
398	Ross . . .	Wexford.	445	Waterford . . .	Waterford.
399	Rosscarbery . . .	Cork.	*446	Waringstown . . .	Armagh.
400	Rostrevor . . .	Down.		Woodlawn . . .	Galway.
*401	Ruskey . . .	Leitrim.	447	Westport . . .	Mayo.
	Rush . . .	Dublin.	448	Wexford . . .	Wexford.
402	Saintfield . . .	Down.	449	Wicklow . . .	Wicklow.
403	Scarriff . . .	Clare.	450	Youghal . . .	Cork.
	Sandyford . . .	Dublin.	*451	Clonegal . . .	Carlow.
*404	Scrabby . . .	Cavan.	*452	Dunamanagh . . .	Tyrone.
	Scarva . . .	Down.	453	Mount Bellew Bridge . . .	Galway.
*405	Shanagolden . . .	Limerick.		Newton Butler . . .	Fermgh.
	Saggart . . .	Dublin.	454	Ovoca . . .	Wicklow.
406	Shinrone . . .	King's Co.	455	Curragh Camp . . .	Kildare.
	Skerries . . .	Dublin.	*456	Templeogue . . .	Dublin.
407	Sixmilebridge . . .	Clare.		Batterstown . . .	Meath.
	Shillelagh . . .	Wicklow.	457	Dalkey . . .	Dublin.
408	Skibbereen . . .	Cork.	*458	Stillorgan . . .	"
409	Slane . . .	Meath.	458	Ballisodare . . .	Sligo.
	Sixmilebridge . . .	Clare.	*459	Baldoyle . . .	Dublin.
410	Sligo . . .	Sligo.	*460	Banteer . . .	Cork.
411	Stewartstown . . .	Tyrone.	*461	Ballinhassig . . .	"
412	Strabane . . .	Tyrone.	*462	Ballineen . . .	"
413	Stradbally . . .	Queen's Co.	463	Castleisland . . .	Kerry.
414	Stradone . . .	Cavan.	*464	Carrigtwohill . . .	Cork.

*465	Clarecastle	.	.	Clare.	*479	Knocklong	.	.	Limerick.
*466	Clashmore	.	.	Cork.	482	Leap	.	.	Cork.
*467	Clondalkin	.	.	Dublin.	483	Millstreet	.	.	"
*468	Drimoleague	.	.	Cork.	484	Manorhamilton	.	.	Leitrim.
*470	Enniskean	.	.	"	*486	Little Island	.	.	Cork.
*471	Glounthaune	.	.	"	487	Maynooth	.	.	Kildare.
473	Innishannon	.	.	"	*490	St. Margaret's	.	.	Dublin.
475	Kilkee	.	.	Clare.	*492	Templeogue	.	.	"
*476	Killeagh	.	.	Cork.					

APPENDIX D.

RATES OF POSTAGE FOR INLAND LETTERS.

From 10th January, 1840, to 31st March, 1865.

Letter weighing not more than $\frac{1}{2}$ oz.	...	...	...	1d.
" " more than $\frac{1}{2}$ oz., not exceeding 1 oz.	...	...	...	2d.
" " " 1 oz.	"	2 oz.	...	4d.
" " " 2 oz.	"	3 oz.	...	6d.

and so on ; twopence being charged for every additional ounce.

From 1st April, 1865, to 4th October, 1871.

Letter weighing not more than $\frac{1}{2}$ oz.	...	...	...	1d.
" " more than $\frac{1}{2}$ oz., but not exceeding 1 oz.	...	...	...	2d.
" " " 1 oz.	"	$1\frac{1}{2}$ oz.	...	3d.
" " " $1\frac{1}{2}$ oz.	"	2 oz.	...	4d.
" " " 2 oz.	"	$2\frac{1}{2}$ oz.	...	5d.
" " " $2\frac{1}{2}$ oz.	"	3 oz.	...	6d.

and so on ; one penny being charged for every additional half ounce.

From 5th October, 1871, to 6th July, 1885.

For a letter not exceeding 1 oz.	...	...	...	1d.
" exceeding 1 oz., not exceeding 2 oz.	...	...	...	$1\frac{1}{2}$ d.
" " 2 oz.	"	4 oz.	...	2d.
" " 4 oz.	"	6 oz.	...	$2\frac{1}{2}$ d.
" " 6 oz.	"	8 oz.	...	3d.
" " 8 oz.	"	10 oz.	...	$3\frac{1}{2}$ d.
" " 10 oz.	"	12 oz.	...	4d.

A letter exceeding the weight of 12 ounces is liable to a postage of 1d. for every ounce, beginning with the first ounce.

RATES OF POSTAGE FOR INLAND BOOK PACKETS.

21st February, 1848, to 10th June, 1855.

For each packet not exceeding 1 lb. in weight	...	...	...	6d.
" exceeding 1 lb., and not exceeding 2 lbs.	...	...	...	1s.
" exceeding 2 lbs.	"	3 lbs.	...	1s. 6d.

6d. being charged for every complete pound or fraction of a pound.

11th June, 1855, to 28th February, 1866.

For each packet not exceeding 4 oz.	...	...	...	...	1d.
„ exceeding 4 oz., and not exceeding 8 oz.	...	...	...	...	2d.
„ „ 8 oz.	„	16 oz.	...	...	4d.
„ „ 1 lb.	„	1½ lb.	...	...	6d.

2d. being charged for every additional half pound or any less weight.

1st March, 1866, to 30th September, 1870.

For each packet not exceeding 4 oz.	...	...	...	...	1d.
„ exceeding 4 oz., not exceeding 8 oz.	...	...	...	...	2d.
„ „ 8 oz.	„	12 oz.	...	...	3d.
„ „ 12 oz.	„	16 oz.	...	...	4d.

1d. for every additional 4 oz.

From 1st October, 1870.

For every 2 oz., or fraction of that weight, ½d.

RATES OF POSTAGE FOR INLAND PATTERN POST.

1st October, 1863, to 31st August, 1864.

For each packet of patterns not more than 4 oz.	...	...	...	3d.
„ „ more than 4 oz., but not more than 8 oz.	...	...	...	6d.
„ „ „ 8 oz.	„	16 oz.	...	1s.
„ „ „ 16 oz.	„	24 oz.	...	1s. 6d.

No packet of patterns must exceed 24 oz.

1st September, 1864, to 28th February, 1866.

For each packet of patterns not more than 4 oz.	...	...	...	2d.
„ „ more than 4 oz., but not more than 8 oz.	...	...	...	4d.
„ „ „ 8 oz.	„	16 oz.	...	8d.
„ „ „ 16 oz.	„	24 oz.	...	1s.

Packets exceeding 24 oz. were charged at letter rate.

1st March, 1866, to 31st January, 1870.

For each packet of patterns not more than 4 oz.	...	...	...	2d.
„ „ more than 4 oz., but not more than 8 oz.	...	...	...	4d.
„ „ „ 8 oz.	„	12 oz.	...	6d.
„ „ „ 12 oz.	„	16 oz.	...	8d.
„ „ „ 1 lb.	„	1¼ lb.	...	10d.
„ „ „ 1½ lb.	„	1½ lb.	...	1s.

No packet must exceed 24 oz. in weight.

From 1st February, 1870.

For every 4 oz.	1d.
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No packet to exceed 12 oz. in weight.

APPENDIX E.

Number of Postage Stamps, etc., issued from Somerset House

1840-1876

Face Value.	Year.	Number annually from time of issue.	Face Value.	Year.	Number annually from time of issue.	
½d.	1870	52,912,320	1d.	1873	832,669,920	
	1	127,690,560		4	865,328,160	
	2	153,171,840		5	891,771,600	
	3	158,515,200		6	916,283,040	
	4	162,889,920		1½d.	1870	3,433,200
	5	170,459,520			1	1,569,120
	6	187,703,040	2		1,957,440	
1d.	1840	63,561,840	3		3,133,680	
	1	100,000,320	4	4,582,080		
	2	106,867,200	5	5,420,400		
	3	115,477,200	6	4,204,800		
	4	126,068,400	2d.	1840	5,382,240	
	5	153,799,200		1	3,228,240	
	6	155,148,000		2	2,735,040	
	7	178,842,000		3	3,804,240	
	8	179,580,000		4	4,747,440	
	9	204,798,720		5	5,275,680	
	1850	231,381,600		6	5,636,400	
	1	269,715,840		7	6,434,640	
	2	320,144,400		8	6,555,840	
	3	351,649,200	9	7,199,280		
	4	372,058,080	1850	8,476,320		
	5	388,351,440		1	9,325,680	
	6	434,216,880		2	12,331,560	
	7	484,246,560		3	14,405,640	
	8	471,041,040		4	12,224,520	
	9	506,163,840		5	11,700,120	
1860	540,313,920	6		10,090,080		
1	566,501,760	7		9,415,920		
2	586,715,040	8		8,715,120		
3	619,072,320	9		9,011,160		
4	653,503,920	1860	9,285,960			
5	697,724,880		1	8,854,320		
6	727,326,720		2	8,670,240		
7	751,035,360		3	9,300,600		
8	783,323,040		4	10,075,080		
9	789,472,800		5	9,978,840		
1870	815,402,640		6	10,043,280		
1	750,286,320		7	10,513,680		
2	797,091,600					

Face Value.	Year.	Number annually from time of issue.	Face Value.	Year.	Number annually from time of issue.	
2d.	1868	11,284,680	6d.	1861	6,168,600	
	9	11,189,040		2	6,131,320	
	1870	10,900,680		3	6,454,000	
	1	10,275,000		4	7,060,040	
	2	6,485,640		5	7,557,520	
	3	7,601,640		6	7,401,320	
4	7,425,120	7		7,416,240		
5	6,963,720	8		8,818,520		
6	6,493,000	9		9,618,080		
2½d.	1875	3,376,320		1870	8,039,760	
	6	21,310,848		1	8,151,640	
3d.	1862	2,072,000		2	8,136,480	
	3	1,254,040		3	8,498,360	
	4	1,290,760		4	9,231,320	
	5	3,121,120		5	8,557,640	
	6	4,152,400		6	3,569,840	
	7	4,582,680		8d.	1876	1,568,460
	8	5,453,960			9d.	1862	733,300
	9	6,034,000	3			393,100
	1870	13,253,560	4			279,800
	1	17,256,560	5			310,060
2	20,021,840	6	307,240			
3	22,548,960	7	230,160			
4	22,956,080	8	389,580			
5	17,939,320	9	406,860			
6	4,270,080	1870	628,200			
4d.	1855	2,329,260	1	818,000		
	6	2,886,540	2	819,360		
	7	4,578,840	3	634,640		
	8	5,432,280	4	784,140		
	9	5,953,920	5	770,840		
	1860	5,807,220	6	129,880		
	1	5,989,680	10d.	1848	156,408	
	2	6,868,320		9	24,840	
	3	7,768,740		1850	222,768	
	4	8,580,540		1	325,944	
	5	8,622,960		2	500,160	
	6	8,426,460		3	653,928	
	7	8,868,120		4	728,808	
	8	8,526,060		5	146,832	
	9	8,634,840		6	14,064	
	1870	7,441,500		7	6,648	
1	6,810,000	8		6,408		
2	5,994,480	9		5,304		
3	6,562,440	1860		5,448		
4	6,868,800	1		4,848		
5	5,861,820	2		3,576		
6	4,477,380	3		44,712		
6d.	1854	2,004,520	Issue of embossed stamps ceased.			
	5	2,261,680	1867	560,820		
	6	2,876,240	8	324,020		
	7	3,614,000	9	388,640		
	8	4,284,480	1870	403,100		
	9	5,346,280	1	372,960		
	1860	5,918,360	2	283,880		

Face Value.	Year.	Number annually from time of issue.	Face Value.	Year.	Number annually from time of issue.
10d.	1873	291,260	1s.	1870	8,636,960
	4	289,800		1	10,890,480
	5	164,240		2	12,974,600
	6	34,060		3	15,051,400
				4	15,443,540
				5	17,402,000
1s.	1847	159,540	6	1,185,780	
	8	158,840	2s.	1867	213,900
	9	196,500		8	175,140
	1850	415,100		9	257,700
	1	534,560		1870	754,520
	2	896,220		1	785,260
	3	1,200,500		2	747,680
	4	1,302,840	3	907,100	
	5	1,179,940	4	767,920	
	6	1,302,940	5	871,660	
	7	1,467,940	6	307,900	
	8	1,567,860	5s.	1867	86,091
	9	1,839,520		8	84,122
	1860	2,082,620		9	93,432
	1	2,229,440		1870	980,439
	2	2,351,500		1	1,038,377
	3	2,814,940		2	637,092
4	2,219,100	3		577,464	
5	3,823,220	4		599,704	
6	3,877,800	5		482,451	
7	3,447,380	6	215,840		
8	2,349,860				
9	2,525,100				

APPENDIX F.

A List of the Papers issued under the direction of the Mercantile Committee on Postage, in 1838 and 1839, by Mr. Ashurst, Parliamentary Agent, and Mr. H. Cole, Secty. Mr. Ashurst's papers are marked "A," Mr. Cole's "C."

1. Circular accompanying suggestions (A).
2. Suggestions, distributed to mercantile firms throughout the country, to Houses of Lords and Commons, etc. (A).
3. Circular, soliciting information, etc., distributed with the last (A).
4. Circular, for subscription, addressed to Fire and Life Offices, Companies of the City and other Corporate Bodies (C).
- 5 to 18. Thirteen numbers of the *Post Circular*. The average number printed of each number was about 1750. The whole set was sent from time to time to every newspaper in the United Kingdom, about 250 of every number to the friends of the Postage Cause, and the Mercantile Committee. One or more numbers were sent to every Town Council, Chamber of Commerce, Public Library, News Room, Mechanics' Institute, Board of Guardians, Clerk of Poor Law Union, Minister of Religion, Church of England (above 12,000) or otherwise, Country Bankers, etc., throughout the Kingdom (C).
19. Circular accompanying Petitions (C).
20. Letter to Scotch Newspapers (C).
21. Window Bill for Petitions (C).
22. Petition Bill for Institutions (C).
23. Specimen letter of Single and Double Postage, 500 copies distributed (C).
24. Do. sent to about 44 Mechanics' Institutes (C).
25. Scene at Windsor Castle, 2000 printed, sent to Lords and Commons, etc. (C).
26. Another Edition, 2000 printed (C).
27. Cheap Editions, nearly 100,000 of these were either sold or distributed.
28. 40,000 were stitched in "Nicholas Nickleby" (C).
29. Postage Report, printed by *Spectator*, 3000 Copies generally circulated to every Newspaper, etc. (C).
30. Circular to every Newspaper in the United Kingdom (C).
31. Letter about Subscriptions, to Chambers of Commerce, etc. (C).
32. Subscription list (C).
33. Letter to Printers, etc., about Petitioning (C).
34. Bill for Petitions.
- 34*b*. Do. of another size.
35. Do. nearly 500, circulated in Franks about the Country (C).
36. Advertisement of Petition for Newspapers (C).
37. Advertisement inserted gratuitously in most Country Papers (C).
- 37*b*. Letter to Traders (A).
38. Summons for West End Committee (C).
39. Specimen of Stamp (C).
40. Explanation of Stamps (C).
41. Second edition of 1st specimen of stamp (C).
42. Another specimen of stamp addressed particularly to the Paper Makers (C).
43. Report of Mercantile Committee, very generally circulated (A).

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- 44*a*. Report of Manchester Meetings.
 44. Deputation to Lord Melbourne (C).
 45. Woodcut of mail, about 3000 printed, sent to Lords and Commons (C).
 46. "McCulloch answered by R. Hill," prepared for Post Circular, but not issued.
 47. Specimen of Postage Charges, 1500 circulated (C).
 48. Bill for 1st Public Meeting 500 (C).
 49. Hand-bill for Public Meeting 30,000 (C).
 50. Hustings Ticket, 500 printed (C).
 51. Invitation 500 (C).
 52. Postponement notice (Mr. Moffatt).
 53. Bill for 2nd Meeting 500 (C).
 54. Hustings Ticket 500 (C).
 55. Invitation 500 (C).
 56. Another form of Invitation 50 (C).
 57. Broadside Summons to Meeting 500 (C).
 58. Broadside Summons about Petition 500 (C).
 59. Second Broadside about Petition (C).
 60. Resolutions passed at Meeting (C).
 61. Petition adopted at Meeting (C).
 62. Instructions for signing Petition (C).
 63. Form of Westminster Petition (C).
 64. Summons to Members of Parliament whilst the Bill was in the House of Commons (C).
 65. R. Hill's paper on Stamps (C).
 66. Facts and Estimates on Increase, sent to Lords and Commons (C).
 67. Letters to Town Councils, etc., which had petitioned once (C).
 68. What Fresh Legislative Powers are required, sent to Lords and Commons (C).
 69. Summary of Petitions, for Newspapers (C).
 70. Analysis of the 2007 Petitions (C).

APPENDIX G.

The following list has no apparent connection with the subject of this book, but it was found with Mr. Hendy's MS., and it is of interest to philatelists as being a scheme of colours for denoting the various values of the Colonial Postage Stamps arranged many years ago.—E. B. E.

1861.

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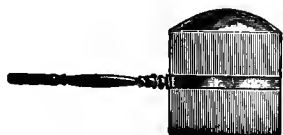
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