

The
H I S T O R Y
of
BRITISH SECURITY STAMPS

(Overprinted and Perforated)

by

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It is not known when the first real interest in security perforated stamps was shown, but it is probable that a limited and mild interest was shown by a few collectors from the time of their first appearance.

This interest was probably increased at the time of the appearance of the Board of Trade perforations of 1880. The purists of the day, apparently, accepted these perforated "officials" as being on a par with the overprinted Inland Revenue officials, etc., and, as such, quite acceptable in any collection. It is a fact that the Board of Trade perforations have enjoyed a popularity not extended to other perforations, save perhaps those of the Stationery Office, and the market value of many of these have tempted the forger to produce his own, very often, highly dangerous reproductions.

The collecting of security overprints on either the backs or the fronts of stamps also had its own keen enthusiasts and, even today, items from both these fields are keenly sought. The fact that these security overprints were purely commercial, being used by firms such as Copstake Moore, Crampton & Co., Lloyd & Co., W.H. Smith, etc., or by the Oxford Union Society for its own purely private reasons, had never seemed to worry the "purist" who searches keenly for specimens and pays quite considerable prices for selected copies.

Between the two there lay for very many years another group of stamps which the vast majority of collectors ignored or classified as "defective". These were the stamps perforated for commercial purposes which were the natural successors to the overprinted stamps. The purpose and usage of the stamps did not change -- only the method of applying the security marking.

That this change came about with the blessing and authority of the Post Office is now an established fact although it is only in the past 20 years that much prominence has been given to the fact and a whole new field for research and discovery opened up to collectors whose appetites were already jaded by incessant new issues, commemoratives, "fly-speck" varieties, etc., encountered in the normal fields of collecting.

One of the first to be interested in these stamps was Hugh Vallency, one time editor of "Stamp Collecting". He was probably the first person, as a collector, to have access to Sloper's records. He produced, in 1933, a small pamphlet entitled, "British Stamps Perforated with Firms' Initials". In eight pages of printed matter, Vallency gave a brief outline of Sloper's work and extracts from documents and letters in the possession of Sloper & Co., Ltd. He then gave a few examples of early perforations, actually quoting Sloper's Register and the numbers allocated by him to various dies. He then referred to various designs and "Dumb" perforations under the heading, "Interesting Specimens" and to the "European Mail" puncture. He concluded with a record of Registration dates of the Plate Numbers of the 1d Red from 90 to 111 and quoted various early perforations from plates 92 to 110.

This little booklet undoubtedly stirred up some interest in these stamps but it was not until the 1939-45 War that this interest really awoke. Probably due to the long nights of black-out, coupled with the difficulty in obtaining many stamps, collectors sought new and alternative side-lines to the hobby and here was a fascinating subject already to hand.

Certainly, it was the long hours of fire-watching, that prompted Charles Bein, a retired London business man living in St. John's Wood, to take a keen interest in perforated stamps. A keen collector of other stamps for many years, he was also a friend of Hugh Vallency and of

Charles Hissen, the well-known stamp dealer of that time. With their aid and advice, he succeeded in amassing an accumulation of stamps of Great Britain all perforated with initials or devices. He, too, obtained access to Sloper's records, probably at the Tower Royal Works in North London, but he seems to have done so mainly to check his own discoveries rather than to obtain new information.

In 1941, the same "blitz" which destroyed Slopers premises at Budge Row, also destroyed the London office where the remaining copies of Vallencey's pamphlet were stored. This little book, by now, was very much in demand and copies were scarce and, today, a copy of this first edition is exceedingly difficult to find.

It should be mentioned in passing, however, that Slopers, themselves, possibly as a result of Vallencey's interest in their records, had produced in 1937 an excellently produced little hand-book entitled, "A History of J. Sloper & Co.'s Stamp Security Service Through Five Reigns". It contained photographic reproductions of Slopers patents, transcripts of letters from the Post Office concerning the establishment of Joseph Sloper's process and a useful list of contemporary users, although not identified by their dies.

In 1942, even Stanley Gibbons found it necessary to explain in their "Monthly", why perforated official stamps were not catalogued but avoided all reference to perforated commercial stamps.

Between July 1944 and February 1947 there appeared a useful series of articles in the "West End Philatelist" by Charles Bein entitled, "Spijs" in which he outlined their history and suggested methods of mounting and arrangement. This was the first official use of the name, "Spijs" which Bein coined from the initial letters of the phrase, "Stamps Perforated with Initials of Firms and Societies".

Also in 1944, the "Stamp Collector's Annual" of that year contained a comprehensive catalogue of perforated official stamps of the whole world compiled by A.H. Harris. The examples were well illustrated and priced.

In 1948, the demand for Vallencey's little book had grown to such an extent that a reprint was made with additional notes. The term, "Spijs" was included in the title and some of Bein's hints to collectors were included in the Forward and in the Addenda Vallencey made reference to Bein's collection of over 30,000 specimens. It is this edition which is more commonly found today although realising a good deal more than its published price of 2/6.

From time to time the various philatelic journals carried articles on the perforated official stamps but articles on the more despised "Spijs" were rare. In 1953 there appeared a short note in "Stamp Collecting" concerning a "Perfin Club". This appears to be the earliest use of this designation which hailed from America and is derived from "PERForated Initials".

Later in 1953, Bein wrote a letter to "Stamp Collecting" explaining the use of "Crowns" in unofficial punctures. In early 1954 W.G. Stitt-Dibden contributed an article to the same paper entitled, "How to Display Punctured Stamps", while "Stamp Magazine" carried a nicely illustrated article by R.J. Sutton under the title of, "Holes".

In early 1954, "Philatelic Magazine" produced an illustrated article by Walt Taylor under the heading, "Spijs are Respectable" which was followed a month later by a letter, "More about Spijs".

Some four years earlier, I had, myself, become keen on these stamps as a result of acquiring a copy of Vallencey's book and, being in a favoured position as a stamp dealer, I had ready access to more of these than the average collector. I soon contacted Bein and we began a

3.

correspondence and exchange of notes that lasted until his death a few years later. I had the advantage of seeing all his collection and of making notes from it. However, I was unable to repeat his success in obtaining access to Sloper's records as, I was informed that these had been destroyed by enemy action. This puzzled me quite a bit as I knew that Bein's chief interest in these stamps did not develop until the "fire-watching" period of the war and, as Slopers' had been destroyed in 1941, the actual period during which he could have seen their records was very limited, if at all possible. Yet he had told me that he had examined them on several occasions! Vallencey had, of course, been in a position to see the records at Sloper's offices in Budge Street because his interest had been born at a happier pre-war period.

This puzzle was only resolved for me in 1967 when I received information from an overseas correspondent, as a result of an article of mine in "Stamp Collecting", that he too had seen Sloper's records, "in several large volumes" at their works in North London. Obviously Sloper had his main records at his works and possibly duplicates at his City offices but, more likely, the City office records were listings of more recent users and their dies while the Tower Royal Works records would contain the original records. Doubtless the Budge St. records were destroyed in the "blitz" and, equally doubtless, those at Tower Royal Works escaped. As Charles Bein lived close to these works, it is most likely that he would repair thither for his information and it was here that my informant had himself seen them although he was not himself interested in the collecting of perforated stamps.

As a rule enquiries at Slopers' offices regarding information on users of their dies, etc., prove sterile and are always greeted with the information, "unfortunately our records were destroyed during the War". Slopers are, of course, very jealous of the identity of their clients and the dies used by them. Possibly Bein and Vallencey, living in London, found the works at Hampstead more easy to approach or perhaps they had a friend there. So far, my own approaches have not been any more successful at either office.

In 1956, I felt sufficiently bold to contribute an article to Stamp Collecting entitled, "Security Endorsements of Great Britain" in which I tried to deal as comprehensively as possible in the space allowed with most aspects of the subject. I also appended a list of railway perforations which, I am afraid, I had not sufficiently checked and authenticated with the result that subsequent numbers contained a letter of correction from a Mr. C. Kidd and a reply from me.

However, the main purpose of my article was achieved. Many collectors wrote in most complimentary terms and soon a Study Group was formed of which I was asked to become President.

This Group soon ran into some controversy regarding the designation of the Group. I had not been in favour of the use of the terms, "Spiis" or of the Americanised, "Perfins" since neither explained the true purposes of our study. They also tended to label us as "nuts" in the philatelic field instead of serious students as I thought we should be. My own term (with which I have never been completely happy) was "Security Endorsements". I chose this because I considered that it embraced all branches of security stamps, overprinted or perforated and that, since they were related they could not be isolated. Other members had other views - I think a few of them were afraid that the addition of the expensive overprints might make their collections of the cheaper perforations look rather incomplete - but, of course, a collector collects just what he wishes and that is the whole joy of collecting.

The result of this controversy was a compromise and the Group ultimately became known as, "The Perfin and Security Endorsement Society".

of Great Britain". This somewhat pompous sounding mouthfull is still in use and I am still, secretly, unhappy with it. 4

As the years have gone by I have come to see that what we are all studying and collecting are stamps given security protection by various means and for a variety of reasons. Possibly a general term of "Security Stamps" would be enough with, "Security Overprints" and "Security Punctures" for those who wish to confine their collecting to a particular section.

About 1958, I commenced to produce a comprehensive book on the whole field of Security Stamps. This has not been an easy task for, as soon as a list of dies or identities was completed, new facts come pouring in and the whole list had to be revised. After almost ten years this is still happening and work is thus, rather slow.

I might also mention another way in which my own researches have differed a great deal from those of most collectors of these stamps. Since I was informed at an early date that Slopers' could not furnish me with any information concerning their users, I concentrated aminly from the start, in ascertaining which stamps of Great Britain had been used for security purposes. As a result I have been able to accumulate an almost complete collection of all issues of Great Britain, including very many varieties, all with security perforations. Many of the modern issues are easily identifiable, however, since being mostly in current use, enough examples exist on covers bearing the printed names of the users to be able to catalogue most of these. So my main speciality has been in the issues from 1868 to 1883 where identification is not so easily discovered and where many of the users now no longer exist. It is so much more exciting to be able to learn the identity of a long extinct user of a die on a stamp of 1870 than it is to find one on a modern cover.

With the formation of the Study Group the collecting of Security Stamps came a serious pursuit. Ardent members set to work to compile a catalogue of dies and also specialised lists which they produce in their monthly Newsletters. Their assistance to me as been invaluable, in that they have kept me informed of stamps coming into their possession which, in many cases, I have not seen, and thus I have been able to extend my own listings. Their members have made wide studies of the more modern issues which I have had to keep to a minimum and the total result is that, in ten years, more knowledge of Security Stamps has been recorded than in the whole 90 years of their previous history.

This comparatively recent interest in Security Stamps has extended to America and to the Continent where several societies exist. Here is one branch of philately, collectors have realised, where the maximum of interest and recreation can be obtained for the minimum of expense. There is scope, too, for the specialist or "Thematic" collector who can make interesting studies of groups like:-

- Railways & Tramways.
- Shipping & Canals.
- Banks & Banking.
- Insurance & Building Societies.
- Friendly Societies & Charity Organisations.
- Public Corporations & Utility Concerns.
- Publishers and The Press.
- Brewers & Wine Merchants.
- Hospitals & Medical Organisations.
- etc., etc.

As a final observation I would like to add that I only collect those stamps which have been genuinely produced for commercial or official use. I very much frown upon the use of old machines dug out

of an old loft somewhere, cleaned and overhauled by some enthusiastic collector who then proceeds to produce "impossible" stamps by perforating for his own use and collection stamps which could never have been produced during the lifetime of this machine's normal use.

I also disapprove of the purchase of machines by collectors for their own use when not required for genuine commercial purposes. Here, again, the owner produces stamps with his own die which might never, in the normal course of events, receive security perforations. I am aware that the Perfin and Security Endorsement Society of Great Britain have had a die produced for their own use on members' correspondence but I do not include these in my collection if another genuine commercially used example is available and, in my listings at the end of my book, I differentiate between these and genuine trade dies in much the same way that catalogue compilers differentiate between "Used" and "Cancelled to Order". If modern issues are to be spoiled by private individuals purchasing machines and dies to produce their own "Security" stamps then the hobby will be cheapened by this prostitution. If the volume of usage of postage stamps does not justify the use of Security devices, then the existence and use of such "Non-Security" dies should be made known to all collectors.

If these few notes have served to whet the appetite of any non-collector of security stamps, I can assure him that by the time that he has reached the end of my book, he will be astounded at the remarkable avenues opened up in this field. He can also be assured that no matter how comprehensive any chapter may seem, it is in fact, only an outline of our knowledge to date and there is ample scope for his own researches to fill in the details. I can assure him that the collecting of Security stamps will afford him many many hours of sheer pleasure at an extremely low outlay and that he will be in the company of others who will be glad of his findings and be equally happy to offer him assistance when he needs it.

The newcomer to Security stamp collecting who may have acquired an accumulation of material, often finds it difficult to know where to start in sorting and arranging his collection. My advice is to use a pocket book or stock book divided up alphabetically and to slip the stamps into this according to the first initial used in the die. "Dumb" perforations, consisting of geometrical patterns, etc., will have a separate section of the stock book and will be put in together for the time being.

Having made this first rough division of the stamps, we now turn to all those of, say, letter "A". We now re-arrange these as follows-

A Various shapes, sizes, number of holes, etc.
 A Bros. (On Bros.) ditto.....ditto.....
 A Co. " "
 A Co. Ltd. (on Ld.) " "
 A. Ltd. (on Ld.) " "

We next take those stamps where the first two letters are both "A" and repeat as above. If there is a third letter, say, "A.A.G." then this is still grouped under A.A. but would, of course, come after, say, "A.A.D.". We next continue to those stamps with the first two letters, "A.B" and so on right through the "A"'s.

We deal similarly with the "B's" and all subsequent letters and, on completion of this sorting, the stamps should be ready for mounting.

There is no best way to mount security stamps, one just chooses the way which suits one best. Some collectors use stamp Albums, some use letter files and some use cards in a filing cabinet. For my own part, I use several albums, one of which is displayed specially for exhibition purposes, so that I can remove any number of pages at a time and replace them after exhibition. This, I find, is better than trying to make up special pages every time and having to pull one's collection to bits in order to do it. This collection contains one example of every stamp according to Gibbons Part 1 Catalogue mounted face upwards and with the identification typed below. The other albums contain all the different dies I have obtained for each stamp. This is again arranged by S.G. Part 1 with in some cases half a page per stamp, in others a page or more per stamp. (In the case of the 1d lilacs of 1881, I have two separate albums of these alone). In these albums the stamps are mounted face downwards so that the die can be clearly seen. Now, as I specialise in the period 1868-1883, I also have a filing cabinet containing index cards on which is entered the particulars of every die, the value, plate number, watermark, etc., of every stamp I have seen and also those I have had reported to me. Where established the identity of the user is also entered.

This arrangement of stamps, by catalogue, is not, I know, generally favoured by most collectors. The usual method of collection is to have pages, or cards, headed with the relevant letters, (and possibly a reproduction of the die), and to have all examples of that die appearing on various stamps, mounted on that page or card. Both methods have their advantages and drawbacks, but it is a matter of personal choice.

With regard to mounting stamps in the album for display, the dies can be very effectively emphasized by the use of black gummed paper behind the stamp or by placing in "Hawid" strips, although this last method is too expensive for any but the scarcer items. Another method used by many is to mount the stamp face upwards with a reproduction of the die mounted alongside. These reproductions are quite easily made,

all that is required is a piece of glass, some transparent or "greaseproof" paper, indian ink and mapping pen. I have made myself a box containing a light bulb with ground glass for the tracing surface and an exterior switch. If the whole area of the tracing surface be masked with black material, except for the small rectangle where the actual tracing is done, the strain on the eyes is reduced. Now if the stamp to be traced is placed on the tracing surface within the rectangle so that the perforated die reads correctly and a piece of transparent or greaseproof paper placed over the top, the holes of the die can be marked out in Indian ink most accurately.

There are, of course, various other methods such as photography, photostat reproduction, etc., but these will be employed according to the whims and ability of the individual.

It will not be long before the collector will realise that many dies which seem to be identical have slight differences. The number of holes in a letter may vary, there may be an additional hole, or the size and spacing may vary considerably. These are deliberate differences made to differentiate between two or more firms having similar initials or even between branches or departments of the same firm. Many of these "secret" marks are dealt with in Chapter 17 (Sloper's Secret Marks.)

As the collection grows, the collector will find it necessary to make frequent references to the catalogues issued by the Perfin and Security Endorsement Society of Great Britain, and he may wish to write to another collector regarding one of his finds and may wish to describe it in a language understood by other collectors all over the world. The method used by other collectors and in the catalogue gives the following details:-

1. Catalogue Number (where allocated).
2. The Letters and/or Symbols forming the die.
3. The number of holes in each letter.
4. The Height of the Letters.
5. The Type of Ampersand (&) where employed.
6. The Identity of the User, where known.

1. Catalogue Number.

This consists of the basic number given to the die, regardless of number of holes, height, ampersand, etc., with an additional number where these differences exist. This 543 may be the number of F.G & Co in its simplified form but if differences occur in dies these same letters might be shown as 543. 1; 543.2; 543.3 etc.

2. The Letters and /or Symbols.

The letters of the die are separated by an oblique stroke where any portion of the die appears on a different line to the rest. For instance H. S

& would appear as H. S/ & Co.

Fancy letters or Scripted letters are indicated by underlining the letter concerned. Symbols are listed separately if they form part of a "Dumb" perforation but, where a letter occurs it is listed under the letter, or first letter, and the nature of the symbol is indicated. Example:- W A/ B in circle.

3. The Number of Holes.

These are, of course, governed by the number of valid pins in the die. Obviously missing holes due to broken pins must be counted as though they existed. These appear in the Catalogues in the same manner as the Letters, thus:-

W. H.S/ & S. 13,11,11/ 12,11

From this configuration we learn that the \mathbb{W} of the die consists of 13 pins, or holes, the "H" has 11 pins, the "S" has 11 pins, then on the second row, the ampersand has 12 pins and the final "S" has 11 pins.

4. The Height of Letters.

A millimeter rule is necessary for this (most perforation gauges have one) and the letters are measured from the centre of the lower hole to the centre of the highest hole to the nearest half millimeter above. Only the first letter height is given in the catalogues.

5. The Type of Ampersand.

There are four main types, each having four possible sub-types.

Type 1. Straight top, square cut back.

" 1a. Straight top, rounded back.

" 1b. As Type 1 with tail on foot.

" 1ab. As Type 1a with tail on foot.

Type 11 Triangular top, square cut back.

" 11a Triangular top, rounded back.

" 11b As Type 11 with tail.

" 11ab As Type 11a with tail.

Type 111 Diamond top, square cut back.

" 111a Diamond top, rounded back.

" 111b As Type 111 with tail.

" 111ab. As Type 111a with tail.

Type 1V Rounded top, square cut back.

" 1Va. Rounded top, rounded back.

" 1Vb. As Type 1V with tail.

" 1Vab. As Type 1Va with tail.

These types are illustrated in Chapter 17.

The type of ampersand used is shown in the Catalogues in brackets after the height.

6. The Identity of the User.

This appears in the final column of the catalogues and collectors should only add their own discovered identities if they are authenticated by attached proof, i.e. stamp on envelope bearing identity of user, document or letter from user or official source confirming identity of user.

Other markings used in the catalogue not shown above consist of the use of the asterisk (*) to indicate a new identification not previously listed and the symbol D denoting that the identification given is unsupported by documentary proof but is probably correct if other evidence, i.e. postmark, date of use, etc., is taken into account.

Having mastered the intricacies of the catalogues, the collector can now converse and compete with his fellow-collectors in any country.

I must make mention here, however, to one further detail which I like to observe. I have found the use of a perforation gauge to be invaluable when dealing with issues from 1872 to 1887. Prior to 1872 we know that all dies were made by Sloper, after that date his rivals crept in and I have found that none of them used dies of the same gauge as Sloper, or even as each other. Therefore the specialist in this period

should be prepared to give perforation gauge so that it may be possible to discover whether dies referred to are the work of Sloper or not. Again more on this point is contained in Chapter 17.

Having pursued this subject thus far, I am convinced that the collector, whether he has made up his mind to collect on a simplified basis, or in a specialised form, will have many rewarding hours before him and will soon be contributing information to his fellow-collectors which they have not yet been able to obtain.

To sum up, it will now be seen that dies used by The Anglo-Saxon Petroleum Co., Ltd may appear in your catalogues as follows:-

518.1.	AS/ iCo	8, 9/ 8, 7, 4	4½	Anglo-Saxon Petroleum Co., Ltd.	London, E.C.
518.2.	AS/ iCo	8, 9/ 8, 7, 4	5	"	"
518.3	AS/ iCo	10, 10/ 10, 8, 4.	5½	"	"

From this information it will be seen that three very different dies exist. Although the first two are identical in the number of holes and configuration, they differ in height of the lettering by half a millimeter. The third die is altogether larger still and has more holes to each letter except the "o". Another example may be given thus:-

421.1	A&N/ CSL	10, 12, 13/ 8, 10, 7	4½	(111a)	Army & Navy (Civil Service Supply Ltd.
421.2	A&N/ C.S.L	10, 14, 13/ 8, 10, 7	4½	(111)	ditto.

Here it will be seen that two very different dies exist. The second has stops between the letters on the second line while the first has no stops. The ampersand of the second die has 14 pins instead of the 12 in the first die and the ampersand is the diamond top, square-cut back Type 111, whereas the first die as the diamond topped, rounded back ampersand of Type 111a.

Whilst no one can tell anyone else how to specialise on in what to specialise, it is possible that some indications along these lines might be helpful.

The most important decision to make is that which determines what the collector is going to specialise in. Will it be a theme? Will it be a period? Obviously the decision will vary with the collector and with his means.

No one should entertain specialisation in the earlier Victorian period unless he has ample funds and good sources of supply. The material is hard to find and, in any case, even perforated copies command a proportionately high price among ordinary stamp collectors who cannot afford non-perforated ones. A good source is essential if one is to obtain this material in any quantity and contact with a reputable dealer handling large quantities of the stamps of the country to be specialised in is of prime importance. In the case of Great Britain, many collections contain perforated stamps which are discounted by the majority of collectors and dealers and a tour of the dealer's shops, or a keen eye on the auction sales will provide a useful source of scarcer material. Cultivate the acquaintance of a dealer handling large amounts of bulk stamps, he may reserve all perforated material for you, but do not expect him to make you a present of it. It costs time and labour to sort out even common material and he must make a living. Also remember he will only continue to reserve material for you until someone comes along to offer a better price.

Probably the most prolific and economical period to specialise in is the 1880-1902 period of the 1d Lilacs. During the 21 years life of these stamps almost every firm of repute at that time had security dies made and the 1d value was the ~~one~~ most used. Armed with business directories of the period the specialist will have a field day in this period. It is rich in dies of railways, banks, insurance companies, societies, "dumb" perforations and a host of "oddities". I can really recommend this period for the collector who wishes to enjoy his hobby cheaply.

The modern periods will, of course, supply an abundance of material but are not, to my mind, so interesting. It is possible to obtain almost every modern die on cover with identity and, so, there is not much mystery or scope for research. There is, naturally, the odd exception like the war-time "provisionals", occasional semi-officials or fancy dies and one or two full names may be found but the scope is much more limited.

If the collector decides to specialise thematically there is plenty of scope for him. Probably the most popular theme is the obsolete railways of Britain and a knowledge of these and their routes is essential. In the U.S.A. many collectors specialise in the security stamps of their own railways in which the field is even more extensive. Similar specialised collections may be made of almost any trade or profession the collector may fancy. Whatever his choice it is essential that he should have an extensive reference library or be prepared to make frequent trips to his local reference library to check and verify his findings. He should always be on the look-out for old trade directories, which might help particularly where firms have become obsolete.

He must also be prepared to write letters to Town Clerks, Chambers of Commerce, Guilds, etc., to obtain particulars of many firms. He will find almost all these authorities very helpful and keen but he should be courteous enough to enclose a stamped addressed envelope with

his enquiry.

He will need to make and keep detailed notes concerning the various dies in his collection or seen by him. For this he will require either a ledger type book or a card index filing cabinet. He should be able to turn up any particular die in his records within a matter of seconds without having to get his collection out to search through it. He will require a letter file or spring back binder to hold all the articles he will cut from stamp magazines, etc., on security perforations. He will most certainly require a copy of Brummel's, "Post Office Numbers" so that he can identify towns of use where only a number appears in the postmark and, if he is collecting stamps of a foreign country he will require post office guides and atlases of the countries concerned.

As, to date, comparatively little research work has been done on many themes and countries, the specialist will have no difficulty in making many "discoveries" and contributions to our knowledge of these stamps and he will become one of the happy little band of those who are prepared to do more than just "collect".

What we know today about these stamps has been contributed by many such specialists. Not all have rushed into print with their findings but they have quietly confided them to others with the result that the information which, thirty years ago, filled eight small pages of Vallencey's pamphlet would today fill a couple of 400 page handbooks, and would represent the total effort of not one man, but of many quietly enjoying their leisure hours and contributing their own little quota to the sum total of our knowledge.

Without these specialists such a work as this would not have been possible and all philatelists owe them quite a debt of gratitude.

Advertising Rings on Postal Stationery.

The earliest form of adding a firm's name to postage stamps in any form, other than manuscript pen-cancelling, appeared in 1855, when permission was granted for business houses to add advertising rings around the embossed stamps on postal stationery.

Although not coming under the heading of "Security Stamps" in its strictest sense, these stamps did, nevertheless, give some form of protection to their users, and may have given birth to other ideas, and we even find, at a much later date, a firm's name actually embossed on an adhesive postage stamp.

It is believed, however, that the sole reason for the withdrawal of these rings, lay in the general aversion of the Post Office to presenting the public with any free form of advertising and, after an existence of just under forty years, their use was discontinued.

Complete envelopes bearing advertising rings are not frequently met with and most examples are cut from the envelopes and trimmed "to shape". For those who might be interested in adding a study of these issues to their collection of stamps bearing names of business houses and societies, I append the following list of known examples.

1d. Pink.

(a). On white paper.

Allsop & Sons.
 "British Workman".
 Collier & Co., Plymouth.
 Frank E. Miller.
 Gas Light & Coke Company.
 George Farriloe & Sons, London.
 George Prior.
 James Adams, Sons & Co.
 Martin Wells & Co., Aldershot.
 Office of the "Philatelic Quarterly".
 Parkins & Gotto.
 Paul & Son.
 Pawson & Co.
 Phoenix Gas, Light & Coke Company.
 Publishers of the Permanent Stamp Album.
 Silver & Co.'s Circular.
 Smith, Elder & Co. (Small die.)
 Smith, Elder & Co. (Large die.)
 Stafford, Smith & Smith. (Queen Square.)
 Stafford, Smith & Smith. (13 George Street.)
 Stevens & Norton. (Small die.)
 "The Home News".
 Thomas Lea & Co.,
 W. H. Smith & Son. (Dated die.)
 W. H. Smith & Son. (Undated.)
 William Lincoln.
 W. & T. Avery, Birmingham.
 Young & Stockall.

(b) On blue paper.

Stafford, Smith & Smith.
 Young & Stockall.

White paper.

- ½d. Scarlet & carmine. Savory & Moore, London.
 1½d. Brown. W. H. Smith & Son.
 W. Lincoln.
- 2d. Blue. W. H. Smith & Son.
- 2½d. Purple. Rosenheim & Co., London.
 William Lincoln.
- 3d. Carmine. Smith, Elder & Co.
 W. H. Smith & Son.
 S. W. Silver & Co.'s Circular.
 "The Home News." Grindley & Co., London.
 Stafford, Smith & Smith.
 Young & Stockall.
 William Lincoln.
- 4d. Vermilion. Bonne & Son.
 Smith, Elder & Co.,
 Stafford, Smith & Smith.
 "The British Workman."
 W. H. Smith & Son.
 William Lincoln.
 Young & Stockall.
- 6d. Violet. George Prior, London.
 Smith, Elder & Co.,
 Stafford, Smith & Smith.
 W. H. Smith & Son.
 William Lincoln.
 Young & Stockall.
- 1/- Green. Smith, Elder & Co.
 Stafford, Smith & Smith.
 W. H. Smith & Son.
 William Lincoln.
 Young & Stockall.

Compound Envelopes.

- 2d. Purple + 1½d. Brown. W. H. Smith & Son.
- 1/- Green + 4d Vermilion. Smith, Elder & Co.

In addition to these envelopes bearing advertising rings, there also exists Government Official Envelopes in which the designation of the appropriate government department appears in an embossed ring surrounding or adjacent to the embossed stamp. These envelopes bear the inscription, "On Her Majesty's Service" and are handstamped, "Official Paid." Many are found on both white and blue paper.

The Departments using these envelopes are as listed here.

- Adjutant General's Office.
- Admiralty.
- Attorney-General.
- Board of Trade.
- Civil Service Commission.
- Colonial Office.
- Commissioner of Police.
- Companies Office.
- Department Science & Art.
- Director of Public Prosecutions.
- Foreign Office.
- H. M. Office of Works.
- Home Office.
- India Office.
- Inland Revenue.
- Inspector of Reformatory Schools.
- National Education - Ireland.
- Paymaster-General
- Pay Office Supreme Court.
- Post Office.
- Public Works - Ireland.
- Registrar-General.
- Registrar of Friendly Societies.
- Royal Courts of Justice.
- Secretary of State.
- Solicitor-General.
- Telegraph.
- The Lord Chancellor.
- Trade Marks.
- Treasury.

The above stamps came into use from 1870 onwards and were withdrawn when the permission to use advertising rings was also withdrawn in 1894.

The listings of embossed advertising rings can be very useful for several of the firms mentioned used perforation dies at a later date and some, at present, unidentified dies may also have been used by other firms in the listings.

Incidentally, while on the question of stamps with advertising rings it may be as well to point out that, since most of the existing examples are found "cut to shape", their appearance may

be somewhat improved by mounting the stamp on a piece of "cut-square" paper, a little larger than the stamp. This paper should not be too white in colour or it will make too great a contrast with the aged tint of the original paper. Thus mounted, some of the original appearance of the stamps will be restored.

Albums containing any number of these stamps should always be stood upright. If the album is laid flat the weight of paper pressing on the stamps will flatten the sharp contours of the embossed designs. If it is not possible to stand the album upright then small frames cut from postcard and a little larger than the stamps should be placed round the stamp. Thus the thickness of the card will relieve the pressure on the stamps.

Chapter 5.The Oxford Union Society Overprints.

Following the appearance of firm's names in overprinted form on the Draft stamps of 1856, the Oxford Union Society decided to adopt the same procedure for the stamps used in their Oxford reading rooms. These stamps have the unique distinction of being the only case where the Post Office permitted a private overprint on the face of postage stamps. Similar overprints have been sanctioned on stamps intended for use for receipt purposes only.

The Oxford Union Society was founded in 1825 as a Debating Society where all subjects, except those involving religious matters, might be discussed. There is a library of over 50,000 books and members enjoy all the facilities of club life. They were entitled to have all their correspondence franked free of charge and stationery, usually embossed with the Crest of the Society, was provided in the writing room. This privilege continued until 1919.

The importance of the Society may be gauged from the fact that, since William Ewart Gladstone was its President in 1830, almost every prominent Government minister has been numbered among its members, and it has generally been regarded as a stepping stone to the Treasury Bench.

It must be borne in mind that Postal Orders were not introduced until 1881, and small payments could be made by post in the form of unused stamps which might be cashed in units of two or more at the Post Office. Stamps overprinted on face or back could not be produced at the Post Office without causing suspicion as to their ownership. Some idea of the volume of postal business done by the Society may be obtained from the figures for the year 1901 when no less than 131,394 communications left their rooms at a cost to the Society of over £500. With this volume of business being transacted it is not surprising that the Committee should seek to prevent misuse of their stamps.

In 1859 permission was granted by the Post Office for the Society to have their postage stamps overprinted. The overprint consisted of the letters, "O.U.S." between two vertical wavy lines running vertically down the stamp. The wavy lines in the first issue were 2 1/2 mm apart. The overprint reads upwards but it is found reversed owing to some sheets being inadvertently inserted in the press the wrong way round. There is no record of any order for the work to be done, so the printer is not known. The printing was in vermilion.

Check List.

1d Rose-red. 2. Alphabet 3. Perf 14.

Plates.	27.	52.
	34.	55.
	36.	56.
	39.	57.
	41.	58.
	42.	59.

43.	60.	
46. +	61.	Double overprints exist.
47. +	62.	
48.	66.	(+) Inverted overprints exist.
49.	68.	

1861. 1d Rose-red. Experimentally engraved corner letters.
Die 2. Alphabet 4. Perf. 14.
Plate 50.

1862. 1d Rose-red. Provisional Use of Reserve Plates 15 & 16.
Die 2. Alphabet 2. Perf. 14.
Plates R15. R16.

1864. 1d Lake-red. Perf. 14. (Plate Numbers)

71.	93.	114.	
72.	94.	115.	
73.	95. +	116.	
74.	96.	117.	(/) Double overprint.
76.	97. +	118.	
78.	98.	119.	
79.	99.	121.	(+) Inverted overprint.
80.	100.	123.	
81.	101. +	125.	
82.	102.	129.	
83.	103.	130.	
84.	104.	131.	
85.	105.	132.	
86.	106.	133.	
87.	107.	134.	
88.	108.	135.	
89.	109.	137.	
90.	110.	139.	
91.	111.	140.	
92.	112. /	142.	
	123.		

In 1869 the Society was instructed by the Post Office to have its overprints transferred to the backs of the stamps to fall into line with the practice adopted by firms from 1867. An interesting letter exists from Messrs. Perkins Bacon & Co., Fleet St., E.C., to Thomas Harris, Esqre., Oxford Union Society, dated January 6th 1870 reading,

"In reply to your letter of yesterday's date we beg to say that our charge for preparing and cutting original design, stereotyping the same and preparing plate with, 'O.U.S.' repeated 240 times would be £5. 0. 0.

For printing 200 sheets of stamps, on any less number, 10/-.

For every 100 over that number ordered at the same time, 5/-."

On January 30th 1870, ninety-seven underprinted sheets of the 1d stamps were despatched to the Society and the remaining 13 sheets ordered, followed on February 1st 1870. The underprint bears a strong resemblance to the previous overprint but the wavy lines were now $3\frac{1}{2}$ mm apart.

From time to time the Society evidently found need for urgent supplies which they had prepared by private printers who applied the overprint over the gum.

In a few cases stamps may be found with inverted overprints, a very rare double overprint and, quite frequently, with the stop missing after the "O."

Check List.

1870. Overprint in red on the backs of 1d Lake-red (Plate Numbers.)
Wide setting. $3\frac{1}{2}$ mm.

Plates.	119.	162.	183.	
	124.	163.	185.	
	130.	164.	197.	
	134. +	165.	199.	(+) Inverted
	135.	166.	204.	Overprints.
	136.	169.	205. +	
	146.	170.	208.	
	150. +	171.	212. +	
	155.	174.	213. +	
	156. +	177.	215.	
	159.	179.	218.	
	160.	182.		

Inverted overprint only. Plate 143.

Unofficial Overprint on back in red over the gum. 1d Lake-red. (Plate Nos.)
Narrow setting. $2\frac{1}{2}$ mm.

Plates.			
	199.	208.	221. All exist with
	200.	218.	223. inverted overprint.
	205.		

Unofficial Overprint on back in red over the gum. Narrow setting. $2\frac{1}{2}$ mm.

- 1880. 1d. Venetian Red.
- 1881. 1d. Lilac. (14 Pearls.)
- 1881. 1d. Lilac. (16 Pearls.)
- 1881. 1d. Lilac. Various shades of overprint from brown to violet.

(All exist with inverted overprints)

An interesting error exists in which the obliterating number, "613" was used instead of, "603", the Oxford number. It is, of course, found on 1d red plate numbers with or without the, "O.U.S." underprint. "613" was, of course, the number of Petersfield in Hampshire.

Examples of Society postal stationery can frequently be found consisting of envelopes or cards with the Arms of the Society embossed in the top right corners.

Chapter 6.

Officially Produced Commercial Overprints on Backs of Stamps.

Probably as a result of observing overprints applied to the stamps of the Oxford Union Society, some firms conceived this to be the answer to a problem with which they were continually plagued - the theft and unauthorised cashing of their postage stamps.

Following their approach to the Post Office for permission to overprint their own stamps, the authorities raised no objection to this, providing the overprint was applied to the backs of the stamps. They pointed out that the probable existence of hundreds of differing overprints on stamps obscured by heavy obliterations might defeat its own object, whereas the application of the overprint to the backs of stamps, under the gum, would render them still identifiable after use.

To facilitate the use of these stamps, the Post Office agreed to the overprints being applied by Messrs. Perkins, Bacon, Ltd., the stamp printers, before the sheets were gummed and in the same coloured ink that was used for printing the stamps.

As in the case of the Oxford Union Society, Perkins Bacon & Co., prepared a stereotyped forme, containing the name, or initials, 240 times for which they made a charge of £5 with a further charge of 5/- per 100 sheets for the printing. This was later increased to 10/- for any number of sheets up to 200 and 5/- per 100 sheets over that number.

The first firm to apply for this service was Messrs. J. & C. Boyd & Co., of 7 Friday Street, London, E.C., in February of 1867. In April of the same year Messrs. W. H. Smith & Sons also applied, while in November 1867, Messrs. Copestake, Moore, Crampton & Co., also had stamps prepared. No other firms availed themselves of the Post Office arrangement prior to 1873 when the Great Eastern Railway also had stamps from Perkins Bacon.

It is apparent that the majority of firms were more concerned with the protection of their unused stamps than with their misuse postally, for a considerably greater number of private overprints, applied over the gum, may be found. It is obvious that these stamps must lose a large part of the overprint when the gum is removed. It is also possible that the private printers undertook the work at a lower figure, and this fact offset any possible losses through irregular use of the stamps.

The whole project was, however, made redundant to a large extent by the invention of a new, cheaper and more efficient system of puncturing the stamps introduced already for railway tickets, cheques, etc., and very probably, also being used by a few firms, unofficially, for their postage stamps. As this process received the Post Office's blessing in 1868 and was actually preferred by them to overprinting, this must account to some extent for the fact that only four firms had stamps protectively underprinted by Perkins Bacon & Co.

Check List.

1867.1d.Red. (Plate Numbers). Underprinted, "J. & C. Boyd & Co.,
7 Friday St." in red in 3 lines.

Plates.

73	131.	172.
74.	132.	177.
78.	133.	179.
79.	134.	181.

85.	136.	183.
87.	139.	185.
90.	140.	187.
102.	143.	189.
103.	145.	192.
105.	146.	193.
107.	148.	194.
108.	150.	195.
111.	152.	198.
112.	154.	199.
113.	155.	205.
115.	159.	206.
118.	160.	207.
119.	162.	209.
120.	163.	213.
121.	164.	224.
124.	165.	
127.	166.	
129.	167.	
130.		

2d Blue. Similarly underprinted in blue in 3 lines.

Plates. 9. 13.

W. H. Smith & Son. 1867.

1d red (Plate Numbers) underprinted, "W. H. Smith & Son, 186 Strand"
in red in 3 lines vertically.

(a) Underprint reading upwards.

Plates.		
92.	124.	164.
97.	131.	169.
103.	134.	173.
109.	147.	174.
119.	152.	183.
121.		

(b) Underprint reading downwards.

73.	111.	124.
78.	114.	147.
102.		

2d Blue. (Plate Numbers) Underprint as above in blue. (Upwards)

(a) Plates. 9. 14.

(b) Downwards. 9.

Copetake, Moore, Crampton & Co. 1867.

1d red. (Plate Numbers) underprinted, "Copetake, Moore, Crampton &
Co., London." in red in 4
lines horizontally.

Plates.					
74.	109.	132.	150.	174.	196.
76.	110.	133.	152.	175.	197.
78.	111.	134.	154.	176.	198.
79.	112.	135.	155.	177.	199.
80.	113.	136.	156.	178.	200.

81.	114.	137.	157.	179.	201.
90.	115.	138.	158.	180.	202.
92.	116.	139.	159.	181.	204.
96.	117.	140.	160.	183.	205.
100.	118.	141.	162.	185.	206.
101.	119.	142.	163.	186.	207.
102.	120.	143.	164.	187.	211.
103.	122.	144.	167.	188.	213.
104.	123.	145.	168.	189.	214.
105.	125.	146.	169.	191.	215.
106.	127.	147.	171.	192.	219.
107.	129.	148.	172.	194.	224.
108.	130.	149.			

A double overprint exists.

1870. 1std. Lake-red. Underprint as before in red.

Plates. (1) 3.

1867 - 9. 2d. Blue. Underprint as before in blue.

Plates. 9. 12. 13. 14. 15.

1867. 3rdd. Rose-red. Smaller underprint in red in four lines horizontally.

Plates. 3. 6. 10. 12. 15.
4. 8. 11. 13. 19.
5. 9. 14. 20.

1867. 3rdd. Rose. Underprint in rose in 5 lines horizontally.

Plates. 5. 14. 18. 19. 20.
8.

1867. 6d. Violet. Underprint in violet in 5 lines horizontally.

Plates. 8. 9.

1874. 6d. Grey. Underprint in grey in 5 lines horizontally.

Plates. 14.

1867. 1/- Green. Underprint in green in 5 lines horizontally.

Plates. 4. 12.

1880. 1d. Venetian-Red. Underprint in red in 5 lines horizontally.

Great Eastern Railway. 1873.

1d. Red (Plate Numbers) Underprinted in red, "G. E. R." in 1 line.

Plates.
95. 149. 157. 168. 175. 184.
111. 151. 158. 171. 178. 185.
124. 155. 163. 174. 181. 189.
134. 156.

Care must be taken to observe the format and colour of the underprints and whether they appear to be clearly printed, as many of the unofficial underprints also appear on the same plate numbers. Underprints on Plate Numbers not listed above are almost certainly private productions as are also those which appear to be partially erased owing to removal

of the gum.

Excellent reproductions of the various underprints may be found in Stanley Gibbons' "Specialised Stamp Catalogue of Great Britain," Volume 1.

Essays also exist of a sans-serif W. H. Smith underprint on the 1/- green, Plate 4 of 1867, and also in various colours on the gd red, Plate Number 95. These underprints omit the address.

Unused specimens of many of the stamps exist but are, of course, much scarcer than the used examples.

Overprints and underprints of business houses not included in the above check lists are unofficial and will be found recorded in Chapter 7 as will also the privately produced issues of the above firms.

Chapter 7.Unofficial Commercial Overprints on Front or Back of Stamps.

There is evidence that several firms, without any authority from the Post Office, were overprinting their stamps on the face from 1860 onwards.

Some of these, on being informed by the Post Office that they were in breach of Post Office regulations, had the overprint applied to the backs of the stamps by their own local printers over the gum. For this reason, many of those available today are often almost, or wholly, illegible as part of the overprint has been removed with the gum.

It is probable, that some of these firms, experiencing this difficulty, changed over subsequently to the more efficient perforation of the stamps by either Sloper or his competitors.

A complete check list of these issues is probably impossible to compile but all those listed in this chapter have been recorded from quite reliable sources. It will be noted, also, that, of the four firms which availed themselves of the service of underprinting under the gum by Messrs. Perkins Bacon & Co., two from time to time, resorted to private overprints on the backs as well, doubtless due either to the fact that they experienced temporary shortages or to the fact that limited quantities of certain values were necessary.

OXFORD UNION SOCIETY

This Society seems to have had all their stamps privately overprinted on the backs from 1880 to 1882 when they ceased to have stamps overprinted. This may have been because Perkins Bacon & Co., had discontinued their service owing to lack of demand. Indeed, they must have been putting out some of the work to private printers from about 1878, for 1d red Plate Numbers are found with these private overprints.

Check List.

1878 - 80. 1d. Lake-red. (Plate Numbers) Narrow type overprint ($2\frac{1}{2}$ mm) in red on the back of the stamp.

Plates.	(a) Overprint reading upwards.	(b) Overprint reading downwards.	
		199.	199.
	200.	200.	221.
	223.	205.	223.
		203.	

1880. 1d. Venetian-red. Same overprint on back reading upwards on downwards.

1881. 1d. Lilac. (14 Pearls) Same overprint on back reading upwards on downwards.

1881. 1d. Lilac. (16 Pearls) Same overprint on back reading upwards on downwards.

1881. 1d. Lilac. (16 Pearls) Same overprint on back but in various shades from brown-red to violet reading upwards on downwards.

J. & C. BOYD & Co.

It will be noted that there exists a stamp bearing the overprint of this firm which could date as early as 1862, being one of the "Stars" in all corners variety.

Check List.

1862. 1d. Rose-red. Name in sans-serif letters. On back of stamps.

Reserve Plate 16. Overprint in black.

Reserve Plate 16. Overprint in violet.

1857-64. 1d. Rose-red. Overprinted in red as before on back.

Plates. 50. 52. 55.

1864. 1d. Lake-red. (Plate Numbers) Overprinted in red as before on back.

Plates.

72.	79.	84.	88.	91.	93.
73.	80.	85.	89.	92.	94.
74.	81.	87.	90.		

1858. 2d. Blue. (Plate Numbers) Overprinted in red as before on back.

Plate. 9.

W. H. SMYTH & SON.

The 1d red, Plate 95 is known with an unofficial overprint which differs from the official type in that the address is omitted. There is also a sans-serif type of overprint on the 1/- green, Plate 4 of 1867. Both of these are believed to have been essays and have not been found used.

COPESTAKE, MOORE, CRAMPTON & Co.

This firm produced the largest number of unofficial overprints, as they did, indeed, in the case of official overprints.

Check List.

1870. ½d. Rose-red. Smaller overprint than the official type in red on back.

Plate. 11.

1864. 1d. Lake-red. Overprint with smaller ampersand than Official type, in red, on back.

Plates.

71.	103.	118.	137.	154.	171.
73.	104.	119.	138.	155.	172.
74.	105.	120.	140.	156.	173.
78.	106.	121.	141.	157.	174.
79.	107.	122.	142.	158.	175.
81.	108.	123.	143.	159.	178.
89.	109.	124.	144.	160.	179.
90.	110.	125.	145.	161.	180.
91.	111.	127.	146.	162.	181.
92.	112.	129.	147.	163.	182.

95.	113.	130.	148.	165.	183.
96.	114.	131.	149.	166.	184.
98.	115.	132.	150.	167.	186.
99.	116.	134.	152.	168.	191.
101.	117.	135.	153.	170.	202.

(Note: Plate 103 also exists with the overprint on the face of the stamp).

1870. 1½d. Lake-red. Overprint as for 1d in red on back.

Plate (1)

1858. 2d. Blue. Overprint as for 1d in red on back.

Plates. 9. 12.

1858. 2d. Blue. Overprint as for 1d in violet on back.

Plate 13.

1875. 2½d. Mauve. (Anchor Watermark) Overprint as for 1d in red on back.

Plate . 1. .

1876. 2½d. Mauve. (Orb Watermark) Overprint as for 1d in red on back.

Plate 4.

1867. 3d. Rose. Overprint as for 1d in red on back.

Plates. 5. 8. 14. 18. 19. 20.

1865. 4d. Vermilion.

Plates. 8. 9. 11.

1867. 10d. Red-brown. Overprint as for 1d in red on back.

Plate 1.

Four line overprint. "Copestake, - Moore, Crampton, - & Co., - London"
in black on back. Vertically

1870. ½d. Rose-red.

Plate 5.

1864. 1d. Lake-red. (Plate Numbers). Overprint in four lines, "Copestake, - Moore, - Crampton, - & Co." vertically in black on red on back.

(a) Plates (in Black) Reading Upwards.

99.	103.	106.	115.	121.	125.
101.	104.	113.	118.	123.	

(b) Plates (in Black) Reading downwards.

92.	101.	103.	106.	114.	116.
-----	------	------	------	------	------

(c) Plates (in Red) Reading Upwards.

118.

(d) Plates (in Red) Reading downwards.

111.

COPESTAKE, HUGHES, CRAMPTON & Co.

Owing to a change in the partnership of the firm, the designation was changed and a new overprint prepared to read in five horizontal lines, "Copestake - Hughes, - Crampton, - & Co., - London" on all values. The 3d value is found, however, with the overprint reading vertically. This change occurred somewhere between 1876 and 1878. Probably, owing to the fact that considerable stocks of the original overprint existed, Sloper was asked to prepare a perforation die to correct these. As a result, stamps may be found with both the original overprint and with added perforation reading, "C/1=1/H C", the square of pins in the die obliterating the name, "Moore". Only two values have been found of this variety which is, however, important in that they provide a definite link up between the two processes.

1876. 1d. Lake-red. (Plate Numbers) Overprint as above in red on back.

134.	164.	177.	188.	199.	211.
140.	165.	179.	190.	200.	212.
146.	166.	182.	192.	204.	213.
158.	167.	183.	193.	205.	216.
159.	168.	184.	194.	206.	217.
160.	169.	185.	196.	208.	219.
161.	170.	186.	197.	209.	220.
162.	172.	187.	198.	210.	222.
163.	174.				

1876. 3d. Rose-red. Overprint as above in red on back.

(a) Vertically.

(b) Horizontally.

Plates.

12.

13.

14.

1876. 2d. Blue. (Plate Numbers.) Overprint as above in blue on back.

Plate 15.

1876. 2 1/2d. Rosy-mauve. Overprint as above in red on back.

Plate 5.

1878. 3d. Rose. Unofficial Overprint of 1867 with additional Sloper perforation obliterating name, "Moore".
Overprint in red on back.

Plate 20.

1880. 1d. Venetian-red. Overprint in red on back with additional Sloper perforation obliterating name, "Moore"

1880. 1d. Venetian-red. Overprint as for 3d above in red on back.

Besides the firms already listed, a considerable number of other concerns had overprints on either front or back of their stamps. One of the earliest of these was an overprint, "Holloway - 244", in indigo on the face of the stamp. It was used in the early 1860's by Thomas Holloway, maker of Holloway's Pills & Ointments at 244 Strand, London. Another overprint to be found on the face of stamps is that of William Dawbarn & Co., of Liverpool. Later they had their stamps printed on the back to fall into line with Post Office regulations. Another example,

which is a blatant advertisement, consists of the name, "Pear's Soap" on the face of the stamp in black.

CHECK LIST

Overprints on the face of Stamps.

Overprint.	Colour.	Sideways (S) Horizontal. (H)	No. of Lines.	On which stamps known.
Holloway, - 244. Wm. Daubard & Co., Liverpool.	Indigo.	H	2.	1d. Plates.
Lowfield.	Black.	S	2.	1d. Plate 163.
Pear's Soap.	Black.	H	1	1d. " 177.
	Black.	H	2	1d. " 158.

Overprints on the backs of stamps.

Overprint.	Colour.	Sideways (S) Horizontal. (H)	No. of Lines.	On which stamps known.
Property of:- A. & S. Henry & Co., Portland St. Manchester.	Black.	S	4	1d. Plate 111. 1/- Plate 4.
Property of:- A. & S. Henry & Co., Belfast.	Black.	S	3	
Property of :- A. & S. Henry & Co., Glasgow.	Black.	S	3	
Barraman, Phillipps & Co.	Black.	H	2	1d. Plate 171.
Beddoe, Hulbert & Co.	Black.	S	2	1d. Plate 195. 1d. 1880.
Brown, Davis & Co., London.	Black.	S	3	1d. Plate 141.
Cocker Brothers, Limited. Sheffield.	Black.	H	3	1d. Plate 220.
F. P. W. & Co.	Black.	S	1	1d. Plate 177.
G. H. W. & Co., St. Paul's. (Geo. Hitchcock Williams & Co.)	Black.	S	2	1d. Plates 107, 111, 114, 120, 168. 2d. Plate 15.
G. M. W. & Co. 39 Staus....	Black.	S	2	
G. S. S & Co.	Black.	H	1	1d. Plate 140.
Wm. Daubard & Co., Liverpool.	Black.	S	2	1d. Plate 223.
Harvey & Portway. B. Stortford.	Black.	H	4.	1d. Plate 160.

Overprint.	Colour.	Sideways. (S) Horizontal. (H)	No. of Lines.	On which stamps known.
H. H.	Black.	H	1.	
Holloway, 244 Strand.	Black.	H	2	1d. red. 1856.
H. Rossall & Co. Sheffield.	Black.	H	2	
Hugh Jones & Co., London.	Black.	S	2	
James Harvey, B. Stortford.	Black.	H	3	1d. Plate 160. 1d. Plate 172.
J. S. & Co., 68 Up. Th. St.	Black.	H	3	1d. Plate 150.
J. Tylor & Sons, Newgate St.	Black.	S	2	1d. Plate 177.
Mr. Mitchell Henry's Committee. 82, Market St.	Black.	H	4	1d. Plate 110.
Mr. Mitchell Henry's Committee. 68, Market St.,	Black.	H	4	
Naylor, Benjon & Co., London.	Black.	H	4	1d. Plate 144.
Samuel Montague & Co. The Fore Street Warehouse Co., (Limited.)	Black.	S	2	1d. Plate 154. 1d. Plate 156.
The Property of:- Schwann Modera & Co., London.	Black.	H	5	2d. Blue. P. 15.
Vickers, Sons & Co., Limited. Sheffield.	Black. (Sans-serif small)	H	4	1d. Plate 138.
Vickers, Sons & Co., Limited. Sheffield.	Black. (Sans-serif large)	H	4	1d. Plate 192.
William Whiteley, London.	Brown.	H	3	1d. 1880.
W. J. Barron & Sons, London.	Black.	H	4	

It will be noted that, with the recognition, by the Post Office, of Sloper's process, the authorities no longer encouraged the use of overprints on the back of stamps and, in 1882, permission to use these was withdrawn.

In May 1903, however, permission to apply overprints to the backs of stamps was again granted. Only two firms took advantage of this concession. The first was Messrs. S. & J. Watts of Manchester using the overprint, "Wattses" in black, brown, blue or red. This overprint appears on stamps from 1903 to 1937. It was applied vertically reading either upwards or downwards.

Apparently Watts had been using stamps with perforated initials and had found them unsatisfactory. They reported that, ".....the perforated sheets clung together and the centres of the stamps often got pulled out in the process of separation". This may, of course, have been due to a badly designed die, or to blunt pins in the die.

The second firm to avail themselves of the Post Office concession deserves a separate niche to themselves in the history of protective printing for they were also the producers of a small hand-device for applying these overprints, and it was probably due to their badgering of the Postmaster-General, that permission to overprint stamps on the back was restored. The firm was W. H. Everett & Son, Ltd., of Bell's Buildings, Salisbury Square, London, E.C., users of a die, "W. H. E. & S. Ltd." in three horizontal lines over the gum in violet ink. They issued an advertisement in 1903 offering for sale at the price of One Pound, the "Everett Thief-Stamp Detector". This consisted of a rubber roller, similar to those used by photographers for rolling out prints, on which was arranged 36 dies, in six rows of six, cast in the rubber like an ordinary rubber stamp. An inking roller ran parallel to, and in contact with, the rubber roller by means of a spring at each end. The whole was mounted in a metal holder to which was attached a wooden handle. Apparently, the inking roller, of felt, had to be impregnated, from time to time, with stamping ink. The roller was passed over the sheet of stamps on the gummed side, and the dies were so spaced as to fall accurately, one on each stamp, of the normal lower value definitives.

The advertisement carries a quotation from "The Times" which reads,

"The Pilfering of Postage Stamps.

Many big firms have suffered from the petty pilfering of postage stamps, and numerous devices have been formed with a view to checking the evil. By far the most salutary step in this direction has just been sanctioned by the Postmaster-General, who has given Messrs. W. H. Everett & Sons, Ltd., permission to stamp their stamps on the back, and thus prevent them from being stolen. "For fifteen years past," they write to a contemporary, "we have been trying to obtain this, and have at length succeeded". The passage in the letter from the General Post Office giving the necessary permission runs as follows:- "If..... you still consider it necessary in order to prevent pilfering, to adopt the practice of printing your initials on the back of your postage stamps, the Postmaster-General will not withhold his assent to your taking this course, and in the event of your doing so, instructions shall be given to the effect that stamps printed on the back are not to be re-purchased at Post Offices".

The advertisement continues, "To all who know the danger of allowing stamps to be in the hands of employees in such a state as to be negotiable and only to be identified if the thief is caught red-handed, this cheap and effective method will prove invaluable. Price. (Complete). One Pound. This is not one-tenth of the price of a safe, but it is a hundred times more effective."

There follows another quotation from "The Newsagent and Booksellers' Review" :-

"To Check the Postage Stamp Thief."

"Not content with having done so much" (secured the consent of the Postmaster-General to print on the backs of postage stamps), "Messrs. Everett have gone a step further, and made it possible for everyone to print his initials on the postage stamps himself. They have contrived a handy and clever little apparatus, which they call the, 'Everett Thief-Stamp Detector', by means of which, half a sheet of stamps can be printed in a few seconds. This they are prepared to supply at the extremely reasonable price of £1. Messrs. Everett will be pleased to furnish the 'trade' with particulars as to price, etc."

How Everett's managed to bludgeon the Postmaster-General into reviving permission to underprint we may never know. It is surprising too, that informed journals should not have been aware that the more efficient method of perforation already existed.

When enquiries were made of Everett's some 50 years later, they stated that, to their knowledge, not one of the, "clever little apparatus" ever sold. This fact is borne out by the existence of only one die, that of Everett's themselves. This has been found on issues between 1903 and 1915.

Some mention must be made, before leaving the subject of unofficial overprints, of the catalogued 1d Lilac of 1881 and the 1d vermilion of 1887, both with "Pear's Soap" in large double-lined capital letters in orange, blue or mauve in two lines over the gum. These were not intended as protective overprints but only as an advertising experiment. Very few sheets were issued and the Post Office suppressed the scheme.

C. Jennings.

The introduction of Penny Postage in 1840 brought the blessing of cheap and easy correspondence between persons in the remotest corners of the British Isles.

The penny and twopenny labels issued to frank letters posted under this beneficial scheme were soon recognised as a convenient form of transmitting small amounts of cash through the post, especially as the Post Office undertook to cash any unused stamps when presented at the Post Office counter in joined units of two or more.

Furthermore, in these days, when one penny was the price of quite a substantial amount of necessities, and also of not a few luxuries, it was only to be expected that the presence of a number of these labels in the mails was a temptation irresistible to many poorly paid office workers. There were also stamps in the office intended for outgoing mail which could also be purloined and sold to any of numerous receivers who would soon find a new and highly profitable market for them.

The earliest safeguard against such practices was for the employer or his trusted officials to sign their initials across all their stamps as soon as purchased. Such "pen-cancellations" have been found on covers of 1840-1 bearing 1d Black stamps, so it may be observed that very little time was lost in realising the temptation that these little pieces of readily convertible paper currency presented.

The fact that the Oxford Union Society found it necessary to have their stamps overprinted before issue to their reading rooms shows that the misappropriation of stamps was not merely confined to business houses.

The overprinting of stamps on either the front or back seemed the obvious safeguard to most firms and numerous examples are to be found with this form of protection.

This, then, was the stage which the measures to safeguard postage and fiscal stamps from theft and misuse had attained by the early part of 1868, and no one seemed to realise that there had already existed for the past 10 years, a far more effective method of protection.

Joseph Sloper was born in 1813 and little is known of his earlier life. He appears to have served some time in the building trade in his earlier days although he is subsequently described as a Civil Engineer. Certainly, engineering seems to have been his main interest and he was preoccupied with security from an early age. His first patent, in 1858, numbered 1985/58 was for a cheque protector, and embodied a roller carrying projecting points as a punching device.

In 1866 he patented a ventilating system for mines, vessels, factory buildings, etc. This was Patent No. 3373/66.

Two years later, he was again pursuing his ideas for security perforation and he patented, in 1868, a machine for puncturing railway tickets. This patent was No. 2741/68.

In 1869 a more detailed and sophisticated patent was taken out for a more advanced machine, "for perforating paper, etc., employing a stripper and embodying interchangeable heads, allowing choice of design." Its suggested use was for dating railway tickets. (Patent No. 643/69)

Another patent, taken out in 1872, consisted mainly of improvements to earlier patents.

It will be seen, therefore, that Sloper was working on an idea for perforating documents, tickets and cheques as early as 1858, although it was not until 1868 that he had a machine capable of performing these operations satisfactorily. It will also be noted that Sloper, himself, had no conception of the possible application of his machine to the puncturing of postage and fiscal stamps. This is not altogether surprising, since, at the time of the 1868 patent, Post Office rules governing the defacement of postage stamps would not allow anything save the approved forms of cancellation and protection. The authorities feared anything which might render possible the re-use of stamps, and such a device as Sloper's may have been deemed to be instrumental to that end.

The first idea of using Sloper's invention for postage stamps seems to have originated with firms who were already using his machines for their cheques. Certainly, the first to apply to the Post Office for permission to have stamps perforated in this way was Messrs. Copestake, Moore, Crampton and Co., who were already using stamps with an overprint on the back.

This firm of wholesale drapery warehousemen, then of 5 Bow Churchyard, London, E.C., had had a case, at their Plymouth branch, of larceny of their stamps by an employee. In October 1867, they besought the Postmaster-General to allow them to have, in addition to the overprint beneath the gum, stamps perforated with the initials, "S.C." of their senior partner, Samson Copestake. The reason they submitted for this dual protection was that they intended to use the underprinted stamps for their own correspondence, and to use the "S.C." die to perforate incoming stamps immediately upon arrival.

The Postmaster General granted permission for the overprints on the back of the stamps but ignored their request for permission to perforate.

Not satisfied with this rebuff, Copestake's made a further application in January 1868, submitting examples of stamps perforated, "S.C." (Whether these stamps were perforated on the machine used for their cheques, or whether Sloper had made a special die for them, we may never know.) The Post Office invoked its "defacement" rule and refused permission on the grounds that, "stamps arriving with faint or partial cancellations might have the markings removed by means of the perforating machine and, thus, be re-used". They suggested that Copestake's hand-stamp incoming stamps on the backs to prevent purloining.

Not to be defeated, Copestake's next approached Joseph Sloper and he arranged an official interview with the authorities for February 12th, to explain his system for stamp protection. We do not know what precisely took place at this interview, but it would seem that Sloper placed his own interpretation upon it. We find that, on February 15th, he again wrote to the Postmaster General saying that he had since called upon Copestake's and had examined the perforated stamps and, seeing that the perforation did not in any way interfere with the obliterating stamp, he had informed them that the Postmaster-General saw no objection to the use of the perforation. He added that Copestake's were extremely pleased at this decision and, that one or two other firms also intended using this system for their protection.

Sloper had, undoubtedly, allowed his business acumen to distort his actual authority and, in consequence, the Post Office gave him a sharp admonishment with a request for his presence at a meeting on the 24th of February with Mr. Rodie Parkhurst, the Chief Clerk to the Post Office, at which he was told, in no uncertain terms, that he had exceeded his authority and that he had not received official sanction to introduce his system, as he had stated.

Probably a little chastened, Sloper now proceeded to make a proper^{33.} application and, on February 27th, the following letter was despatched to Francis Ives Scudamore, the Second Secretary to the Postmaster-General:-

Walbrook House, Walbrook.
27 Feby 1868.

Sir,

Pardon me for again intruding on your time in reference to the marking of postage stamps, but I learned at my interview with Mr. Parkhurst, the 24th inst., that I had not obtained your sanction for Inticalling Postage Stamps, so fully as I flattered myself to have done, and as I reported to Messrs. Copestake.

I am anxious not to appear to act without your concurrence which will be fully justified by the single fact, of the assistance it affords in preventing the re-issue of stamps when once obliterated. My system renders abortive all attempts at effacing the obliterating stamp with a view to its re-use, as it would be rubbed into the perforations.

It is also conceded by the leading firms and Public Companies in London, that it is the only effectual method of protecting them from robbery of stamps by their employees.

I shall feel particularly obliged if you would honour me with a reply, however brief at your earliest convenience, in order that I might assure my numerous Clients, that this system meets with no opposition from the Post Office authorities.

I beg to recommend the enclosed reference to your consideration.
(Extract from the Manchester Examiner of the 21st.)

I have the honor to be

Sir

Your most obedient humble Servant

Joseph Sloper.

F. I. Scudamore, Esq.,
etc., etc., etc.

The enclosure referred to was a newspaper cutting, as stated, which reads:-

Charge of Receiving 7,000 Stamps.

- At the Manchester Police Court on Wednesday, John Howarth, provision dealer, Cross-Street, was charged with receiving from errand boys and junior clerks in various Manchester offices, a large number of stamps in payment for bread and cheese, he well knowing the said stamps to have been stolen. Inspector Shandley said he searched the prisoner's premises, and in a drawer he found 4,800 1d stamps, 810 twopenny stamps, and 2,210 receipt stamps; the total number being 7,820 and the value 35l. 19s. 2d. The majority of them were new stamps - that is to say that they had not been stuck upon letters, but a certain portion of them - and these the officer found done up in a packet by themselves - had the appearance of having been fixed upon letters and taken off again, the edges being slightly jugged and the "sticking stuff" looking not fresh. In fact, the charge against the prisoner originated in a letter being so tampered with. Mr. Slater, St. Anne's Square, suspecting something amiss in the posting of a letter containing two halves of 5l notes - the letter not having been heard of - had asked Inspector Shandley to make enquiries. The result was that the errand boy confessed he had kept back

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the letter for the sake of the penny stamp (with which he bought a bun at the prisoner's shop), and when he found, on tearing the letter in two, that it was a money letter, he became frightened at what he had done, and he tucked the letter and the enclosed half-notes between the bars of a grid in Red Lion Street, where the officer found them. The stipendiary magistrate, (Mr. Fowler), thought it a most important case, and he remanded the prisoner for a week to enable Inspector Shandley to make the most searching enquiry possible. "

Being faced with such a request for a definite ruling upon whether Sloper's system was to be used or not, Mr. Scudamore requested Thomas Boucher, Controller of the Circulation Department of the Post Office and J. St. Lawrence Beaufort, the Postmaster of Manchester, to submit reports to him upon the process.

Boucher reported adversely on the grounds that perforation could be used to remove cancellations, that it would deface the stamps which should be intact and that it would be possible to reconstruct unobliterated portions of stamps to make complete stamps.

Beaufort's report, on the other hand, was entirely favourable and certainly contained more reasoned arguments than that of his associate. The casting vote fell to Scudamore who agreed with Beaufort and reported to the Postmaster-General, the Duke of Montrose, on March 11th 1868.

On March 13th 1868 the following letter was addressed to Sloper:-

General Post Office.
13th March 1868.

Mr. Sloper,

Sir, - The Postmaster-General has had under consideration your letter of the 27th ultimo, and His Grace desires me to inform you that, under the circumstances, he will not object to the perforation of postage stamps in the manner described by you, with a view to protect merchants and others, as far as possible, from the theft of the stamps used by them.

I am, sir,
Your Obedient Servant,
R. Parkhurst.

This was not the glowing recommendation that Sloper had hoped for but, nevertheless, it sufficed as official approval and he was free to go ahead and to perforate stamps for clients.

What the Post Office had not realised was that they had conferred upon one man a monopoly. Protected on one side by his patents, which still had four years to run and, on the other side, by Post Office approval, he could now enjoy a monopoly equalled only by that of the Post Office itself. It can be assumed that Sloper lost no time in availing himself of this Heaven-sent opportunity.

It was not, however, until March 1st 1869, that the Post Office advised its Postmasters that Sloper's system had been approved. They did this in the Post Office Circular of that date:-

" In consequence of representations made to the Post Office by various firms that their Postage Stamps are purloined by persons in their employ, the Department has recommended that the name or initials of Firms, etc., be perforated through the stamps so that, inasmuch as the Sale of such stamps would be thereby rendered difficult, the temptation to steal them might be lessened or altogether removed.
Postmasters will take care not to purchase any postage stamps thus marked which may be offered to them for Sale. "

Note should be taken of the part of this Circular reading, "for perforating the names or initials of Firms, etc.",. This was to lead to some dispute and confusion at a later date.

Following publication of this recognition of Sloper's system, Sloper wrote in a desire to drive home to the authorities the great benefit he had conferred upon Mankind, the following letter:-

Walbrook House, E.C.
22 March 1869.

Perforating Initials on Stamps.

Sir,

It will be doubtless satisfactory to the Postmaster General, and the Authorities of the Post Office, to know that this system of marking stamps has been very efficacious in its working, tho' at present limited. I have already received many intimations from those who have adopted this system, of its being the means of detecting several cases of dishonesty, and this morning, I received information from a very large Firm of its value to the Public, as a complete check to the purloining, selling and removal of stamps from letters.

I feel it is my duty to inform the Authorities of these facts, that the Government may have the satisfaction of knowing that, in authorizing this plan (Pro bono publico) it will answer the purposes, at the same time affords great protection to the Post Office, and further that in recognizing this system the authorities have the additional satisfaction of knowing that Her Majesty's Revenue does not suffer by the sale of a single stamp the less.

The public will doubtless ere long fully endorse what I say,

I have the honor to be

Sir

Your most obedient humble Servant,
Joseph Sloper.

The despatch of this letter to the postal authorities would seem to convey an impression that Sloper was not altogether satisfied with the response to his system, and that he felt that many more firms should be made aware of his existence. Possibly he felt that the brief notice in the Post Office Circular did not publicise sufficiently the service he could offer. There is no doubt, as this and subsequent Sloper letters show, that he considered himself in the light of a benefactor and he frequently shows disappointment when this fact does not seem to be fully appreciated. Sloper's fondness for underlining salient parts of his letters will also be noted in this, and, indeed, in all of his letters.

C. Jennings.

Having now been granted a complete monopoly over security perforation for the next four years at least, Sloper now began to enjoy the fruits of this.

Some firms, not yet aware of Sloper's system, or perhaps not fully appreciative of the efficiency and cheapness of his process, were still applying to the Post Office for permission to overprint postage stamps on the back. One such letter was received in March 1869 from Messrs. Joseph Travers & Sons, in which they enclosed a block of four one penny red stamps from Plate 90 overprinted on the front, "J/ T/ and/ S" in four vertical lines. The Post Office replied as follows:-

General Post Office, London.
March 29th 1869.

Messrs. Joseph Travers & Sons,

Gentlemen, - With reference to your further letter of the 24th instant, I beg leave to inform you that there are objections on the part of the Post Office to the adoption of your proposition.

I have to state, however, that since writing to you on the 18th November and 11th December 1867, on the subject, the Department has had before it a plan for perforating the names or initials of Firms, etc., through the postage stamps by means of a perforating machine devised for the purpose, and the public are recommended to adopt the plan.

Mr. Sloper, of Walbrook House, Walbrook, who has devised the machine, would no doubt afford you information upon the subject.

I return the postage stamps which you forwarded to this office.

I am, gentlemen,
Your obedient servant,
R. Parkhurst.

Here, then, we have the Post Office actually recommending the Sloper process in preference to overprinting, and this letter provides a definite indication that the authorities intended perforation to supersede overprinting of postage stamps and is sufficient argument against those "purists" who regard with esteem the overprinted issues of the Oxford Union Society, Boyd, Copestake, Great Eastern Railway and W.H. Smith & Sons but who regard perforated stamps as so much waste or spoiled paper. Surely, in the face of such evidence, it must be obvious that both overprinted and perforated issues represent different periods of the same process, namely, Security Marking of stamps.

Another important feature of this letter is the repetition, once again, the phrase, "names or initials of Firms, etc.", which, in the light of future controversy, becomes noteworthy.

Joseph Travers & Sons placed an order with Sloper and their full name, "Travers" was perforated through the stamps.

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On May 23rd 1870, Sloper again wrote to the Secretary of the Post Office. He had been receiving applications from business houses overseas concerning perforated stamps and was eager to extend his business into the export market. His letter reads,

Office for Sloper's Patents,
Walbrook House, Walbrook, E.C.
London. 23rd May 1870.

To the Secretary of the Post Office,
London.

Sir, - Having had repeated applications from Foreign Houses, desiring to know if my system of perforating the Initials, etc., on Postage Stamps, etc., as licenced by the Postmaster General in England, cannot be adopted on the Continent, and it would be of great service, as on the Continent the Commercial Community are liable to the same deprivations there, as in England.

I am about introducing it personally to the various Governments, and for this purpose, as the system is working so satisfactorily in England, I shall feel much obliged, if my Lord Marquis, the Postmaster General, will do me the honour of giving me a letter, stating that his Lordship has authorised my system on postage stamps, etc., and recommends it for the public good and also that the system is in operation in other departments of the Post Office,

I have the honour to be

Sir,
Your most Obedt & humble servant
Joseph Sloper.

A week later he received a reply as follows:-

General Post Office, London.
30th May 1870.

Mr. Sloper,

Sir, - I beg leave to acknowledge the receipt of your letter of the 23rd inst., requesting to be supplied with an official notification.

- 1st. - That the Postmaster General has authorised and recommended, "for the public good", the use of a machine devised by you for perforating the initials of Commercial Firms, etc., as a means of preventing the theft of the stamps.
- 2nd. - That the machine is in operation, "in other Departments of the Post Office".

I beg to refer you to the letter addressed to you on the 13th March 1868, copy enclosed, which conveys the permission of the Postmaster General to use the machine in question, and to state that the Department recommends the adoption of a plan of this kind as being well adapted for the object in view.

I have to add with regard to your second request, that the machine has been applied to Money Orders issued from the Chief Money Order Office in London, for the purpose of perforating

the date through the orders, and that, in the opinion of the practical officers the plan has worked satisfactorily in that office,

I am, sir,
Your obedient servant,
Frank Ives Scudamore.

This was not, undoubtedly, the glowing official testimonial from the Postmaster General for which Sloper had hoped. Its carefully worded and somewhat grudging approval had to suffice. However, it is of importance in that it enables collectors of foreign and colonial perforated stamps to know that those dies used between this date and August 31st 1872, when Sloper's patent rights expired, must certainly be produced from his machines.

Users of Foreign Bill, Revenue and other fiscal stamps now began to consult Sloper regarding his process, and he next wrote to the Inland Revenue for permission to puncture these. The reply he received was:-

Inland Revenue,
Somerset House, London.W.C.
27th June 1870.

J. Sloper, Esq.

Sir, - The Board of Inland Revenue have had before them your letter of the 23rd inst., inquiring on behalf of Messrs..... relative to the plan sanctioned by the Postmaster General for the perforating of postage stamps with the names and initials of Firms, etc., and in reply, I am directed to state that the Board will not object to the plan in question being extended to the perforation of Foreign Bill Stamps and also to the one penny Inland Revenue stamps in the manner pointed out in your letter.

It is to be distinctly understood, however, that the Queen's Head in the stamp is to be left untouched by the operation.

I am, sir,
Your obedient servant,
W. Lomas.

Sloper, at a later date, added a manuscript note to this letter relative to the final paragraph,

"This has since been allowed, inasmuch as it was considered more effectual and beneficial to the Government."

About this time, Sloper issued an advertisement to prospective clients, which is the earliest of which we have record. It reads:-

POSTAGE AND OTHER STAMPS

&c.

"The very numerous complaints that have been made to the Post Office authorities of the purloining and misappropriation of Stamps, --- removal of Stamps from Letters, --- Documents etc., either previously or after having been posted, have induced the Authorities to give this

subject their serious consideration.

Many and various plans have been suggested to the Authorities by large Firms in London and the Provinces as a remedy against this evil, and amongst the many plans, was one from Mr. Joseph Sloper of Walbrook House, London.

The Government, impressed with the importance of this subject, and with a view of effectually protecting the Public against such depredations, have considered it expedient to recognise Mr. Sloper's plan --- and the Postmaster General and the Board of Inland Revenue having approved of the plan as proposed by Mr. Sloper --- ie. --- to perforate in a certain way, (for several reasons) the Initials, &c of Firms on their Stamps, have in accordance therewith specially authorised and licensed Mr. Sloper to put his system into operation.

Mr. Sloper's system is recognised for the following and other reasons, --- 1st. It renders useless the object for the fraudulent removal of Stamps from Letters &c. --- 2nd. It is a prevention against misappropriation or purloining of Stamps. --- 3rd. It effectually prevents the sale of Stamps so marked &c., &c.

In accordance with the above, notices have been issued from the Chief Office in London to all Postmasters and Receiving Houses in the United Kingdom - to recognise this system - and not to purchase any stamps so marked.

POSTAGE STAMPS supplied Initialled to Order, in quantities as required, at the following rates beyond the value of the Stamps:-

Supposing the annual Consumption of Stamps to be								
(Illustrating block of 1d stamp was procured & perforated T/ B & Co.)	From £50 to £200.	Above £200 to £300.	Above £300 to £400.	Above £400 to £500.	Above £500 to £750.	Above £750 to £1000.	Above £1000 to £2000.	and upwards in proportion
Charge for Initialling.	45/- per Cent.	40/- per Cent.	35/- per Cent.	30/- per Cent.	25/- per Cent.	22/6 per Cent.	20/- per Cent.	

RECEIPT STAMPS. Inland and Foreign Bill Stamps, supplied free of charge for Initialling.

Special arrangements can be made with Firms where necessary.

Small consumers supplied with Stamps initialled, not less than £5 Postage, and Receipt, not less than £2 at a time.

Orders for Stamps must be accompanied with a Banker's Draft payable in London, to Order of Joseph Sloper, and crossed London and Westminster Bank.

A charge is made at the outset for cost of Dies and Apparatus to suit machinery for Initialling Stamps, according to circumstances.

Embossed Postage Envelopes --- Wrappers --- Post Cards, &c., Initialled at 2/6 per 1000.

41.

Orders received before 10 a.m. will be ready for delivery the following day after 2.p.m. --- Country orders will be forwarded the day after receipt of order. --- Special arrangements have been made with the Postal Authorities for the transmission of packets of marked Stamps to any part of the United Kingdom.

Address - - - MANAGER, Office for Sloper's Patents,
Walbrook House, London.E.C. "

This advertisement from the monopoly period gives full indication of Sloper's charges and some interesting comparisons may be made with later price-lists after the expiry of the patents.

In April 1871, Sloper apparently had occasion to again write to the Post Office for a recommendation, for the following reply was received:-

General Post Office, London.
17th April 1871.

J. Sloper, Esq.,

Sir,- I beg to acknowledge the receipt of your letter of the 13th instant, and to inform you that the Post Office has sanctioned the perforation of postage stamps in the manner you indicate, and that it has encouraged the public to adopt the plan as a means of security against the purloining of such stamps.

I have to add that the system devised by you for thus perforating stamps is, in the opinion of the Department, well adapted to the purpose.

I am, sir,
Your Obedient servant,
F. Hill.

On August 13th 1872, Sloper's original patent of 1858 expired and he now entered upon a new phase in which he had to struggle for his very existence against both Authority and his competitors.

C. Jennings.

When, on August 13th 1872, Sloper's patent expired, he strove desperately to extend his monopoly by obtaining a further grant of Letters Patent upon various improvements and modifications to his original machines.

Competitors were, however, waiting eagerly to move in and, although they could not infringe his later and still unexpired patents, they could, nevertheless, produce machines of their own based upon Sloper's original idea.

The first rival of which there is record appears to have been a Mr. Eden Fisher, who had a stationer's business at 50, Lombard St., London. E.C. His name comes to light as the result of a letter he wrote to the Post Office on September 17th 1873, requesting permission to perforate postage stamps with the full name, "Sutton".

The Post Office replied to the effect that only initials were permitted and, ignoring Fishers' statement that he wished to make a machine to perform the perforation, an official added a manuscript note to the letter,

"Answer no objection to initials being used.
Refer him to Slopers."

Fisher, of course, was in no mind to refer to Slopers and so on December 9th, he again wrote to the Secretary, General Post Office as follows:-

"Sir, - On the 17th last I wrote you asking permission to perforate stamps thus:-
(Here was a sketch showing the name, "Sutton" diagonally upwards across a stamp.)

your reply was that only initials were allowed.

I have since seen Postage Stamps passed through the Post - perforated and used by Messrs. Travers & Son of Cannon Street. (Here was an illustration showing an almost identical arrangement of the name, "Travers".)

Please explain why one Firm is more privileged than another.

I am, sir,
Your Obedt. Servant,
Eden Fisher.

Not being able to deal in such cavalier fashion with this second letter and, apparently quite unaware that full names were being produced by Sloper, the Post Office ordered a report to be made.

Fisher's letter has added manuscript notes, one by Mr. Boucher, Circulation Department Controller, stating:-

"I beg leave to point out under Rule 7 on Page 21 of the British Postal Guide the name or initials of Firms may be perforated through the stamps and I apprehend, therefore, that Mr. Fisher's application may be complied with."

the other, in a different hand, adds:-

"The signed note is enclosed dated 1863 in which the perforation is limited to initials. It cannot be ascertained how the extension to names got into the B.P. Guide, as there is no authority. No doubt it was an error. Can Mr. Boucher ascertain if other London Firms than Travers use the entire name? The necessary attention will be made in the next edition of the B.P. Guide."

15 Dec. 1873

To a further enquiry by Fisher, the Post Office replied that Messrs. Travers & Sons had been warned to use initials only in future.

Following up the instructions, "to ascertain if other London Firms were using full names", a close check of mails passing through the E.C. District Office was made and, by January 2nd 1874, after a period of only 18 days, Mr. Rushton, Assistant Chief of the Circulation Department, reported that the following firms were using full names on their stamps:-

ADAM	John & James Adam & Co., 28 Pudding Lane, E.C.
BIND	William Bind & Co., 2 Laurence Putey Hill, E.C.
GLYN	Glyn, Mills, Currie & Co., 67 Lombard St., E.C.
GREEN	No other particulars.
HUTH	Frederick Huth & Co., Tokenhouse Yard, E.C.
HUTTON	Hutton & Co., 6 & 7 Newgate St., E.C.
KEEN	Keen, Robinson, Bellville & Co., 6 Gerlick Hill, Cannon St., E.C.
KUHNER	Henry Kuhner, 39 Lombard St., E.C.
ROSE	Sir W.A. Rose & Co., 66 Upper Thames St., E.C.
TRAVERS	Joseph Travers & Sons, 119 Cannon St., E.C.

As a result of this report, Mr. Sampson, an Inspector of Letter Carriers was sent to call upon each of the offending firms and to instruct them that initials only should be used.

The whole enquiry, and Mr. Sampson's efforts were, however, a great waste of time, since most of the firms completely ignored his instructions and the dies continued to be used for many years afterwards.

It is recorded that Messrs. Hutton & Co., agreed to change their die to initials, and it would also appear from the scarcity of examples of their die, that Messrs. Green also made the necessary change.

It is difficult to understand why the Post Office should have been so dogmatic in their objection to the use of names. As we have seen from the Letters to Sloper and from the Post Office Circular of March 1st 1869, there was ample cause to believe that the use of full names was permitted. A study of Sloper's correspondence up to this time will also reveal that, at no time, did he, himself, refer to anything but, "initialling", although in certain cases this was followed by "etc.". However, this use of "etc.", might equally well be taken to refer to the reproduction of trade-marks or other devices to which, it would seem, the Post Office had no objection.

Doubtless, the main objection on the part of the Post Office was based on a determination not to allow the mails to be used as a medium for advertising free of charge.

A meeting between Sloper and Mr. Parkhurst to discuss the question seems to have made little difference to the position and, without doubt, Sloper would point out that the Post Office survey had covered only the E.C. District Office where stamps of local use only would be

found. That many, many more firms were using full names throughout the country, and the cost to firms having to change over to initials would be heavy.

Among the firms using full names at this time were:-

BASS	HARE	NIGHT MASH
BEAVIS	HEAL	POHON
E. HYAM & SON	HEARN	RALLS
BUCK	HYAM	Rd. EVANS
BOVEY	IRVINE	RYLANDS
BRUCE	JAFFE	SALT
CADRE	J. WHITE	SANDERS
CAMPBELL	KEEN & CO.	SCOTT BROS.
C. FRY & Co	KENT.	STOTT & CO.
CORY	LACY	TOTE
COHAN	LANG	TUCKE BROS
COX	LETTS	WADE
CURRIGE	LEVY	WELLS & CO.
ELEY	LIGHT.	WHITLEY.
E. & E. PINK	LOANE	WOLKE'S BROS.
EU'PIN MASH	MAPLE	WOLLING.
FOX	MAW.	WOTHY.
GRATON	MIDN	W. TURNER.
GUILD & Co.	NICHOLSON.	VYE.

and many others.

Doubtless, faced with this formidable list of full names already in use, the Post Office warned Sloper and other firms, that further dies consisting of full names must not be produced, but it is quite clear that this rule was conveniently ignored for quite a few years, and certain full names are still in use today, although mainly the products of foreign manufacturers of dies and machines.

Late in 1873, Sloper's largest and toughest opposition came into being. Francis Albert Hancock, printer, ticket manufacturer and stationer, in business at 37 & 38 Wood Street, London, E.C., where he was also Letter Receiver of the Wood Street Post Office at that address, decided to enter the perforation business.

At this time, persons of good character, able to enter a fidelity bond for £400, and with suitable premises in a desirable site, could become Letter Receivers. Their duties merely entailed the receipt and despatch of mail and registered letters. In return, they received a salary and a poundage of 1% on all stamps sold.

Any business could sell postage stamps if they first obtained a license and were thus entitled to the 1% poundage. Indeed, this had been a lucrative source of income to Sloper during his monopoly days when he had received both poundage and perforation charges on all the stamps he supplied to his clients. Indeed, he preferred to supply stamps already perforated rather than machines for firms to do their own perforating.

However, Sloper's early competitors undertook to supply stamps perforated free of charge, relying upon the poundage and a fee for the manufacture of the die for their profit. Sloper, of course, had to fall into line. In effect the Post Office was subsidising firms in the use of these stamps.

Early in 1874, in the Trades Section of the Post Office London Directory, there appeared an advertisement in the following form.

POSTAGE STAMP DEALERS.

HANCOCK, Francis A. Wood Street Post Office, E.C. and 5 Love Lane, E.C. 6d allowed to purchasers of £5 postage stamps. The initials of Firms perforated on all kinds of postage stamps, cards and wrappers free of charge. 6d allowed on each sheet of receipt stamps. Stamps purchased.

This is the first recorded instance of the free perforation of stamps and it is, of course, obvious that Hancock was depending upon his poundage as a postmaster for his profit. In 1875, Sloper moved his business from Walbrook House to more suitable premises at 6 & 7 King William St., E.C. On July 1st 1876, Hancock inserted an advertisement in the British Postal Guide. A typical Hancock advertisement of this period, (stealing a great deal of Sloper's thunder) exists which reads:-

IMPORTANT NOTICE to large consumers of POSTAGE STAMPS.

FRANCIS A. HANCOCK

-:Printer & Stationer:-

THE "WOOD STREET" POST OFFICE

is supplying postage and other stamps

PERFORATED

with the initial of any firm,

Free of Charge for Orders of £50 and upwards, and at the following rate for smaller orders

FROM £5 TO £15, 1/- FOR EACH

for perforating.

Orders of £20 and upwards, 6d on every £5 for Perforating.

EXTRACT FROM "POST OFFICE GUIDE" page 14.

"In consequence of representations made to the Post Office by various Firms that there is reason to believe that their postage stamps were purloined by persons in their employ, the Department has recommended that either the names of Firms, etc., be printed on the back of the stamps, or the initials perforated through the stamps by means of a machine devised for the purpose; so that the sale of such stamps, thereby being rendered difficult, (Postmasters having been instructed not to purchase any of them) there may be little or no temptation to steal them."

THE ADVANTAGES OF THE ABOVE SYSTEM ARE, VIZ. -

It prevents misappropriation or purloining. It prevents the Sale of Stamps so perforated. It is recognised and recommended by G.P.O. authorities. It is an advertisement. It can be applied to Receipt Stamps, Foreign Bill Stamps, Postage Wrappers, Postcards, Postage Envelopes, Telegraph Stamps, etc.

TERMS - A charge is made for die on the first order from 15s according to the number of letters required, after this stamps can be had perforated at the above rate, not less than £5 at one time, which may be assorted in any way desired.

All orders for Stamps must be accompanied by Cash or a Cheque payable in London, crossed "CITY BANK" to the order of Francis A. Hancock, or arrangement made for payment on delivery.

Orders received by first Morning Post will be delivered by noon the following day.

Should you entertain the above plan, please send name and address, and our representative will wait upon you and give any further information that may be required.

SPECIAL NOTICE.

Since the introduction of the use of Single Postage Stamps for Savings Bank Cards it is MORE THAN EVER IMPORTANT that firms adopt the above system.

Receipt Stamps overprinted with the name of the Firm, Five Pounds at a time being ordered, for 2/- on orders for £20 and upwards 1/- for each £5.

POST CARDS PRINTED AT 2/- PER 1000 FOR 5000.

Send for Estimates for Printing and compare prices.

STEAM PRINTING WORKS

MORR LANE E.C.

Postmasters by sending their own stamps can have them perforated for their customers at Half per Cent beyond the cost of the die.

Firms receiving quantities of Postage Stamps in PIECES can have them perforated at 1/4 per Cent.

One particular phrase in this advertisement will have been immediately noted. It reads, "It is an advertisement". This was just the purpose which the Post Office would not acknowledge and it was one of their reasons for forbidding the use of names yet, here was Hancock, openly advocating their use, for, surely, the use of initials only could never have been considered to have advertisement value.

Something of this may have been in Sloper's mind when he wrote to the Postmaster General, following the appearance of the previous advertisement in the Post Office Guide, saying, "I consider the advertisement of that man Hancock in the Postal Guide is anything but creditable and detracts much of the dignity which a government paper should claim.....".

The Post Office replied sympathetically but unhelpfully. On September 14th Sloper again wrote, enclosing a copy of his letter of March 22nd 1869, as follows:-

47.
Offices:-
5 & 7 King William St., City.
(Late of Walbrook House.)

Manufactory:-
Tower Royal Works, N.W.

London. 14th September 1876.

Registered No. 120 422.

Sir, I have the honor to acknowledge the receipt of your letter of the 7th instant in reference to the advertisement.

I consider it quite in accordance with the letter I received from His Grace the Postmaster General in reply to mine in the year 1869, (copy enclosed) which was on a special matter of importance to the general public and to the Post Office, bearing in mind the numerous letters and complaints then made of the practice of taking off Stamps from letters (which were on delivery charged double postage) and the great losses which large Firms experienced by Stamps being purloined in their Offices, as there was then no reliable check in existence. This was the cause of my making a special application to the Postmaster General.

It will also be in your memory how numerous these complaints were, and which caused excessive trouble and inconvenience to the Post Office.

I may here remark in reference to my "special authority" that previous to my receiving His Grace's letter, I was consulted by one or two of the largest Firms in the City, asking if I could not bring my system to work on the Stamps to prevent the aforesaid occurrences. After that one of these Firms applied for permission to the Post Office to initial the Stamps, and was refused and that letter was handed to me. I then wrote specially on the matter to the Postmaster General and I believe to Mr. Scudamore, pointing out the importance and the necessity of such liberty being granted if possible, and after due deliberation I received a letter on the subject from His Grace the Postmaster General with authority to put my system into operation.

Seeing that after years of great expense, time and labour that I had succeeded in inventing this system and bringing it to bear on stamps, His Grace the Postmaster General and Mr. Scudamore acknowledged that it was the best method for preventing such malpractices. With this in mind I think it is only right that I should receive all the assistance at the hands of the Postal Authorities to make this system as effectual as possible for the protection of the public.

At the time of receiving authority my first Patent was in force, and since then I have taken out another expressly applying to the initialling of Stamps, and which is now in force, therefore you will see that the Public is not free to adopt its own measures for perforating Postage Stamps, and although I know my Patent is being infringed I cannot move until I am satisfied on one point, and that this will come sooner or later I feel sure.

Yesterday a gentleman from the Post Office called with a packet of marked stamps which had been stolen, and requested to be furnished with the name of the Firm to whom they belonged, and my

Clerk referred and gave the name immediately.

The letters referred to shall be found for your satisfaction as well as my own

I am, sir
Your most obedient Servant,
Joseph Sloper.

R. Parkhurst, Esq.,
General Post Office.
St. Martin's le Grand.

Sloper was fighting a losing battle and not even his powerful friends in the Post Office could protect him from the rising tide of competition. Probably he was bluffing in his reference to the infringement of his patent and his hint at action. If not, then he was apparently deluding himself that he could take action against his competitors, for it seems that no such action was ever taken.

In October 18th 1876, Sloper wrote to Major the Honourable C. J. Keith-Falconer, concerning the use of his system by the Inland Revenue and received the following reply on the 27th.,

Inland Revenue.
Somerset House, London. W.C.
27th October 1876.

Mr. Joseph Sloper,

Sir,

I am directed by the Board of Inland Revenue to acknowledge the receipt of your letter of the 18th instant, addressed to one of their number, Major the Honourable C. J. Keith-Falconer, and to state that the Board have approved the principle of the cancellation of adhesive stamps by perforation, as being by far the safest method and that they intend to introduce it generally as far as practicable.

I am, sir,
F. B. Gannett.
Secretary.

Sloper's next letter, written on September 28th 1876, when he was either very ill or enduring eye-trouble, for his writing is an awful scrawl, quite unlike his usual legible hand, was addressed to Robert Parkhurst and reads:-

6 & 7 King William St., City.
(late of Walbrook House)

Manufactory -
Tower Royal Works, N.W.

London. 28th Sept. 1876.

Initialling Postage Stamps, etc.

Dear Sir.

In my last letter I omitted to remark that should any enquiries be made to the Postal Authorities as to the liberty of perforating Postage Stamps with the Initials of their Firms I trust you will consider it only fair to me, and not out of order in saying the Public is at liberty to perforate their Stamps with their initial perforation but that you believe Mr. Sloper of King

William Street has a patent for this especial purpose and perhaps it will be well to refer you to him who will without doubt give you all particulars.

I will call and bring the copy of the Specification of this Patent for your satisfaction.

I am,

Your most obedient Servant,
Joseph Sloper.

R. Parkhurst, Esq.,
Genl. Post Office.

The construction, punctuation and general presentation (note the lack of Sloper's customary underlining) of this letter lead me to believe that Sloper was unwell at this period. Doubtless, he was very worried concerning the supposed infringements of his patent, and his morale was at a low ebb. His usual pride and sense of being a public benefactor have vanished in this letter to be replaced by a somewhat servile appeal for commendation. The letter conveys an impression that Sloper had lost his fighting spirit and given up his hopeless struggle to preserve his monopoly.

Yet more competitors entered the field and, about this time, we find that Sydney Allchin, postmaster of England's Lane, Hampstead, N.W., had devised a machine of his own and was perforating stamps for customers. This was rubbing it in with a vengeance for Sloper was now faced with opposition from Hancock and Eden Fisher in the vicinity of his City premises and, now Allchin had opened business on the doorstep almost of his Tower Royal Works. No wonder he was despirited.

Soon after, yet another competitor arose in the person of Frank Braham, postmaster at Tabernacle St., E.C., who manufactured initialling machines at his factory at Hoxton Square. He flooded prospective clients with advertising matter, much of which throws an interesting light upon the supply of initialled stamps at this date. He undertook to perforate stamps for clients at the rate of 1d per sheet of 240 stamps on orders not less than £5, with no charge for the die. He stressed that, "all stamps are delivered in sheets as issued from Somerset House. Perforated perfectly, one way, not reversed or broken, and the initials clear and distinct from the separating margins". Users of small quantities could have any single initial perforated through stamps to a value of £1 while waiting at the Post Office at the same cost of 1d per sheet. Perforation with more than one initial would be undertaken on minimum orders of £5 only.

Braham's advertisements also contain two interesting extracts from newspapers in the form of letters to the Editor on the subject of the, "Utility of Perforated Stamps." The first of these to the Editor of the "Daily Chronicle" reads:-

Sir, Referring to the paragraph about the burglary on our premises; I may state that among the desks forced was the one containing postage stamps, of which we happened to have a large stock on hand. They had evidently been examined by the thieves, but as they were perforated with the initials of the firm were not taken away. Our object in writing to you is to draw attention to the value of this perforation, not only as a safeguard against the depredations of the burglar, but as a means of removing temptation out of the way of our office boys. Many a poor fellow now in trouble dates his ruin from

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the time he first commenced to tamper with his employer's postage stamps. The cost of perforation is only one penny for a sheet of 240 penny stamps, and they can be readily obtained from the postmaster, Tabernacle Street, E.C.

I am, sir, yours etc.,
for Cope Bros., & Co., (Limited)
W.A. Bullock.

Tobacco Factory, 89 Great Eastern Street,
London, E.C.

The second letter is from Thomas Cook & Son, Ludgate Circus and is to the Editor of the "Daily News". It reads:-

Sir, - Referring to a letter in your issue re perforated postage stamps, we may say that we, in common with many City firms, have all our stamps perforated with our initials at the Post Office at Tabernacle Street, E.C. The postmaster is the inventor of a well-known system of perforating postage stamps, and the rule is for us to order a quantity accompanied by remittance and they are delivered to us the following day with only the small additional cost of one penny per sheet for perforating.

We are, sir,
Yours Respectfully,
Thomas Cook & Son.

It may be supposed that Sloper had very definite opinions concerning Braham's acquiescence in the claim made in the letter that Braham was, "the inventor of a well-known system of perforating postage stamps".

Braham's advertising matter also contains offers of machines for initialling at prices of 25/-, 37/-, 45/-, and £7. Users of his dies were stated to include,

The London, Chatham & Dover Railway Co.
Messrs. Thomas Cook & Sons.
The Joint Stock Bank.
The City Bank.
The Union Bank.
The Birkbeck Bank.
The London & South Western Bank.
Messrs. James Shoalbrod & Co.

Braham also offered to overprint stamps for clients at the following rates:-

£5 worth printed for	1/6.
£10 " " "	2/6.
£15 " " "	3/6.
£20 " " "	4/-.

All Braham's advertising was embellished with the Royal Coat of Arms, (to which his only claim was as a servant of the Post Office) and with reproductions of current postage stamps which was strictly against the regulations.

A firm of solicitors in Chancery Lane, Messrs. Bower, Cotton and Bower, received in 1886, one of these advertisements and sent it to the Post Office, claiming it to be misleading, the use of the Coat of Arms illegal, and the use of a reproduction of the circular date-stamp of the Tabernacle Street post office unauthorised.

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Braham had already received warnings concerning his reproductions of stamps in his circulars, and the Post Office now administered a severe censure, ordering him to destroy all the offending circulars and to conduct himself more regularly in the future. He wrote a letter of apology, expressed his acquiescence with his orders, but added a charge that Sloper, too, was using a Coat of Arms on his circulars. Sloper's defence to this was, that the Coat of Arms used was indicative of his grant of Royal Letters Patent and of his appointment as contractor to the Post Office and Somerset House.

After this setback, Braham appears to have disappeared from the scene and nothing more is known of him.

Other smaller operators were also producing perforated stamps but very little is known concerning them. They include the postmasters of Coleman Street, E.C. and Upper Thames Street, E.C., as well as James Parsley, the postmaster at 163 Peckham Park Road, S.E. and Albert Luff at 26, Ivy Lane, E.C.

In 1866, a group of business men, seeing the possibilities of the industry, formed a company and persuaded Francis A. Hancock to sell his business. Under the name of the Initial Perforating Company, they acquired the business from Hancock for £1,000 in cash and 100 shares of £10 each. In addition, he was appointed Managing Director at a salary of £100 per year and a share of the profits. The company took over the entire stock which included, " six perforating presses, one vice, about 2,000 perforating pins, (3 sorts), 552 perforating dies, sundry tools and a work bench ".

Unfortunately the business only prospered under Hancock's management and, with his death in 1892, the business failed and was struck off in 1898.

The firm of Sydney Allchin & Co., amalgamated with Slopers in 1937 and, although still trading under their original name, moved to Sloper's premises at 22 Budge Row.

It will be noted that all these competitors were postmasters, profiting greatly from poundage acquired in the increased sale of stamps by initialling.

There was to be, however, a great shock for them all, although the blow was destined to fall first and most heavily upon Joseph Sloper.

On November 26th 1877 the Post Office announced that the 1% poundage, previously allowed to Stamp Vendors on all stamp purchases, would be discontinued, as from December 1st 1877.

To understand the severity of this blow to Sloper it must be realised that, up to this time, a poundage discount of 1% had been allowed to all vendors of postage stamps whether they were postmasters, postal agents or, merely stationers. This new rule would withdraw this discount from all those not actually appointed by the Post Office. Hundreds of stationers and other businesses selling stamps could no longer do so at a profit. Sloper, as a result of his perforating business, had a vast turnover in stamps and he depended upon the poundage to enable him to compete with the postmaster perforators who had been supplying perforated stamps free of any charge for perforation. Since his main competitors were postmasters who would continue to enjoy their poundage, Sloper was now at a decided disadvantage. It seems apparent that he continued to supply perforated stamps at a loss for a period of time while he sought some way out of his difficulties. With only five days notice of the Post Office intention, one would have expected some very quick reaction from him, yet it was not until December 19th that he wrote to the Postmaster General in protest. What moves he had been making in the meanwhile we may never know. His letter reveals that his old fighting spirit had returned. He protested that the withdrawal of poundage would be particularly hard in his case and that he would be involved in considerable loss. He also demonstrated that, as he sold four times as many stamps as any other London Letter Receiver, he expected some exemption in his case. On the principle of, "if you can't beat 'em, you must join 'em", he suggested that the authorities might consider appointing him as an Agent of the Post Office and, as such, should allow him the 1% poundage.

Sloper's case might have received favourable consideration had it not been for the unfortunate fact that a group of City stationers, who were also Stamp Vendors although not perforators, presented a Memorial to the Postmaster General also begging exemption. To have acceded to their request would have been tantamount to cancelling their original decision and, on the grounds that preferential treatment could not be given to any, Sloper's plea was rejected together with those of the other applicants. They did, however, offer him a loop-hole.

In their letter of February 11th 1878, the Post Office stated that their decision was irrevocable but that, if Mr. Sloper found it impossible to continue business without his 1% poundage, he might become an Agent of the Post Office.

This was, of course, what Sloper had himself suggested, although it is doubtful whether his ideas and those of the Post Office, regarding the duties of an Agent, in any way coincided.

Sloper attended an interview with Mr. Parkhurst who sprang upon him the fact that, if he wished to become an Agent of the Post Office, he must also become a Letter Receiver and open a Post Office, thus becoming, in effect, an employee of the Post Office.

This was not to Sloper's liking. Doubtless he had visualised a token Agency being conferred upon him without any of the irksome duties of a properly appointed Agent. He had no desire to transact Post Office business. He sought every means possible to avoid this solution but the Post Office remained adamant. Meanwhile he was incurring heavy loss and, finally, he had to give way.

He now began to search for suitable premises for the Post Office would not accept his newly acquired offices at 6 & 7 King William Street for they were too close to the existing Post Office in Lombard Street. Eventually he acquired, and the Post Office approved, premises at 20 King William Street at a rent of £800. He was already liable for the rent of £117 on his previous premises at 6 & 7 King William St and he was further required by the Post Office to enter into a Fidelity Bond for the sum of £400. In return for this he became a postmaster receiving a salary of £35 per annum plus 1% poundage on his stamp sales. He opened his post office on June 24th 1878 with a stock of £400 worth of stamps and with obligations to receive letters and registered mail and to sell postage stamps whether perforated or not.

It soon became obvious that Sloper had only accepted his appointment as a cover for his more natural and lucrative business but the Post Office, on the other hand, was determined that the job should be properly conducted and no sinecure. There was, unavoidably, friction and rancour on both sides.

Sloper even endeavoured to dictate to the Post Office the hours at which he would conduct postal business and was instructed by the authorities, "to discontinue this foolishness".

The Civil Service Cassandra, in making a report on the rebel postmaster wrote, "I cannot say that I contemplate his appointment with any deference or equanimity, as I am afraid that he will be a troublesome receiver". This impression had, apparently, been made by Sloper before his appointment, but the prophet's added comments must emphasise the foresight and sagacity of this unknown official, "my fear is that the Office will be only too successful for the interests of this Department". This forecast was to be proved only too true in 12 months when official figures became available.

At the time of his removal to 20 King William Street, Sloper sent out printed circulars to his clients in the form of a letter reading:

20, King William St., City.
Opposite the Statue.
London, June 1878.

Gentlemen,

I have to inform you that I have removed to the above address and premises, which being more commodious, will enable me to meet the increasing demands of my Clients and of the Public generally, whose high appreciation of the various applications of my system is abundantly exemplified by the letters of approval, which I continually receive from the most eminent Firms, not only in the United Kingdom and the principal Countries of Europe, but also from America and other States.

I have also the pleasure of announcing to you that his Lordship the Postmaster General, at the suggestion of the Authorities of the Post Office, having recognised the expediency in the INTEREST of the PUBLIC of annexing a Post-Office to my new premises, has authorised me to be established here not only for the sale of Stamps, etc., but for offering increased facilities to Firms to have their Stamps perforated with Initials on my SYSTEM, as proposed by me to the Government --- as a protection against fraud.

I also avail myself of this opportunity to caution you against the practices of unscrupulous persons

who presume to infringe on my Patent Rights, and who, by adopting models of my machines, endeavour to impose their inferior and fragile imitations on the Public.

I am, Gentlemen,
Your faithful and obedient Servant,
Joseph Sloper.

Sole Inventor and Patentee of the SYSTEM of marking Documents by Perforations.

This advertisement is typical of Sloper's reasoning. Note that the Post Office had installed a Post Office at his new premises, "in the interest of the Public". No mention that Sloper had been forced to acquire new premises to accommodate a post office in his own interest. Note, also, that the Authorities had established a post office at the premises to offer increased facilities to firms to have their stamps perforated by Sloper. Note, too, his attack on his competitors for infringing his imagined Patent Rights and for copying his machines. A study of this circular, and his letters, reveals a great deal about the man and his obstinacy and pride.

By the end of 1878 the Post Office was becoming concerned at the volume of business being transacted by the perforating postmasters, (and, more especially, Sloper) in proportion to that performed for the Post Office.

Quarterly returns had already indicated that these gentry would be receiving a salary, derived from their 1% poundage, out of all proportion to the amount of postal business they were doing. When the figures for the year ending June 30th 1879 were available it revealed a picture which fully justified the forebodings of the Cassandra of the Civil Service. Slopers' statistics were given as follows:-

	Sales.				Income.		
	£.	s.	d.		£.	s.	d.
Postage Stamps.	30,585.	0.	0.	Foundage.	805.	16.	11.
Telegraph "	13,003.	0.	0.	"	130.	0.	7.
Receipt "	4,575.	0.	0.	"	45.	14.	11.
				Salary.	35.	0.	0.
Total Sales.	48,163.	0.	0.	Total Income.	1,016.	12.	5.

This represented, of course, a very large income in the 19th Century and the Post Office were of the opinion that the actual postal services performed did not merit such remuneration. The bulk of these stamp sales had been in perforated stamps and the authorities began to realise that they were, in effect, subsidising the businesses of the perforating postmasters and enabling business houses to obtain their stamps at face value with no charge for the initialling on, at least, very little charge.

In March 1879 the Post Office acted by notifying all postmasters that, as from June 30th 1879, poundage would be limited to £400 per annum. This represented a liberal payment for all ordinary postmasters and the restriction affected only Sloper and his rivals since it was only they who had incomes in excess of that amount. Nevertheless, it represented a reduction of £600 a year on Sloper's income, based on the figures given, and the blow, serious enough even in the case of his rivals, was even more serious to Sloper in view of his recent new commitments when accepting the office of postmaster. He had been induced

into renting new premises, and the expenses of the removal from his old office for which he was still liable for rent, he had had to endure the irksome duties of a postmaster and to undergo the pin-pricks and admonitions consequent upon his uncooperativeness with the Post Office, he had surrendered his independence to them, his patent rights had expired, his monopoly was gone and now he was faced with a limitation upon his earnings no matter how much his business increased. Small wonder, then, that Sloper settled down to write his longest, bitterest and most underlined letter to the Postmaster-General. He was still determined to fight.

20, King William St., E.C.
15th July 1879.

My Lord,

Severe indisposition for some weeks has prevented me from addressing your Lordship, until now, with reference to a letter received 25 March last, relating to the Foundage on Stamps allowed to Letter Receivers.

I was about to address the Lords of the Treasury, but I consider it more courteous to first write to your Lordship.

Your Lordship will remember that in December 1877, it was decided that the discount to the public on Postage and Telegraph Stamps would be discontinued.

I wrote your Lordship on the 29th December 1877, stating the serious loss that it inflicted on me, if I was to be affected by it, and should be unable to continue to supply my Clients, in accordance with my authority from the then Postmaster General, the Duke of Montrose.

In that letter I stated the amount of Initialled Stamps I supplied to my Clients, viz: four times more than is sold by any Receiver in London, and begged of your Lordship to give it your kind and serious attention.

To meet the case, I suggested I might be considered an Agent of the Post Office, and be allowed the discount of 1% as heretofore.

On 11 February 1878, Mr. Blackwood replied, that your Lordship was not prepared to rescind that decision, (referring to the discount on Stamps, discontinued to the public) but that if the facilities afforded for the sale of Stamps, proved insufficient, and that if I would become an Agent of that Department, your Lordship would allow me the discount of one per cent.

I then conferred with Mr. Parkhurst, who informed me, that to be an Agent, I must also be a Receiver, and open a Post Office. I demurred to the proposal of Receivership, but he stated that there was no other way to meet my request.

I was informed also that the Authorities had made mine a special matter and had gone out of the way to meet my case, keeping in mind the services I had rendered the Government, and as every day's delay brought me a serious loss, (for I was then initialling stamps gratuitously) I consented. Accordingly I sought for suitable premises, treated for No. 20 King William St., submitted the premises, and position, to the Administration, for your Lordship's approval, stating the rent, etc., £800.

By letter 1st April 1878 your Lordship was pleased to accept the position, and remises, and confirmed my appointment as Agent, whereupon, I concluded the treaty for these premises, viz: the round corner of King William St., and Cannon St.

I was compelled, (my Lease not having expired) to retain my former offices at 6 & 7 King William St., for 12 months, at a rental of £117. I assigned a large portion of the Ground floor, and Basement, of 20 King Wm., St., for the service of the Post Office, and fitted up same under the direction and superintendance of the Controller, so that it was thoroughly understood between the Administration and myself, that the sole purpose for which I took these expensive Premises, and removed from my former offices, was to regain the one per cent on the Stamps purchased by me to be initialled for my Clients, as is clearly indicated by your Lordship's reply, per Mr. Blackwood 11 February 1878, to my letters of 29 December 1877, 2nd and 15th March 1878, also by subsequent interviews and correspondence.

These premises were opened 1st June 1878, and for your Lordship's satisfaction I now mention, that it is considered by many Firms who use this Post Office, a great convenience and one of the best things done in the City.

I had been here 9 months only, when I received the letter referred to, which letter, was not intended by the Lords of the Treasury to apply to me, further than the Receivership is concerned, and not by any means to my Initialling business, for it cannot be supposed that I would incur expenses amounting to £1000 a year, to obtain a Receivership which would only produce £400 a year, which Receivership was granted to and accepted by me, solely as a measure for enabling me to continue the supply and initialling of stamps for the public, which I could not do if deprived of the discount of one per cent.

I beg to submit that my position being an exceptional one, and having been treated as such by the Administration no parallel to it can exist between my case, and that of ordinary Receivers. I therefore venture to hope, that I shall be exceptionally dealt with, and your Lordship bearing in mind all the circumstances, will see the justice of my appeal, and I think cannot fail to see how very unjust it would be, to affect my Income derived from the Initialling of Stamps, (if such was intended), after having incurred such heavy expenses, and undertaken this Agency, without a condition of any kind, that such an alteration in the allowance of the discount to me, was at all probable, or ever contemplated, more especially, if your Lordship will do me the honour to take into consideration, the years of thought, Labour, and amount of capital, I have expended, on the perfection of my System, which has already been proved and accepted as a public benefit by the Government, and also by the Public and capable of many other applications, which I venture to suggest as indispensable to the Post Office, and to other State Departments.

Considering the importance of this matter, perhaps your Lordship would feel disposed to honour me

with an audience at your Lordship's earliest convenience.

57.

I have the honor to be
Your Lordship's most obedient and faithful Servant,
Joseph Sloper.

To -
The Right Hon.^{ble} Lord John Manners, M.P.
Postmaster General.
etc., etc., etc.

For all the good this letter achieved, Sloper might well have spared his time, effort and dignity. Not all his pleading, flattery or underlining, could induce, "His Lordship" to make any exception in his case since, there can be no doubt, it was his case that the measure was specifically aimed at.

Sloper, and his other rivals had now to face the unpleasant fact that the Post Office would no longer provide a lucrative living for them at public expense nor could commercial houses expect the Government to foot the bill for the initialling of their stamps. The days of face-value perforations were over, and a change would have to be made in future for the work of initialling stamps.

Another interesting Sloper circular letter exists which reveals the position as it stood in 1838. This circular contained a reproduction of the 1d Venetian red- of 1830 with a specimen perforation. It will be remembered that Encham had been severely censured for printing a similar reproduction. This circular is headed:-

PREVENTION AGAINST FRAUD.

Dear Sirs,

I have pleasure in bringing to your notice my system of perforating the initials of firms on Postage, Foreign Bill and other Stamps.

I beg to draw your attention to the Extract from the "Standard" of 3rd inst., given below, and would point out that the fraud was detected in consequence of the Stamps being perforated by my System.

The system invented by me for the perforation of Stamps at a Nominal Charge is the only safeguard and certain means of assuring against such practice.

All Postmasters and Receiving Houses in the United Kingdom have received a notice to recognise this system, and not purchase any stamps so marked. -(Vide Post Office Guide. P. 16.)

If you have not already adopted my plan of perforating Stamps, I shall be pleased to call upon you, and give you full particulars as to prices, etc.

Yours truly,
Joseph Sloper.

The accompanying extract to which he refers is from, "The Standard" of March 3rd 1838 and reads:-

QUELCHALL. Paul Kohler, 23, Ruskin Road, Tottenham, was charged with stealing ten fivepenny postage stamps, belonging to his employers, Messrs. Huth & Co., merchants of Tokenhouse-Yard. -- The Prisoner, it was said, had a most ingenious system of obtaining cash for the stamps. The Post Office issued postal orders for 1s., 1s. 6d., 2s., etc.,

and if any person wanted to send any odd amount, all they had to do was to add postage stamps. The Prisoner went to the Post Office at Lothbury and purchased ten 1s postal orders. He then affixed to each a 5d stamp, took them to the Fore-Street Post-Office and obtained 1s. 5d. for each 1s order. He could not by any other means have obtained payment for the stamps, as they were perforated with the word, "Huth".— The Prosecutors did not wish to deal harshly with the Prisoner, but they thought it right to mention that the Accused had stolen 300 stamps during February and had disposed of them in a similar way.— The Alderman sentenced him to 21 days imprisonment with hard labour. "

An interesting feature of this *cutting* is that, fourteen years after the Post Office had banned the use of full names, we here have evidence of their continued use. Apparently the firm of Frederick Huth & Co., and also Joseph Sloper, were turning blind eyes to Post Office regulations and, doubtless, the Post Office had become less insistent upon the strict observation of this rule.

By C. Jennings.

On June 19th 1890. Joseph Sloper died. He had led an active life almost to the end and, in May he developed an abscess on one of his fingers. He failed to give this the attention he should and it turned septic. It grew steadily worse and, on June 14th, he sank into a coma from which he never regained consciousness. He died in the presence of his daughter, Alice, at No 2, Mercer's Terrace, Archway Road, Islington.

And so passed a proud, indomitable man who had fought and overcome many adversities and set-backs. He died convinced that he was the victim of his competitors who infringed his patents and of the Post Office who had made the conduct of his business difficult.

Yet, it must be admitted, there can be very few private individuals to whom has been granted, even for a few years only, a completely absolute monopoly, with Government approval. Those few years had enabled him to build up a business which was never to be seriously threatened by his competitors in Britain.

Of his earlier competitors, none exist today. All disappeared through economic reasons or were absorbed by Sloper. Later competitors there have been, of which the principal is probably The Sauven Marking Machine Co., 11-13 Hatton Wall, E.C.1., but the name of Joseph Sloper remains pre-eminent in the field of security perforation.

Abroad, many other firms have produced initial perforating machines and many of these are also available in Britain. In the U.S.A. these machines were used for cheques, etc., as early as 1887 but were not authorised for use on postage stamps until 1908 when two firms only, were given permission to produce security perforations. These were The American Perforator Company and Messrs. Cummins, both of Chicago. Today, almost every country in the world uses or has used perforating machines and for a variety of purposes other than security reasons.

All these machines, foreign and British, for all their modifications, refinements and electrification, still remain basically, the same machine as that which Sloper introduced to the world in 1858 and improved by him in 1869.

Sloper's sons, Percy and Eustace took over the company after his death and traded under the name of J. Sloper & Co. The post office at 20, King William St., was given up to be run, as a separate concern, by a Mr. Baker with Slopers occupying the rest of the building.

In June 1894, a group of City firms sent a Memorial to the Postmaster General begging protection against the theft of their stamps. The Post Office referred them to Sloper's system as the best method of protection. On July 5th, the same merchants addressed another letter to the Postmaster General reading:-

London.
July 5th 1894.

Re NON-NEGOTIABLE AND PERFORATED STAMPS.

To the Right Honble. Arnold Morley, M.P.
General Post Office.

Sir - We, the undersigned, who recently signed a Memorial addressed to you, after due and careful consideration, are of the opinion that the system of perforating the initials or marks on stamps is a far greater

"protection than issuing a special non-negotiable stamp.

When we signed the Memorial we had not had sufficient time to consider the subject, but after a visit from Mr. Percy Sloper, of the firm of J. Sloper & Co., of 20, King William St., E.C., who set forward the following reasons mentioned below, we think it right to state that the system invented by the late Mr. Joseph Sloper affords a far greater protection.

Firstly -- A perforated stamp cannot be changed at any Post Office. (Vide paragraph, Page 31, Postal Guide.)

Secondly -- Perforation is a means of identifying stolen stamps.

Thirdly. -- Offering perforated stamps at Post Offices has in many cases been the means of discovering the dishonest person.

Fourthly -- A Register of all Firm's initials is kept and as no two are alike, a distinguishing mark being placed to discriminate one Firm from another

Whereas, if a special stamp is issued, there will be practically no more protection than formerly, before perforation was introduced, for the reason that a dishonest person in a Firm can be in league with someone else in another house and dispose of the stamps. Or, in many cases that have happened, where stamps have been given to put on circulars or book packets these having been destroyed and the stamps purloined.

We on our part regret having unnecessarily troubled you with the Memorial, and beg to thank you for kindly giving the matter your attention, but we now see that perforation better protects our interest than a non-negotiable stamp would.

We are, sir,
Your Obedient servants. "

Between March and May of 1890 numerous Chambers of Commerce had approached the Post Office concerning the temptations to office-boys to steal stamps. Among these were representations from Aberdeen, Birmingham, Bristol, Dublin, Dundee, Glasgow, Hull, Leeds, Leith, Nottingham, Oseott, Sunderland, Walsall and Worcester.

Their complaint was that many firms could not employ perforated stamps since it was necessary for them to obtain £20 worth at a time which was a great strain upon their resources. They pleaded, therefore, for the Post Office to issue stamps perforated with a single Cross, and to sell them in quantities of £1 worth only, and that postmasters should receive strict instructions not to re-purchase any of these stamps.

The Post Office reply established that neither Sloper, Allchin, Braham, or the Initial Perforating Co., imposed a £20 minimum on orders and the comparative charges were set out as follows:-

	SLOPERS.	BRAHAM.	INITIAL PERFORATING Co. ^{61.}
Charge for perforating.	From 7% upward according to annual consumption	1d per sheet.	£5 worth at 1% £10-15 " " 2% £25-45 " " 3% £50 upwards " 4%
Minimum Order.	£5	£1.	£1.
Machines.	21/- upwards.	12/- to 25/-	16/- and 21/-

The Chambers of Commerce were informed that, in the opinion of the Post Office, the suggestion would be both impracticable and unprofitable, and a special stamp was not justified.

In March 1897 the General Post Office demanded an explanation from Slopers concerning their use of the phrase, "Contractors to H.M. Government". Slopers replied,

" Having been contractors to Her Majesty's Stationery Office, supplied perforated initialled stamps to Her Majesty's Office of Works, and perforating machines to most of the Government offices, and our name being on the list in H.M.S.O. of persons to be invited to tender for the supply of perforating machines, we venture to think that we have acquired the right to describe ourselves as, "Contractors to the Government."

The Post Office then made enquires of the Stationery Office and of the Office of Works. The Office of Works replied that they had, at present, no dealings with Slopers and had not used perforated stamps for more than a year. The Stationery Office stated that Slopers had not supplied them with perforating machines since 1882 and, in consequence of these replies, the Post Office advised Slopers not to describe themselves as, "Contractors to the Government" in future.

About this time, Slopers sent out a circular advertising their machines, " for dating, crossing and cancelling Cheques, Dating Railway Tickets, and Books of Coupons, for indelibly marking amounts on Bills of Exchange, Letters of Credit, and Drafts, Receipting Bills, marking Ballot Papers and particularly for Trade Marks." The prices ranged from 21/- for a postage stamps perforating machine and from £2 to £9 for a machine to perforate automatically any amount required, or for another to perforate 12 cheques at a stroke, using shifting dies to vary Day, Month and Year. No less than 14 machines were offered on this list to perform a variety of purposes. As a footnote is added,

" For the convenience of Customers we supply Postage and other Stamps perforated with their initials, say, ' T & S ',

£100 to £250... .. 1%

£500 to £1000... .. 2%

To Cost of setting up necessary apparatus... .. 7/6.

In 1914, Slopers removed from King William Street, where their premises were scheduled for demolition, to new premises at 22, Budge Row, E.C.4., where they were joined in 1937 by the firm of Sydney Allchin & Co., with whom they amalgamated, although Allchins

continued to trade under their original name.

In 1941, an enemy "blitz" on London destroyed Sloper's works and offices at Budge Row. Since this date, it has been generally assumed that Joseph Sloper's original records were lost - a belief strongly encouraged by Slopers themselves. However, there are reasons to believe that a duplicate set of records exist at the old Tower Royal Works at Hampstead, but no confirmation of this is yet available. As Charles Bein was permitted to see these records on several occasions, and there is evidence that he saw them after the 1941 "blitz", it must have been at the Tower Royal Works that he saw them, especially as it was only a short distance from his home at St. John's Wood.

After considerable re-organisation, during which the scarce provisional perforations came into being, the firm found new premises at New Bridge Street House, close to Blackfriars Bridge, where they still are today and, in 1968, will be celebrating their Centenary and that of the first perforated initials on postage stamps.

Just which were the first initials to be perforated on postage stamps may never be known. In all probability they were the initials, "S.C." of Samuel Copestake, Crompton & Co., the specimen of which was submitted by them to the Post Office in 1868. In Sloper's own record he showed the die, "T.J.A./ 463" as No. 1., but it must be remembered that he commenced his record at a much later date and began his entries in alphabetical order thus Allmen's die occupied first place. All dies of a subsequent period to the compilation of his original record were added in chronological order which accounts for the apparent discrepancies in his register.

Chapter 13.Perforated Dies on the Line-Engraved Issues.

Since Sloper was not granted permission to perforate postage stamps until March 13th 1868, it is obvious that it is unlikely that many stamps in circulation prior to that period, would be found with his perforations.

However, we do know that Copestake, Moore, Crampton & Co., had used a die on postage stamps earlier than this, since a specimen was submitted by them to the Post Office for official approval. It is also probable that a few other concerns had used dies intended for other purposes to protect their postage stamps which may account for some early plate numbers and also a recorded example on the pre-plate number, "Stars" issue of 1857.

At the time of official sanction, only 1d. Plate numbers up to 106 had been registered and, usually a period of one to two months elapsed from time of register of the plates to the sale of these in the Post Office. With the exception of Plates 104 and 105 all earlier plates had been on sale for at least two years as shown in the following table:-

Plates 71 to 96.	Issued in	1864.
Plates 97 & 98	" "	1865.
Plates 99 to 103	" "	1866.
Plate 104.	" "	1868 (January)
Plate 105.	" "	1868 (January)
Plate 106	" "	1868 (February)
Plate 107	" "	1868 (March)
Plates 108 to 118."	" "	1868 (May to August)

The use of some of these earlier plates at later dates cannot be ignored but examples must be few, and it would be fairly safe to assume that Plates from 100 onwards could be perforated by Sloper with official approval, while those earlier than 100 were, in most cases, probably unauthorised issues. This is borne out by the fact that only 12 dies are recorded on Plates from 72 to 87 and only 19 on Plates 88 to 100. From Plate 100 on, every plate is recorded. Of these 31 dies recorded on Plate Numbers lower than 100, five occur in both the 72 to 87 and the 88 to 100 groups, so that it will be seen that only 26 firms are recorded with dies in this early period.

Almost all of the early dies show the same Sloper characteristics. They are invariably 4 m.m. high (measuring from centre to centre of bottom and top holes), the holes are small, (1 m.m. diameter) neat and closely spaced. Measurement with a perforation gauge on the standard basis of the number of holes in 2 c.m. show a gauge of 25. The ampersands are almost all Type 1 (See Chapters 2 and 17). The few exceptions in this period may have been made to special specifications by Sloper or may have been examples of early Plate Numbers passing through the presses of other perforators at a later date. There exists also the strong possibility that some of these were also from Sloper dies manufactured as cheque protectors, etc.

Ampersand Type 2 makes its appearance with Plate No. 110 on a die, "T. C. & M. Co. L" which, otherwise, bears all the Sloper characteristics.

Ampersand Type 3 is first recorded on Plate No. 118, on a die, "D / C & Co." which, again, is undoubtedly from Sloper's machines.

A study of the perforations issued from plates of the period of the Sloper monopoly shows dies gauging from $1\frac{1}{2}$ to 25 with holes varying from 1 to 2 m.m. in diameter. Later plate numbers also show dies with similar characteristics but also a number of dies appear in which the holes are less neat and more irregular in appearance. These latter are probably products of Sloper's competitors. Much work has yet to be carried out in the studying of these dies with a view to identifying each perforator's products.

The peak period for use of security perforations on the line-engraved issues appears to have been 1877 when no less than 1574 dies on current plates are recorded. The plates from 210 to 225 are much less common for they came at the end of currency of the 1d Plate Numbers and the new 1d stamps appeared in 1880.

In the case of the 2d blue Plate Numbers, no plate earlier than Plate 12 has been recorded. This is quite understandable as Plates 7 to 9 were first used between 1858 and 1861 and Plate 12 was introduced in 1868 but it does seem somewhat surprising that we have no records of Plate 9 which must have been still available at the time Sloper commenced to produce dies for postage stamps. Plate 12 was issued at the end of 1868, so it would seem that no one had required to protect 2d values prior to this date.

The 1 $\frac{1}{2}$ d value did not, of course, appear until October 1870, by which time many firms were using perforated 1d and 2d values, thus both Plates (1) and 3 appear with quite a number of dies.

The 1d value appearing in June 1870 does not appear to have been popular with die users at first, for both plates 1 & 3 are rarely found with perforated dies. This was due, no doubt, to the small size of the stamp and the fact that the dies would not register properly, often only part of the die appearing on each stamp. It was necessary, therefore, to have special dies made for this value alone - an added expense many firms considered unjustified.

The earliest use of the full name of a firm on dies can probably be attributed to Travers whose name appears on Plate No. 92 but it is distinction which could equally well be shared by Beavis (Plate 100) and Moon / Rt. St. (Plate 97).

The earliest users of trade-marks on "dumb" dies include Clark & Co., (c Anchor c); Felton & Sons (...) and an unidentified die consisting of a rectangle of pins with each side extended by one pin on Plate 125. The first two appear on Plate 124 so there is not sufficient evidence to determine the earlier user.

At the time of writing (1967) the number of dies on the line engraved issues recorded is 8,741 apportioned as follows:-

1d red Plates	8,422.
$\frac{1}{2}$ d Plates.	160.
$1\frac{1}{2}$ d Plates.	76.
2d Plates.	103.

The most prolific users of dies were the Great Western Railway Company whose dies can be found on every plate from 99 to 225 and a few earlier ones as well as on the other values.

Some mention must be made also of the 1 $\frac{1}{2}$ d error, "O. P - P. C" instead of "C. P - P. C". This has been found in one instance only with the name, "Glyn" of Glyn Mills & Co.

Another interesting item consists of a mint block of six 1d reds (Plate 207) with the "M B W" die of the Metropolitan

Board of Works. Both these scarce examples are in my own collection.

I now append a list of recorded dies on the line-engraved issues showing the number of recorded plates with the earliest and latest known numbers. Fuller details will be found in Appendix A. Identities of users, where known, may be found in Appendix C.

Die, on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
A & Co.	24.	103.	206.
A. Co.	20.	174.	224.
A & Co / S	7.	145.	206.
A. A	2.	184.	208.
AA / Co.	3.	193.	200.
AB / & Co.	1	140.	-
A / B & Co.	2.	200.	209.
ABB / Co.	13.	134.	202.
A & Bs	1	173.	-
AB & S	3.	190.	202.
A. B / S	3.	171.	216.
AC / & L	7.	191.	216.
ADAM	11.	143.	224.
ADCL	10.	171.	221.
AF & Co. (in oval)	2.	213.	218.
AFC / & Co.	1.	205.	-
A & G	26.	140.	217.
A. G. S / & Co.	28.	134.	216.
A. H	5.	178.	215.
A. J. C	7.	140.	213.
A / J & Co.	2.	174.	213.
A. K / & S	11.	174.	212.
A. M. Co.	4.	164.	199.
A & N / C. S. L	56.	134.	224.
AN / J / SL	3.	191.	202.
A & P	1.	206.	-
A. R / & / Co.	2.	174.	208.
A & S	2.	147.	211.
AW / B (in circle)	8.	150.	213.
B	7.	190.	221.
B Bns..	1.	171.	-
B / Bns.	4.	124.	203.
B & Co. (1 stop)	19.	122.	221.
B & Co.. (2 stops)	10.	149.	214.
B / & Co.	6.	122.	207.
B & Co. / B & L	40.	109.	216.
B & Co. / L & B	37.	106.	196.
B & Co. / M	8.	157.	208.
BA S S	65.	122.	220.
B / & Co.	3.	162.	203.
B & / Co.	1.	111.	-
B & Co.	19.	111.	209.
BB / & Co.	3.	124.	204.
B.. B / & Co. (2 stops)	23.	110.	204.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
B.B / Co. (6 pin "o")	4.	119.	138.
B. B / Co. (8 pin "o")	10.	117.	200.
B. B / & Co. (1 stop)	22.	106.	199.
B. B. Co. / C. S	15.	106.	151.
BB / & H	7.	175.	223
B ^o / Co.	1.	181.	-
B & B / L	2.	173.	223.
B. B / & W	3.	167.	198.
B & C	5.	146.	197.
B / C & Co.	26.	120.	216.
BC / CL	1.	165.	-
B & C / M	17.	145.	225.
B & D	4.	146.	206.
B. D / & Co. (with stop)	21.	109.	206.
BD / & Co. (no stop)	24.	122.	192.
B. D / Ld.	5.	177.	211.
B. E. Co.	3.	149.	159.
BEAVJS	14.	100.	190.
B / F & Co. (15 / 8:14:8:4)	1.	174.	-
B / F & Co. (14 / 8:14:8:6)	1.	174.	-
B & F	13.	148.	209.
B & F / L	22.	117.	216.
BG / CL	66.	122.	220.
B & H	6.	134.	222.
BH & H	21.	146.	206.
B. HYAM (in arc) / & / SON.	3.	177.	209.
B. H. S	1.	183.	-
BH & V	1.	171.	-
BIRD	18.	140.	223.
BIRD / Co.	7.	120.	164.
B. J. S / & Co.	3.	158.	204.
B & L	3.	189.	212.
B & L / H	31.	120.	222.
B & L / L	10.	105.	201.
B & L / N	5.	190.	216.
BM	5.	175.	222.
B. M / & Co.	5.	175.	207.
B. N	50.	117.	220.
BNCR	12.	161.	215.
B. O / Ld.	1.	178.	-
BOUCK	1.	171.	-
BOVEY	11.	170.	216.
BRYCE	9.	150.	207.
B & S / L	26.	134.	210.
B St. L	2.	211.	217.
B. S. W	4.	184.	220.
B & S / y	2.	138.	185.
B. T (Stop)	29.	110.	200.
BT (no stop)	1.	143.	-
B & T	51.	104.	216.
B. S	2.	193.	197.
B & S (Amp. 1.)	6.	158.	198.
B & S (Amp. 11)	3.	158.	200.

Die on 1 st Plates.	No. of Plates.	Earliest Plates.	Latest Plates.
B & S (Amp. 111.) 11 pin "S"	5.	154.	197.
B & S (Amp. 111.) 13 pin "S"	7.	146. 166	212.
B & S (Amp. 111b)	2.	137.	146.
B. S / & Co.	30.	102.	218.
B S / & B	1.	216.	-
B S / L	29.	170.	207.
B. T. T	5.	147.	214.
B. T (stop)	29.	110.	200.
B T (no stop)	1.	143.	-
B & T	51.	104.	216.
B V & Co. L	13.	120.	199.
B / W & Co. (Amp. 1.)	7.	170.	225.
B / W & Co. (Amp. 111.)	14.	131.	224.
B W / & Co.	2.	141.	224.
B & W	1.	165.	-
B. W. B	5.	156.	202.
B W / H	1.	186.	-
B W / & S	10.	172.	224.

C & Co (no stop)	27.	117.	214.
C & Co. (1 stop)	4.	140.	213.
C & Co.. (2 stops)	10.	156.	217.
C / & Co.	3.	186.	201.
C / & Co. / B	4.	124.	205.
C & Co. / J & W	1.	174.	-
C & Co. / M	13.	171.	224.
C. A. E. S	17.	120.	191.
C A G N E	8.	179.	208.
C A M / R Y S	38.	118.	217.
C & B	13.	172.	222.
C B / & C	1.	194.	-
C / B & C	1.	198.	-
C / B & Co.	5.	171.	213.
C. B / B	2.	196.	204.
C. B. B. T	19.	124.	199.
C / B. R. P	2.	138.	148.
C & B / S O H O (10½ m.m. spacing)	53.	86.	167.
C & B / S O H O (7½ m.m. spacing)	45.	140.	220.
C C	5.	170.	216.
C C / Co.	1.	137.	-
C. C. A	8.	137.	173.
C & C	15.	146.	218.
c & c	37.	124.	221.
C. C. B / & Co.	7.	181.	209.
C C B / & Co.	1.	184.	-
C. D / & Co.	13.	74.	158.
C. D. R	1.	140.	-
C. E. P	1.	171.	-

Die on 1d Plates.	No. of Plates.	Earliest Plates.	Latest Plates.
C. E. W / Co. L	5.	146.	197.
C. F	1.	221.	-
C. F / B	4.	175.	213.
C. FRY / & Co.	2.	146.	186.
C. FS / & Co.	1.	194.	-
C. & G / B	8.	120.	205.
C. & H	1.	169.	-
C. H. P / & Co.	2.	187.	190.
C. J. H / & S	6.	79.	139.
C. & J	1.	162.	-
C. J / E. B	1.	171.	-
C. J. N	1.	217.	-
C. J. N / W B	1.	184.	-
C. K / & J	1.	213.	-
C. K / & S	2.	167.	176.
C. & L / C	1.	211.	-
C. & M	3.	174.	205.
C. M / & Co.	2.	140.	199.
C. M / & C	7.	123.	194.
C. & No.	1.	124.	-
C. n Co	28.	117.	199.
C. N / & C	3.	109.	179.
C. / N. H	16.	146.	218.
C. O R Y / C	23.	118.	209.
C. O W A N	5.	137.	199.
C. O X	47.	124.	220.
C. P C	117	134.	198.
C. P / & Co. (no stop)	18.	102.	220.
C. P / & Co. (stop)	3.	145.	168.
C. & P / L	13.	117.	173.
C. R. Co.	3.	184.	207.
C. & S	1.	170.	-
C. / S & Co.	51.	122.	221.
C. S / & Co. (no stop)	3.	171.	196.
C. S / & Co. (stop)	3.	190.	204.
C. S & Co.	1.	164.	-
C. S. B	4.	124.	191.
C. S / & H	24.	134.	210.
C. & S / L	1.	195.	-
C. S / L / S A (8:10/ 7/ 9:10)	12.	154.	200.
C. S / L / S A (8:13/7/13:10)	62.	93.	223.
C. S / S. A / L (stops after "C" & "S" only)	21.	106.	149.
C. S / S A / L (no stops)	41.	106.	174.
C. S / S A / L. (Stop after "L" only)	24.	122.	174.
C. S. P / Co.	20.	170.	222.
C. / S & T.	19.	138.	171.
C. T. R / & Co.	3.	171.	217.
C. T. S / & Co.	13.	120.	221.
C. U. A	3.	198.	221.
C. U R R G E	31.	118.	221.

Die on 1d Plates.	No. of Plates.	Earliest Plates.	Latest Plates.
C. W. S (8:17:13)	13.	160.	223
C. W. W.	1.	192.	-
C. W. W / & Co.	4.	134.	164.
D (5mm-sideways)	1.	150.	-
D (6mm-upright)	3.	194.	208.
D & Co. (1 stop)	1.	196.	-
D & Co.. (2 stops)	3.	148.	183.
D & Co. / F. L	4.	108.	119.
D B (11:15 -no stops)	6.	177.	203.
D B (12:15 -no stops)	3.	216.	224.
D. B (11:15-stop-small die)	1.	216.	-
D. B (11:15-stop-large die)	8.	134.	207.
D. B (12:15-stop.)	1.	170.	-
D. B (14:16)	1.	163.	-
D. B / B	3.	192.	215.
D & C	4.	171.	202.
D / C & Co.	16.	118.	210.
D. C. A	1.	198.	-
D C / L	2.	154.	180.
de J / & Co.	1.	205.	-
D & E	3.	195.	212.
de (in) G	9.	161.	222.
de P. R.	3.	100.	216.
D & F	36.	140.	223.
D. H & Co.	1.	222.	-
D. H / & Co.	34.	96.	222.
D & J (serifs-14:12:9)	3.	122.	169.
D & J (serifs-13:14:10)	1.	171.	-
D & J (no serifs-11:14:7)	8.	148.	204.
D & J (no serifs-12:12:7)	4.	175.	202.
D & L (Amp. IV-6mm-13:18:7)	2.	167.	171.
D L & Co.	3.	184.	215.
D. L. D	2.	164.	177.
D. M & S	1.	137.	-
D. M / & S (Amp. 11.)	19.	119.	190.
D. M / & S (Amp. 1.)	26.	140.	219.
D. N / & Co.	10.	111.	168.
D. N. H	3.	147.	198.
D. R	1.	174.	-
D. R / Ld.	2.	215.	219.
D / R & Co.	7.	161.	212.
D & S	17.	124.	218.
D. S / A	2.	181.	193.
D S / & Co.	4.	171.	215.
D. S / & L	10.	122.	214.
D / S & S	8.	146.	222.
D S S	2.	202.	221.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
D T & F	24.	134.	223.
D. T & F (Stop after "D")	22.	111.	190.
D V L	1.	171.	-
D / W	15.	134.	219.
D. W. S	20.	113.	220.
E & Co.	2.	150.	158.
E & A C	2.	190.	200.
E. A. L	2.	170.	181.
E. A / & / W. G	5.	170.	212.
E. Co.	1.	150.	-
e D e	11.	174.	221.
E. D. R	2.	147.	148.
E & E	3.	124.	172.
E. E / N	8.	177.	212.
E. F	2.	138.	156.
E & F	7.	183.	213.
E. G	2.	152.	183.
E. G / & Co.	1.	191.	-
E. H. V	1.	199.	-
E + J	1.	171.	-
E & K	2.	177.	196.
E. K / & A	5.	140.	198.
E. L / & Co.	1.	183.	-
E. L & E	3.	197.	203.
E. L / & E	6.	149.	181.
E. L E Y	29.	109.	215.
E. L / V E	1.	196.	-
E. L W	1.	213.	-
E. M. J	1.	145.	-
E. M / & S	1.	165.	-
E. of D	14.	123.	207.
E. P / B	3.	195.	211.
E. / P G N K	18.	120.	215.
E. P (o. (Large die)	3.	172.	185.
E. P. S	1.	195.	-
E. R (in triangle) / L	6.	174.	215.
E. S	4.	174.	217.
E & S	1.	213.	-
E. S / & Co.	4.	194.	214.
E. S & S	3.	171.	204.
E. T. S	3.	138.	181.
EU ' P ' N / M A G L (5 pins high)	15.	101.	130.
EU ' P ' N / M A G L (4 pins high)	18.	101.	143.
E. W	2.	171.	198.
E & W / J D Co.	6.	171.	213.
E W & S	9.	102.	202.
E W / & S	12.	139.	221.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
F & Co.	1.	156.	-
F. B	1.	152.	-
F / B & Co.	13.	143.	210.
FB / & Co. (no stop to "F")	1.	190.	-
F. B / & Co. (stop-small die)	2.	215.	219.
F. B / & Co. (stop-large die.)	20.	134.	216.
F B L	1.	187.	-
F. B / M	4.	165.	175.
F / Bros.	33.	134.	214.
F / Bros.	13.	187.	214.
F. C. F	2.	149.	206.
F. C / L	2.	184.	208.
F C / & S	1.	200.	-
F. E. G	6.	162.	196.
F. G	1.	200.	-
F. G / & Co.	13.	110.	191.
F & G / L	4.	184.	214.
F. H / & C	27.	106.	205.
F / H & Co.	1.	191.	-
F / J & K	1.	171.	-
F & J	7.	106.	199.
F. J. S / & Co.	6.	190.	218.
F. M. A / Co.	1.	178.	-
FOX	53.	131.	224.
F P Co	2.	170.	171.
F. P / C. L	57.	120.	220.
F. P / & N	9.	186.	222.
F. P / & S	2.	202.	221.
FRY	6.	186.	216.
FRY / & Co.	1.	186.	-
FRY / & S O N S	3.	173.	186.
F & S ("S" 13 pins)	2.	122.	184.
F & S ("S" 11 pins)	38.	122.	188.
F S C (in diamond!)	21.	93.	205.
F S C	1.	211.	-
F. S / L	3.	106.	205.
F & S / M	15.	95.	154.
F / T & B	6.	120.	168.
F & T / L	14.	145.	217.
F. W / & Co. (no stop to "o")	4.	177.	207.
F. W / & Co. (stop to "o")	3.	174.	221.
F W B / Co.	1.	197.	-
F. W. B / & Co.	3.	192.	204.
F. W. G / B	8.	183.	213.
F. W. H / & Co.	1.	195.	-
F. W. R / & Co.	8.	172.	203.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
G (12)	6.	116.	213.
G (15)	1.	160.	-
G & Co.	8.	158.	217.
G & Co / Sx St	8.	111.	197.
G & Co. / W	1.	184.	-
G. H / & Co.	4.	170.	189.
G. H. S / & Co.	2.	117.	160.
G & / H W	6.	122.	172.
G. A. W / & Co.	2.	146.	149.
G. B	6.	145.	206.
G B / & Co. (Short serif to "G" & no stop)	36.	134.	216.
G. B / & Co. (Long serif to "G" & stop)	11.	159.	214.
GB / F	5.	134.	212.
GB / L	4.	170.	216.
G. B. L / L	4.	134.	184.
GB / & W	1.	222.	-
GBS / BW	3.	140.	223.
G & C	1.	210.	-
G. C. Q / C. Ltd.	1.	156.	-
G & D	2.	198.	204.
G E R (in echelon)	36.	100.	179.
G. E. R	39.	121.	224.
G F / & Co.	1.	172.	-
G. F. E. G	1.	191.	-
G. G. S	3.	200.	215.
G & H	1	195.	-
G. H / & Co.	1.	140.	-
G H / & Co / L	2.	191.	214.
G. H. F / & Co.	1.	134.	-
G. H. P / & Co.	9.	163.	202.
G. H. W	12.	150.	201.
G H / W Co.	10.	137.	218.
G & J / P	4.	107.	125.
G. J / & S	4.	171.	208.
G & J / B	29.	101.	222.
G & L	2.	167.	174.
G L & Co.	50.	107.	217.
G L Y N	63.	105.	209.
G. M / & Co.	5.	179.	201.
G M / & Co. (2 stops to "o")	1.	179.	-
G. M. H. J / S	2.	159.	160.
G. M. S	2.	184.	191.
G. N. S	3.	129.	159.
G O B / C	2.	151.	165.
G. P / & Co. (4 pin "o")	1.	197.	-
G. P / & Co. (6 pin "o")	6.	122.	197.
G. P. L	7.	120.	170.
G R A T R J X	1.	219.	-

Dies on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
G R / S	10.	140.	216.
G. S & Co.	7.	140.	216.
G. S / & Co.	3.	140.	183.
G. S. S / Co. Ld.	24.	117.	166.
G / S W R	2.	190.	214.
G U G L D / & Co.	1.	118.	-
G & W	1.	168.	-
G W / A	2.	195.	198.
G. W / & Co.	23.	124.	223.
G. W. L	2.	187.	204.
G W R (in echelon 10:16:11)	128.	76,	225.
G W R (in echelon 10:13:11)	41.	94.	190.
G. W. W	1.	140.	-
H (no serifs)	27.	134.	221.
H (serifs)	5.	171.	213.
H & Co.	3.	106.	184.
H & Co. / 2. C. S	6.	109.	192.
H. A. A	14.	119.	187.
H A C A & Co.	1.	174.	-
H. A / & Co.	4.	174.	196.
H A R E	5.	190.	222.
H. A. T	2.	147.	155.
H B (no stop-11 pin "H")	1.	205.	-
H. B (stop - 11 pin "H")	1.	186.	-
H. B (stop- 12 pin "H")	7.	148.	202.
H. B (2 stops-11 pin "H")	17.	140.	219.
H. B (3 stops)	5.	184.	197.
H. B / & Co.	14.	117.	222.
H B & Co.	1.	205.	-
H / B & Co.	3.	198.	217.
HB / 2 Q S P	3.	124.	192.
HB / S O A P	2.	199.	204.
H. B / S	4.	146.	192.
H. B / & S	3.	204.	224.
H & C (Amp. 111.)	4.	124.	180.
H & C (Amp. 11.)	14.	106.	168.
H / C & Co.	36.	105.	220.
H. C. R / & Co.	1.	105.	-
H. D / & Co.	2.	160.	161.
H. D. F	5.	186.	212.
H. E / & Co. (12 pin "H")	3.	181.	205.
H. E / & Co. (11 pin "H")	6.	183.	210.
H E A L	14.	155.	222.
H E A R N	19.	108.	218.
H / E & S	2.	151.	175.
H & F	1.	190.	-
H. G	1.	225.	-
H & G (12 pin "H")	4.	181.	212.
H & G (11 pin "H")	6.	177.	215.

Die on 1d Plates.

No. of
Plates.Earliest.
Plate. Latest
Plate.

Die on 1d Plates.	No. of Plates.	Earliest. Plate.	Latest Plate.
H. G / & Co.	2.	196.	220.
H. G / L	5.	108.	203.
H. G / Co. W	1.	202.	-
H. H / & Co. (Stop to "H")	11.	138.	209.
H. H / & Co. (No stop to "H")	4.	155.	197.
H. H / H	3.	146.	177.
H & H / L	2.	179.	208.
H. H / S & M	1.	124.	-
H & G	2.	184.	206.
H / K & S	18.	138.	216.
H & L	1.	201.	-
H. L / W	2.	196.	198.
H & M	4.	150.	188.
H M & S	1.	198.	-
H. M / & S	7.	190.	214.
H N / C	1.	198.	-
H. N / & Co.	11.	154.	215.
H N & S	9.	181.	215.
H & P	39.	140.	220.
H P P / & R	4.	140.	216.
H P P / & / R	1.	216.	-
H. P / & S	7.	177.	218.
H Q & Co. / E	1.	159.	-
H. R / & Co.	6.	174.	214.
H R B	3.	140.	213.
H R P / & / S O N	1.	168.	-
H R / & S	1.	216.	-
H. S	1.	148.	-
H & S (Imp. 111, 9 pin "H")	2.	134.	197.
H & S (Imp. 11.	8.	167.	217.
H & S (Imp. 111.	2.	171.	-
H & S (Imp. 111 2 pin "H")	13.	137.	209.
H & S (Imp. 111 -11 pin "H")	6.	146.	198.
H. S / & Co.	3.	182.	206.
H S B	18.	140.	200.
H S E B (no stop to "H")	22.	125.	214.
H. S E B (stop to "H")	16.	119.	188.
H & S / K	11.	124.	217.
H. S. K / & Co.	7.	191.	224.
H & S / L	16.	118.	216.
H & S / S & M	1.	179.	-
H & T	6.	140.	171.
H U T H	39.	106.	217.
H U T T O N	17.	122.	202.
H. V	2.	152.	175.
H V / & Co.	14.	140.	216.
H. W	1.	177.	-
H & W	1.	155.	-
H. W / & Co.	1.	201.	-
H. W / C	3.	119.	148.
H W E & S	1.	174.	-
H. W / & V	2.	179.	192.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
H Y A M	1.	133.	-
H. Z	4.	171.	207.
J. B / & Co. Ld.	2.	200.	204.
J B H L	6.	137.	205.
J. C. B / & Co.	2.	214.	220.
J. C / & Co. / B	43.	102.	218.
J. C / L	1.	165.	-
J E	1.	120.	-
J. F. O (5 pin "g")	6.	174.	206.
J. F. O (7 pin "g")	2.	171.	205.
J / G N R	1.	171.	-
J H S / & Co.	17.	125.	219.
J J / & Co. (Script "g's")	1.	174.	-
J & J B / Hx.	1.	155.	-
J J / C N	1.	145.	-
J. R. B	1.	184.	-
J & R / M (8:14:14 / 15)	80.	102.	224.
J & R / M (8:14:14 / 17)	46.	103.	160.
J & R / M (8:16:14 / 17)	7.	105.	181.
J & R / S	7.	145.	204.
J R V J N E	4.	176.	196.
J s (Monogram)	1.	212.	-
J. S / & Co.	2.	162.	206.
J Co. (Fancy)	1.	162.	-
J A F F E	29.	134.	221.
J. A. M	1.	149.	-
J. B / & Co.	1.	219.	-
J. B / & B	9.	149.	209.
J B / B Co.	2.	187.	201.
J B & Co.	15.	171.	224.
J / B & Co.	3.	150.	201.
J. B. L	1.	198.	-
J. B / & S	2.	140.	176.
J. B / T & Co.	8.	106.	179.
J. C	6.	110.	142.
J c (Monogram) Co.	1.	162.	-
J C & / S O N S	1.	218.	-
J / C & Co.	19.	150.	223.
J. C / B	3.	170.	192.
J. C. M	5.	171.	215.
J C P	1.	222.	-
J. C / & S	3.	146.	216.
J. C. S / & Co.	4.	191.	220.
J. C. W / B	4.	140.	210.
J. D. H / & Co.	2.	191.	220.
J D & S	11.	171.	222.
J / D & S (No serif to "g")	13.	134.	218.

Die on 1d Plates.	No. of Plates.	Earliest Plate	Latest Plate.
J. D / & S (Serif to "gn")	4.	174.	202.
J. D / & S (No serif to "gn")	5.	150.	214.
J. E. D / H	1.	160.	-
J. G / & Co.	3.	177.	218.
J. G / & Co. (Amp. 11.)	18.	113.	210.
J. G / & Co. (Amp. 111.)	2.	198.	218.
J. G / Ox St	26.	102.	205.
J. G / H	1.	209.	-
J. G / M	15.	107.	216.
J. H / & Co.	2.	177.	193.
J. H Co. / L	12.	171.	216.
J. H / G	19.	134.	209.
J. H. L	2.	150.	194.
J. H. S / B	5.	174.	204.
J. H / B S	3.	195.	220.
J. H & S / C	1.	150.	-
J. G / B & G	17.	114.	223.
J. G / N C	2.	150.	172.
J. G / J. C	28.	146.	216.
J. G	1.	204.	-
J. R / Co.	12.	106.	197.
J. & S	2.	198.	215.
J. K	1.	205.	-
J. K / & S	27.	107.	221.
J. L	3.	213.	218.
J. L. B	4.	152.	193.
J. L / & Co.	3.	140.	186.
J. L / & Co.	9.	156.	210.
J. M / & Co. S	3.	192.	203.
J. M. J / & S	2.	150.	152.
J. M / & S	14.	110.	192.
J. / M & S	5.	165.	192.
J. M. S / & Co. M	5.	202.	222.
J. no. S	3.	166.	182.
J. P	4.	140.	210.
J. P / & Co.	1. (Indecipherable plate)	-	-
J. P / & Co. / M	1.	143.	-
J. P / & Co. M	18.	103.	175.
J. P / Gk St	2.	145.	162.
J. R (No serifs)	3.	171.	181.
J. R (Serifs)	1.	136.	-
J. R / Co.	1.	171.	-
J. / R & Co. (No serifs)	4.	145.	224.
J. / R & Co. (Serifs)	4.	147.	170.
J. R / & Co. (No stop to "gn")	1.	174.	-
J. R / & Co. (Stop to "gn")	1.	223.	-
J. R / & Co.	4.	181.	214.
J. / R. M	4.	184.	198.
J. S	5.	117.	171.
J. & S	5.	152.	198.
J. S & Co.	5.	120.	196.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
J. S / & Co.	2.	200.	221.
J. S & Co.	5.	120.	198.
J. / S & Co.	4.	193.	218.
J. SB / & Co.	1.	166.	-
J. S / P	1.	174.	-
J. SS & S	2.	154.	174.
J. T	2.	174.	219.
J. T & Co.	1.	154.	-
J. TM	26.	134.	217.
J. TTM (9:8:17)	32.	107.	172.
J. / I & S	4.	177.	196.
J. W	16.	134.	212.
J. W. C	1.	150.	-
J. & W / C & Co.	57.	119.	215.
J. WD / S	10.	154.	212.
J. W / & S	2.	172.	201.
J. WHGTE	1.	198.	-
J. W & S / C	3.	171.	201.
KEEN / & Co.	27.	106.	216.
KENT	33.	106.	218.
K & H (Amp. 1.)	1.	138.	-
K & H (Amp. 111.)	3.	165.	183.
K (Fancy) / HH	8.	169.	216.
K. G / & Co.	1.	201.	-
K & K	8.	145.	225.
K & K / R	1.	190.	-
K. M / & Co. / M	3.	184.	199.
K. P / & Co.	1.	190.	-
KUHNER	4.	108.	125.
L	1.	158.	-
LACY	8.	122.	194.
LANG	6.	138.	178.
L. B	1.	171.	-
L & B	10.	174.	213.
LB & L	8.	107.	191.
LB & SCR	23.	122.	216.
LB / & / SCR	10.	171.	223.
LB & T	1.	202.	-
L. B. W	6.	134.	167.
L / C & S	2.	140.	192.
L & C / D	9.	181.	220.
LDB	13.	120.	201.
LdM / C	2.	198.	203.
LEH & C	1.	204.	-
LETTIS / LONDON	1.	129.	-
LETTIS	8.	120.	177.
LEVY	3.	145.	180.
L. F / & S	3.	100.	125.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
L. G. A / Co.	12.	150.	217.
L. G. / & Co.	9.	140.	222.
L & H	3.	158.	205.
L. H / L	4.	165.	191.
L G G H T	11.	149.	213.
L M Co.	6.	122.	181.
L. N / & Co..	1.	185.	-
Ln HL	2.	170.	177.
L. N. L	3.	186.	202.
L O A N E	4.	177.	211.
L & S / 66	4.	167.	205.
L & S / 52	13.	130.	181.
L. S. C	45.	134.	222.
L S & C	13.	120.	198.
L T L	1.	157.	-
L V / P S	1.	209.	-
L V S -	1.	179.	-
L. W / Co. Ld.	1.	186.	-
L / W & Co. (Amp. 111.)	1.	120.	-
L / W & Co. (Amp. 111.)	2.	120.	180.
L W / & Co.	1.	181.	-
M	1.	157.	-
M / Co.	1.	215.	-
M & Co. (Amp. 111.)	2.	150.	204.
M & Co. (Amp. 11.)	5.	171.	205.
M A P L E	21.	134.	223.
M A W	12.	110.	174.
M B	3.	156.	212.
M B / & Co.	20.	87.	218.
M / B & Co.	2.	174.	198.
M (Fancy) / Bros.	10.	122.	215.
M. B / M	25.	107.	204.
M / B R P	2.	155.	175.
M B W	55.	110.	212.
M. C	7.	174.	216.
M & C	10.	122.	208.
Mc J	59.	117.	221.
Mc N / M / & Co.	1.	107.	-
Mc S L	1.	193.	-
M / G. W. R	9.	171.	214.
M G S / F	2.	219.	220.
M / G & Co.	5.	134.	205.
M g H	1.	196.	-
M M	2.	149.	174.
M N	1.	210.	-
M & N / M	7.	170.	221.
M O O N / Rt St	11.	97.	150.
M & P / L	1.	193.	-
M. R / & Co.	8.	145.	198.
M R M / & Co.	2.	200.	212.

Die on the 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
M ROSE	2.	134.	174.
M & S	62.	134.	224.
M & S / B	2.	164.	193.
M S & Co.	3.	166.	198.
M S / & D	10.	137.	191.
M S & L	35.	124.	221.
M. T / C	2.	190.	212.
M / T & Co.	2.	137.	168.
M / T & C	1.	195.	-
M T g	1.	147.	-
M W (Monogram)	3.	150.	171.
M. W. R	3.	162.	174.
N	5.	120.	198.
N & Co.	9.	145.	196.
N B	3.	152.	208.
N B R	1.	162.	-
N C / & Co.	3.	180.	210.
N C S / & Co.	1.	159.	-
N. C. S / & C	2.	177.	186.
N. C. S / L	16.	150.	223.
N C W	1.	117.	-
N. C. W / Co.	5.	134.	180.
N. D / S. H	2.	177.	199.
N E	1.	80.	-
N. F. R / & Co.	2.	161.	206.
N. G. T / & S	5.	156.	187.
N J CHOLSON (on 3 sides)	2.	102.	116.
N J G H T / M A J L	-	(Recorded-details unknown)	
NN / NN	32.	106.	214.
N & P	5.	129.	196.
N P Co.	2.	154.	178.
N / S. D	12.	174.	218.
N S & N	6.	129.	221.
N S / & N	12.	134.	221.
O	20.	117.	210.
O & Co.. (2 stops)	1.	204.	-
O & Co. (1 stop.)	2.	206.	221.
O. E	3.	181.	214.
O B C	6.	140.	172.
O / C (between bars)	1.	188.	-
O & F	2.	181.	193.
O & M	3.	134.	192.
O. N. H	1.	210.	-
O / S & Co.	1.	200.	-

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
P (in shield)	1.	170.	-
P & Co. (Imp. 11.)	Reported. Details not known.		
P & Co. (Imp. 111-small die)	1.	221.	-
P & Co. (Imp. 111-medium die)	1.	170.	-
P & Co. (Imp. 111-large die)	3.	187.	194.
P A J.. (Incomplete die)	1.	204.	-
P & B	1.	184.	-
P / B & Co. (14 pin "B")	8.	134.	206.
P. B / & Co. (Stop & 15 pin "B")	8.	191.	217.
P B / & Co. (No stop-15 pin "B")	15.	124.	207.
P & C / B	8.	150.	199.
P. C. / L.	16.	140.	194.
P. D / & Co. (13 pin "D")	1.	170.	-
P. D / & Co. (11 pin "D")	1.	188.	-
P. D / & Co. (8 pin "D")	2.	193.	196.
P. D / & Co. (7 pin "D")	2.	184.	196.
P. G	7.	188.	222.
P & G / Ox St	14.	110.	224.
P. J / & Co.	12.	102.	196.
P. J / N. T	14.	146.	224.
P & K / A	8.	148.	209.
P. M	1.	193.	-
P O C H J N	3.	146.	195.
P. P. R / & Co.	2.	120.	175.
P. R / R	2.	194.	216.
P & S / B	2.	171.	196.
P. S / G. B	2.	201.	214.
P S / & H	1.	170.	-
P. S / N C	7.	181.	216.
P S N / Co.	2.	176.	185.
P. S / N Co.	1.	209.	-
P & T	16.	119.	152.
P & W	6.	174.	207.
P. W. B / & Co.	1.	187.	-
P & W M	5.	176.	192.
R & Co.. (12 pin "R")	1.	150.	-
R & Co. (13 pin "R")	16.	130.	220.
R & H	4.	195.	220.
R. A. C	4.	101.	134.
Ralli (Script)	3.	186.	190.
R. B (Small die)	6.	140.	197.
R. B (Large Die)	5.	138.	172.
R. B (2 stops)	4.	177.	210.
R. B / & B	2.	193.	215.
R. B. B / & Co.	2.	190.	207.
R. C	3.	187.	200.
R C & Co.	10.	138.	210.

Die on 1d Plates.




	No. of Plates.	Earliest Plate.	Latest Plate.
R.C. Co./ L	5.	171.	208.
R C H	1.	163.	-
R & C / M	1.	170.	-
R D / & Co.	2.	166.	181.
R de C / & Co. (12 pin "R")	7.	174.	207.
R de C / & Co. (13 pin "R")	1.	195.	-
Rd / EVANS / & Co.	3.	140.	214.
R E H D E	1.	197.	-
R / F & Co.	22.	119.	221.
R. F / & Co.	1.	201.	-
R & G / G	6.	160.	210.
R G S	1.	156.	-
R. H / & Co. (9 pin "H")	2.	160.	164.
R. H / & Co. (12 pin "H")	3.	181.	218.
R H / & S	1.	209.	-
R. J. Co.	3.	202.	219.
R. J. / N	4.	174.	220.
R. J. R / & Co.	4.	122.	219.
R Mac H / & Co.	4.	156.	218.
R & M	1.	160.	-
R. M / & Co.	2.	134.	174.
R M H / & S	3.	140.	188.
R & N	4.	177.	205.
R O S E / & Co.	21.	110.	220.
R. P	2.	197.	219.
R. P. M	1.	171.	-
R R / & Co.	13.	134.	220.
R & S	3.	135.	191.
R & S / B	1.	157.	-
R S H	2.	177.	198.
R & S / L (8 pin "L") Amp. 11.	4.	177.	213.
R & S / L (7 pin "L") " 11.	6.	176.	215.
R & S / L (Amp. 1.)	5.	138.	218.
R & S / M	52.	104.	217.
R & S / M. L	70.	97.	204.
R S R / & Co.	1.	186.	-
R S W	15.	90.	224.
R. T. C	7.	170.	224.
R. T / & Co.	13.	157.	207.
R T / & Co.	6.	140.	199.
R T / S	5.	156.	218.
g / R v G	2.	183.	191.
R & W	12.	151.	217.
R. W / & Co.	21.	79.	209.
R W R	1.	193.	-
R Y L A N D S	5.	174.	218.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
S / Bros.	5.	122.	198.
S & Co. / B	10.	154.	216.
S & Co. / L	6.	122.	220.
S. & A. / B	5.	140.	195.
SALT	9.	134.	184.
SALL (Incomplete die in arc)	1.	184.	-
SANDERS / & SON / BATH	1.	150.	-
S. B. / & / Co.	4.	184.	216.
S. B. / & Co.	5.	140.	196.
S. B. / D	3.	155.	190.
S. B. L	7.	191.	213.
S & C	1.	174.	-
S / CLC / S	11.	171.	218.
S. C. O	7.	171.	215.
SCOTT / Bros.	8.	101.	141.
S. C. / W. S	1.	205.	-
S. D. B. / & S / M	12.	121.	220.
S. E. / & / Co.	1.	217.	-
S & F	19.	109.	219.
S. F. / & Co. (1 stop)	40.	134.	223.
S. F. / & Co. (2 stops)	1.	174.	-
SF & Co.	7.	171.	220.
S. F. O	1.	181.	-
S. G. H. S	8.	109.	218.
SH & H	1.	174.	-
S. H. / & S	26.	92.	173.
S. H. W. / B	6.	151.	213.
S & J	7.	137.	218.
S & L	28.	124.	222.
S. L. / & Co.	2.	195.	196.
S. L. / & S	6.	192.	219.
S & M	1.	150.	-
S. M. / & Co. (No stop to "S")	9.	116.	216.
S. M. / & Co. (Imp. 1-10 pin "S" with stop.)	6.	112.	179.
S. M. / & Co. (Imp. 1V -18 pin "S" with stop & 2 stops to "o".)	8.	134.	200.
S & / Mc D	49.	122.	216.
S. M. / M	20.	107.	175.
S. M. O	6.	104.	201.
S. M. S. / & T (10 pin "S")	1.	122.	-
S. M. S. / & T (13 pin "S")	25.	164.	221.
S P	3.	124.	178.
S. P. / & Co.	56.	97.	209.
SP & Co.	2.	185.	201.
S. P. G	4.	207.	215.
S. R. / & Co.	2.	114.	125.
S & S (Imp. 11-11 pin "S")	9.	117.	147.
S & S (Imp. 111-9 pin "S")	1.	206.	-

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
S & S (Amp. 111-11 pin "S")	5.	157.	174.
S & S (Amp. 111-13 pin "S")	22.	140.	216.
S & S (Amp. 111-14 pin "S")	2.	210.	211.
S & S (Amp. 111-15 pin "S")	37.	120.	217.
S. S	49.	104.	219.
S S & Co.	4.	176.	202.
S S & Co. / M	1.	212.	-
S. S / & Co.	4.	134.	205.
S / S & Co.	1.	174.	-
S & S / B	1.	161.	-
S. S / S. S	35.	102.	172.
S S & H	3.	161.	211.
S. 4 / & S	1.	192.	-
S T / & B (7 pin "T")	35.	98.	221.
S. T / & B (8 pin "T")	28.	104.	160.
S T / & S	1.	184.	-
S T O T T / & Co.	10.	102.	190.
S U	1.	207.	-
S & U	3.	174.	206.
S U R	3.	171.	207.
S & W (Amp. 111.)	5.	174.	217.
S & W (Amp. 111b)	3.	181.	213.
S. W / & Co.	4.	170.	196.
S. W / G	4.	119.	142.
S W & U	3.	145.	176.
S W & / U	4.	169.	217.
T (14 pins)	1.	160.	-
T (10 pins)	3.	134.	172.
T & Co.	9.	137.	214.
T & Co. / H	4.	105.	205.
T B (Small die)	3.	140.	203.
T. B (Large die-stop)	2.	151.	161.
T & B. (Amp. 11.)	1.	150.	-
T & B (Amp. 111)	6.	170.	220.
T. B / & Co.	10.	106.	189.
T / B & Co.	5.	118.	184.
T B & Co.	4.	148.	223.
T. B / B	5.	186.	220.
T. B / M	3.	182.	196.
T. C / & Co.	1.	119.	-
T. C. & / M. Co. L	13.	110.	223.
T. C / & S	1.	179.	-
T / F & Co.	4.	155.	171.
T & G / P. 9	5.	188.	211.
T H	2.	116.	129.
533 / T. H	33.	97.	204.
T & H	6.	191.	225.
T. H. B	1.	205.	-
T J T E	4.	165.	199.

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
T. G. A / 463	7.	103.	146.
T. G. S. S / & Co.	8.	184.	215.
T N	4.	171.	207.
T N S	1.	171.	-
T. P / & S	2.	195.	211.
T R A V E R S (20mm.)	37.	92.	200.
T R A V E R S (25mm.)	32.	120.	215.
T. R / & Co.	1.	222.	-
T R & S / R	13.	122.	220.
T. S	6.	120.	188.
T & S	1.	191.	-
T S / & Co.	6.	166.	213.
T / T & Co.	2.	127.	163.
T. T / & Co.	12.	174.	220.
T. T / Jr.	1.	166.	-
T U C K E / B r o s.	1.	182.	-
T. V / & S O N S	5.	119.	192.
T. W	1.	210.	-
T / W & Co.	1.	140.	-
T. W. S / & Co.	18.	134.	217.
T. W. T / & Co.	1.	167.	-
U. M. A / Co.	1.	121.	-
U. M. A / C. C	1.	117.	-
U. M / J. Co.	1.	199.	-
U & S	1.	167.	-
U T	1.	215.	-
V. A	3.	134.	220.
V & Co.	9.	136.	193.
V H	4.	138.	158.
V H / & Co.	1.	223.	-
V. M / & C	3.	183.	205.
V. R. B	3.	195.	217.
V & S	1.	183.	-
V. S / & Co. (Imp. 1 - stop)	54.	89.	220.
V S / & Co. (Imp. 1 - no stop.)	5.	78.	155.
V. S / & Co. (Imp. 11)	3.	144.	154.
V S / & Co. (Imp. 111.)	14.	104.	216.
V. S / M. J	2.	200.	201.
V & V	3.	177.	203.
W	1.	190.	-
W & Co.	1.	202.	-
W A D E	3.	151.	209.
W. A. G	1.	160.	-
W & A / G	15.	150.	222.
W B	3.	120.	202.
W. B (Stop)	2.	154.	215.

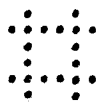
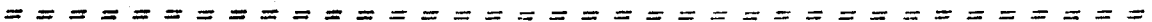
Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
W B / & Co. (No stop to 15 pin "W")	3.	134.	170.
W. B / & Co. (Stop to 16 pin "W")	6.	147.	214.
W B / & S	1.	140.	-
W B & S	11.	136.	192.
W B / S Co. (16 pin "W")	10.	174.	218.
W. B / S Co. (15 pin "W") with stop.)	8.	174.	218.
W B W	1.	177.	-
W B W / B	6.	120.	161.
W & C	19.	146.	223.
W. C / & Co.	1.	122.	-
W / C. O	1.	164.	-
W & C P	10.	106.	210.
W / C & S (Amp. 11.)	8.	184.	218.
W / C & S (Amp. 111.)	4.	158.	204.
W. C. S	1.	178.	-
W. D / & Co.	5.	124.	177.
W. D / E	2.	190.	223.
W D / L	5.	167.	183.
W E L L S / & Co.	1.	195.	-
W & / E W	1.	213.	-
W & F / B	1.	146.	-
W. F / & S	4.	157.	220.
W & G	1.	194.	-
W. G / & Co. (Amp. 111.)	2.	197.	220.
W. G / & Co. (Amp. 1.)	2.	124.	141.
W G A / & Co.	10.	134.	204.
W. G. P	1.	221.	-
W & H	2.	200.	223.
W / H & Co.	3.	177.	207.
W. H / Co. / S. N (Small die)	2.	190.	192.
W. H / Co. / S. N (Large die)	1.	210.	-
W H G T E L E Y	3.	149.	171.
W H N / & Co.	1.	221.	-
W. H / P. L	10.	179.	218.
W. H. R	6.	140.	217.
W. H. S / & S	7.	134.	185.
W. H. (W ?) / & Co. (indecipherable die)	1.	166.	-
W H / & T	4.	125.	225.
W G L K S / B R O S.	2.	104.	109.
W G L / L G N G	8.	120.	198.
W G T H Y	1.	209.	-
W. J. B / & S	5.	148.	178.
W. J. S	1.	195.	-
W. J. T / Co.	3.	146.	214.
W. L	1.	206.	-
W. L. C / & R	2.	147.	160.
W M	2.	184.	207.
W & M	1.	117.	-

Die on 1d Plates.	No. of Plates.	Earliest Plate.	Latest Plate.
W. M / & Co.		222.	-
W. M. C	1.	208.	-
W M L / S & C	9.	160.	223.
W M S	8.	106.	220.
W M & S	1.	174.	-
W. R	1.	131.	-
W & R	2.	192.	204.
W. R / & Co. (15 pin "W")	8.	149.	212.
W. R / & Co. (16 pin "W")	1.	174.	-
W. S. B (16 pin "W")	1.	120.	-
W. S. B (15 pin "W")	5.	148.	205.
W & S / B	22.	137.	218.
W. T / & Co..	4.	192.	218.
W. T. C / B	3.	181.	213.
W T / C & S	10.	76.	127.
W / T U R N E R	1.	193.	-
W W / & Co.	3.	167.	221.
W & W / B	5.	159.	199.
W. W (17 pin "W's")	17.	107.	183.
W. W (21 pin "W's")	8.	150.	184.
W. W. C	7.	159.	204.
W / W A	2.	198.	217.
W. W / & S	2.	198.	208.
W Y E	1.	208.	-
X L	1.	213.	-
y	6.	140.	214.
y B / & S	1.	176.	-
y . H / E	3.	179.	215.
..... & (25 pin amp.)	1.	207.	-
.....	11.	124.	188.
• (Doubtful origin)	4.	72.	225.
• (Doubtful origin)	1.	212.	-
	1.	213.	-
	3.	190.	193.
	1.	139.	-

Die on 1d Plates.

No. of
Plates.

Earliest
Plate. Latest
 Plate.



1.

125.

-



1.

176.

-

Note: All details in these lists have been recorded as accurately as possible but as many of the plates concerned have been reported some years ago, before we realised that minor differences existed, it is possible that some readers may have examples which differ to some degree from those shown here. I shall always be pleased to receive details of these.

Dies on the 1st, 2^d and 3^d Plate Numbers.

Die.	Number of Dies Recorded.			Total.
	On 1 st .	On 1 st .	On 2 ^d .	
A Co.	1.	-	-	1.
AAA / J	1.	-	-	1.
A / B & Co.	2.	-	-	2.
ADAM	1.	-	-	1.
AFC / & Co.	1.	-	-	1.
A. K / & S	1.	-	1.	2.
AN / J / SL	1.	-	-	1.
A & S	1.	-	1.	2.
B	1.	-	-	1.
B & Co. (1 stop)	2.	-	-	2.
B & Co. (2 stops)	1.	-	-	1.
B / & Co.	1.	-	-	1.
B & Co. / B & L	-	-	1.	1.
B & Co. / L & B	-	1.	-	1.
BA S S	-	1.	1.	2.
BB / & Co.	1.	1.	1.	3.
BB & Co.	-	-	2.	2.
B. B / & Co.	1.	-	-	1.
B. B. Co. / C. S	-	-	1.	1.
B / C & Co.	1.	-	-	1.
B. D / & Co. (Stop)	3.	-	-	3.
BD / & Co. (No stop)	1.	-	-	1.
B. G / C. L	-	-	2.	2.
B & L	-	1.	1.	2.
B & L / H	1.	-	-	1.
B & L / L	1.	-	-	1.
B. N	1.	1.	-	2.
BRYCE	1.	-	-	1.
B. S / & Co.	-	-	1.	1.
B. S / L	1.	-	-	1.
BV & Co. L	-	-	1.	1.
B / W & Co. (Imp. 111)	-	1.	1.	2.
B. W. B	-	1.	-	1.
BW / & S	1.	-	-	1.
C & Co.. (2 stops)	-	-	1.	1.
C & B	1.	-	-	1.
C & B / SOHO (10 ^{mm})	-	1.	-	1.
C & B / SOHO (7 ^{mm})	-	1.	-	1.
CC	1.	-	-	1.
c (Anchor) c	1.	-	-	1.
C. D / & Co.	-	-	1.	1.
C. E. P	1.	-	2.	3.
C & G / B	1.	-	-	1.
C / : : : / HC	-	-	1.	1.
C. J. H / & S	1.	2.	3.	6.
Cn Co	5.	-	-	5.
CORY / C	1.	1.	1.	3.
COWAN	1.	-	-	1.
COX	-	-	1.	1.
C. S	1.	-	-	1.

Die.	Number of Dies Recorded.			Total.
	On 1st.	On 2d.	On 3d.	
C/S & Co.	4.	-	1.	2.
C/S / S ⁿ / L (no stops - 8:10 / 10:10 / 7.)	-	-	1.	1.
C/S / L / S ⁿ (8:13 / 7 / 13:10)	-	1.	-	1.
C.T. S / & Co.	-	-	1.	1.
D (15 pins - 6mm)	-	-	1.	1.
D & Co. (1 stop)	1.	1.	-	2.
D & Co. / F. F	-	-	1.	1.
D. B. (11:15)	-	-	1.	1.
DB / B	-	1	-	1.
D / C & Co.	-	1.	-	1.
D & F	-	1.	-	1.
D. R / Ld.	-	1.	-	1.
D & S	3.	1.	1.	5.
D T & F (no stop.)	2.	2.	2.	6.
D. T & F (stop)	1.	1.	-	2.
E & B / J Co.	-	1.	-	1.
E of D	1.	1.	-	2.
E. S / & Co.	-	1.	-	1.
E S & S	-	-	1.	1.
EU P I N / M H J L (5 pins high)	-	-	1.	1.
E W & S	-	-	1.	1.
F / B & Co.	1.	-	-	1.
F / Bns	1.	-	-	1.
F. G / & Co.	-	-	1.	1.
F. H / & C	1.	-	-	1.
F & G	1.	-	-	1.
FOX	1.	-	-	1.
F. P. C. L	3.	-	-	3.
F. P / C. L	1.	1.	1.	3.
FRU	1.	-	-	1.
F / T & B	1.	-	-	-
F. W. G / B	1.	-	-	1.
G & C	1.	-	-	1.
G & Co. / Sx St	-	1.	-	1.
GB / F	-	-	1.	1.
G. B. L / L	-	-	1.	1.
GLYN	1.	2.	2.	5.
GH / & Co. / L	1.	-	-	1.
GH / W Co.	1.	-	-	1.
G. E. R	1.	-	-	1.
G E R	1.	-	-	1.
G & G / B	1.	-	-	1.
G / P & Co. (10/10:14:8:6)	1.	-	-	1.
G. W. L	-	-	1.	1.
G W R (10:16:11)	5.	2.	1.	8.
G W R (10:13:11)	3.	-	1.	4.
H .. B (2 stops)	1.	-	-	1.
H / C & Co.	-	-	1.	1.

Die.	No of Dies Recorded.			Total.
	On 1 st .	On 1 ^{1/2} .	On 2 ^d .	
H. E / & Co. (12 pin "H")	1.	-	-	1.
H. E / & Co. (11 pin "H")	1.	1.	-	2.
H & G (11 pin "H")	-	1.	-	1.
H & / G S	1.	-	-	1.
H. H / & Co. (Stop after "H")	-	-	1.	1.
H J F	1.	-	-	1.
H & L	1.	-	-	1.
H & P	1.	-	-	1.
H Q & Co. / E	1.	-	-	1.
H. R / & Co.	-	1.	1.	2.
H & S	1.	-	-	1.
H. S / & Co.	-	1.	-	1.
H S E B (no stop to "H")	-	-	1.	1.
H. S E B (Stop to "H")	-	-	1.	1.
H. S. K / & Co.	1.	1.	1.	3.
H U T H	-	1.	3.	4.
H & H	-	-	1.	1.
H V / & Co.	1.	-	-	1.
J B H L	-	-	1.	1.
J. H. S / & Co.	-	2.	1.	3.
J & R / M (imp. 111-8:14:14/15)	1.	1.	1.	3.
J & R / M (imp. 111-8:14:14/17)	-	1.	-	1.
J & R / M (imp. 11-8:16:14/17)	-	1.	1.	2.
J. S / & Co.	-	-	1.	1.
J Co. (Fancy)	-	1.	-	1.
J B & Co.	1.	-	-	1.
J B / Co. L	-	-	1.	1.
J / C & Co.	4.	-	-	4.
J. D / & S	3.	-	-	3.
J & F H	-	-	1.	1.
J & G / Oe St	-	-	1.	1.
J H Co. / L	1.	-	-	1.
J & J / B & G	-	-	1.	1.
J / R & Co. (No serifs)	-	1.	-	1.
J & S	1.	-	-	1.
J S & Co.	1.	-	1.	2.
J T M (no stops)	1.	1.	1.	3.
J. T. M (stops) (7:6:13)	1.	-	-	1.
J. T / & S	5.	-	-	5.
J W	1.	-	-	1.
J & W / C & Co.	-	1.	-	1.
L & Co. / W	1.	-	-	1.
Ld M / C	1.	-	1.	2.
L. F / & S	1.	-	-	1.
M & Co. (imp. 111)	-	-	1.	1.
M A P L E	-	1.	1.	2.
M B	1.	-	-	1.
M B / & Co.	-	-	1.	1.
M. B / M	-	-	1.	1.
M B W	3.	2.	2.	7.
M / G. W. R	-	-	1.	1.

Die.	No. of Dies Recorded.			Total
	On 1 st .	On 1 st .	On 2 ^d .	
Mc J	1.	-	-	1.
M / J & Co.	-	1.	-	1.
M N	1.	-	-	1.
M & S	1.	1.	1.	3.
N & Co.	-	1.	1.	2.
O & Co. (2 stops)	-	1.	-	1.
O & Co (no stops)	-	1.	-	1.
O B C	-	-	1.	1.
P. B / & Co. (15 pin "B")	-	-	1.	1.
P B / & Co. (no stop to "P")	-	-	1.	1.
P. D / & Co.	1.	-	-	1.
P. G / N. T	-	1.	1.	2.
P & K / H	1.	-	-	1.
P & W M	-	1.	-	1.
Ralli (Script)	-	1.	-	1.
R. B (Small die)	-	1.	-	1.
R / F & Co.	-	2.	1.	3.
R. H. C	1.	-	-	1.
R S H	1.	-	-	1.
R & S / L (Amp. 1.)	-	1.	-	1.
R & S / L (Amp. 111 - 7 pin "L")	1.	1.	-	2.
R & S / M	-	1.	1.	2.
R S W	1.	-	-	1.
R W R	-	-	1.	1.
S & Co.	-	1.	-	1.
S & Co. / B	1.	-	-	1.
S. B / & Co.	-	-	1.	1.
S B / D	2.	-	-	2.
S / C L C / S	1.	-	-	1.
S H & H	-	-	1.	1.
S. H / & S	1.	-	-	1.
S & J	1.	-	-	1.
S. L / & Co.	-	1.	-	1.
S M / & Co. (no stop)	-	-	1.	1.
S. M / & Co. (Stop-amp. 1- 10 pin "S")	-	-	1.	1.
S & / Mc D	-	2.	1.	3.
S. M. S / & T (stops)	1.	-	1.	2.
S M S / & T (no stops)	1.	-	-	1.
S. R / & Co.	-	-	1.	1.
S. S	3.	-	1.	4.
S S & Co.	-	-	1.	1.
S. S / & Co.	-	1.	-	1.
S S & H	-	-	2.	2.
ST / & B	2.	-	-	2.
ST O T T / & Co.	3.	-	1.	4.
S & W (Amp. 111.)	-	-	1.	1.
T (10 pins-no serifs)	-	-	1.	1.
T & Co.	1.	-	1.	2.
T & Co. / H	1.	-	-	1.
T & B (Amp. 11)	-	2.	-	2.
T & B (Amp. 111.)	-	-	1.	1.

Die.	No. of Dies Recorded.			Total.
	On 1d.	On 1½d.	On 2d.	
533 / T. H	1.	-	-	1.
TRAVERS (20mm)	-	-	1.	1.
TRAVERS (25mm)	-	-	1.	1.
TR & S / R	-	1.	-	1.
T. T / & Co.	1.	-	-	1.
V S / & Co. (no stop-imp.1)	-	-	1.	1.
V & V	1.	-	-	1.
W & Co.	-	-	1.	1.
W & A / G	1.	-	-	1.
W B	1.	-	-	1.
W & C P	1.	-	-	1.
W C / & W	1.	-	-	1.
W G A / & Co.	-	1.	-	1.
W. H	1.	-	-	1.
W. H / P. L	-	-	1.	1.
W. H. R	-	1.	1.	2.
W M S	-	1.	-	1.
W. R	1.	-	-	1.
W. R / & Co. (over 2 stamps)	1.	-	-	1.
W & S	-	1.	-	1.

An analysis of the foregoing lists will show that the largest number of plate numbers carrying their dies was used by The Great Western Railway Company (GWR). It will be also noted that they employed two differing dies varying in the number of pins in the "W". It will also be observed that the use of these two dies commenced at almost the same date but that the die with the 13 pin "W" ceased to be used after a time, while the 16 pin "W" die continued in use right to the end of the plate number period and beyond. What was the purpose of both dies has yet to be ascertained and the reason for withdrawal of the 13 pin "W" die is not yet explained. As both dies seem to appear with postmarks of places all along the Great Western line, one cannot obtain any proof that either die was used at any one depot only. The most prolific postmarks are those of Paddington & Reading which both appear on stamps of either die. It is of course possible that one die was used on stamps purchased for postal use and the other on stamps received as payments, to prevent theft, and then subsequently used for postage.

The Plate Number period bounds with avenues for exploration and research and it will be many years before most of them have been explored.

A more detailed list of Plate Numbers and Dies on both the Line-Engraved and Surface Printed Issues will be found in the Appendices at the end of this work as will also a Register of Identified Users.

Here is a list of the commoner dies to be found on the Line Engraved issues:-

			No.	Total.
G W R	Great Western Railway.	16 pin "W"	128	
		13 pin "W"	41.	169.
<hr/>				
J & R / M	J. & R. Morley, Ltd.	15 pin "M"	80.	
		14 pin tmp-17 pin "M"	46.	
		16 pin tmp-17 pin "M"	7.	133.
<hr/>				
R & S / M. L	Rylance & Sons.		70.	
R & S / M	" " "		52.	
R & S / L	" " "	tmp. 11. 8 pin "L"	4.	
	" " "	tmp. 11. 7 pin "L"	6.	
	" " "	tmp. 1.	5.	137.
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B. G / C L	Budenburg Gauge Co., Ltd.		66.	66.
<hr/>				
B n S S	Ratcliff & Gretton, Ltd.		65.	65.
<hr/>				
G L Y N	Glyn Mills & Co., Ltd.		63.	63.
<hr/>				
C S / L / S A	Civil Service Supply Association Ltd.			
	no stops- 8:10 / 7 / 9 : 10		12.	
	no stops- 8:13 / 7 / 13:10		62.	
C. S / S. A / L	stop after "C" and second "S"		21.	
C S / S A / L	no stops.		41.	
C S / S A / L.	stop after "L" only.		24.	160.
<hr/>				
M & S	No positive identification.		62.	62.
<hr/>				
F. P / C. L	Foster Porter Co., Ltd.		57.	57.
<hr/>				
J & W / C & Co.	J. & W. Campbell & Co.,		57.	57.
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n & N / C. S. L	Army & Navy Co-Operative Society, Ltd.		56.	56.
<hr/>				
S. P / & Co.	Sharp, Perrin & Co., Ltd.		58.	
S P & Co			2.	58.
<hr/>				
M B W	Metropolitan Board of Works.		55.	55.
<hr/>				
V. S / & Co.	Vickers, Sons & Co., Ltd.	tmp. 1-stop.	54.	
V S / & Co.	" " " "	tmp. 1-no stop.	5.	
V. S / & Co.	" " " "	tmp. 11- stop.	3.	
V S / & Co.	" " " "	tmp. 111-no stop.	14.	76.
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FOX	G. C. Fox & Co.		53.	53.
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B & T	Butler & Tanner, Ltd.		51.	51.
<hr/>				
C / S & Co.	Cook, Sons & Co., Ltd.		51.	
C S / & Co.	" " " "	no stop.	3.	
C. S / & Co.	" " " "	stop.	3.	
C S & Co.	" " " "		1.	58.
<hr/>				
B. S / & Co.	Brown, Shipley & Co., Ltd.		30.	30.
<hr/>				
C & B / S O H O	Crosse & Blackwell, Ltd.	10mm spacing.	53.	
		7mm spacing.	45.	98.
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G L & Co.	No positive identification.		50.	50.

			No.	Total.
B. N	No positive identification.		50.	50.
D T & F		No stop.	24.	
D. T & F	No positive identification.	Stop.	22.	46.
F / Bros.	Faire Brothers & Co., Ltd.		33.	
F / Bros.	" " " "		13.	46.
G B / & Co.	Geo. Brettle & Co., Ltd.	No stop.	36.	
G. B / & Co.	" " " "	Stop.	11.	47.
G E R	Great Eastern Railway.		36.	
G. E. R	" " " "		39.	75.
J. C / & Co. / B	Inde Coop & Co., Ltd.		43.	43.
q T M	No positive identification.		26.	
q. T / M			32.	58.
Mc. J	Malcolm Mc Intyre & Co.		59.	59.
S. F / & Co.	No positive identification.	1 stop.	40.	
S. F / & Co.,		2 stops.	1.	
S F & Co.			7.	48.
S & / Mc D	Stewart & Macdonald's, Ltd.		49.	49.
S & S	Sutton & Sons, Ltd.	rmp. 11-11 pin "S"	9.	
	" " "	rmp. 111-9 pin "S"	1.	
	" " "	rmp. 111-11 pin "S"	5.	
	" " "	rmp. 111-13 pin "S"	22.	
	" " "	rmp. 111-14 pin "S"	2.	
	" " "	rmp. 111-15 pin "S"	37.	75.
S. S	No positive identification.		49.	49.
S T / & B	Spencer, Turner & Boldero.	7 pin "T"	35.	
S. T / & B	" " "	8 pin "T"	28.	63.
T R A V E R S	Joseph Travers & Son, Ltd.	20mm Long.	37.	
	" " " "	25mm Long.	32.	69.

It will be remembered that, in 1873, there arose considerable controversy concerning the use of Full Names in dies. (Chapter 10). A Post Office enquiry revealed that some 10 different firms in the E. C District of London were using these and they were requested to cease using them. This enquiry, of course, did not reveal the large number of other firms using name dies at this time in the rest of London and the Provinces. I append, therefore, as a matter of interest a list of all the full name dies to be found on the Line-Engraved and Surface Printed Plate Numbers.

In this list I have shown the earliest possible use of the particular die, based on the known earliest dates of use or on the date of registration of each particular plate. The true date of first use of the perforated die could be, of course, a good deal later but is not likely to be later than three years after the dates shown.

Die.	Earliest date.	Identity.
A D A M	November 1870.	J & J. Adam, Ltd. London.
B A S S	March 1869.	Ratcliff & Gretton Ltd. Burton on Trent.
B E A V I S	March 1866.	Not yet established.
B. H Y A M (in arc) / & Son	February 1875.	Not yet established.
B I R D / C o	April 1870.	Not yet established.
B I R D	June 1870.	William Bird & Co. London. E.C.
B O U C K	December 1873.	Not yet established.
B O V E Y	October 1873.	John Bovey & Co., Ltd. Cardiff.
B R Y C E	August 1871.	Not yet established.
C A G N E	June 1875.	Not yet established.
C A M / R Y S	August 1868.	Cambrian Railways.
C. F R Y / & Co.	March 1871.	Not yet established.
C O R Y / C	December 1864.	Wm. Cory & Son, Ltd. Cardiff.
C O W A N	April 1870.	Not yet established.
C O X	March 1869.	Cox & Co. London. W.C.2.
C U R R I E	August 1868.	Not yet established.
e D e	July 1874.	Not yet established.
E L E Y	May 1868.	Eley Bros. London.
E. P I N K	October 1868.	Not yet established.
E U ' P ' N / M A J L (both dies)	June 1866.	Morgan Bros. Essex St., London.

FOX	September 1869.	G. C. Fox & Co. Ltd. Falmouth.
FRY / & / SONS	May 1874	J. S. Fry & Sons, Bristol.
FRY	February 1876.	J. S. Fry & Sons, Bristol.
FRY / & Co.	February 1876.	Not yet established.
GLYN	February 1868.	Glyn, Mills Co., Ltd. London.
GRATRIX	February 1879.	Not yet established.
GUILD / & Co.	August 1868.	Not yet established.
HACA / & Co.	July 1874.	Not yet established.
HARE	March 1876.	Not yet established.
HB / SOAP	March 1877.	Hudson Bros., Ltd. Port Sunlight.
HEAL	June 1872.	Heal & Sons, Ltd., London.
HEARN	May 1868.	Not yet established.
HUTH	February 1868.	Fredk. Huth & Co., Ltd. London.
HUTTON	March 1869.	J. Hutton & Son, Ltd., London.
HYAM	December 1869.	B. Hyam & Son, Ltd. London.
IRVINE	February 1875.	Irvine's Shipbuilding & Dry Lock Co., Ltd.,
JAFFE	January 1870.	Jaffe Bros., & Co., Ltd. Dundee.
J / WHITE	March 1877.	Not yet established.
KEEN / & Co.	February 1868.	Keen Robinson & Co., London.
KENT	February 1868.	G. B. Kent & Sons, Ltd. London.
KUHNER	May 1868.	Not yet established.
LACY	February 1869.	Lacy & Son. Smithfield. London.
LANG	April 1870.	Not yet established.
LETTIS	October 1868.	Letts (Diaries) Ltd. London.
LETTIS / LONDON	June 1869.	Letts (Diaries) Ltd., London.
LEVY	March 1871.	Not yet established.
LIGHT	July 1871.	London Gas Co., Ltd.
LOANE	February 1875.	Not yet established.
MAPLE	January 1870.	Maple & Co., Ltd. London.
MAW	May 1868.	Not yet established.

MOON/Rt St	May 1865.	Moon Ltd., Regent St., London.
M. ROSE	January 1870.	Not yet established.
Mr. STREETER (in arc)	— 1882.	Not yet established.
NICHOLSON	June 1866.	Not yet established.
NIGHT/MAIL	—	Morgan Bros., Ltd. London.
POCHIN	March 1871.	Not yet established.
Ralli	October 1870.	Ralli Bros., London.
Rd / EVANS / & Co.	June 1870.	Not yet established.
READE	March 1877.	Not yet established.
ROSE / & Co.	May 1868.	Not yet established.
RYLANDS	July 1874.	Ryland Bros., Ltd. Warrington.
SALT	January 1870.	Sir Titus Salt, Sons & Co., Shipley. Yorks.
SANDERS / & SON / BATH	August 1871.	Sanders & Sons, Ltd. Bath.
S. C / DOCK / Coy.	September 1875.	Not yet established.
SCOTT / BROS.	June 1866.	Not yet established.
STOTT / & Co.	June 1866.	Not yet established.
TITE	March 1873.	Not yet established.
TRAVERS (20mm.)	May 1864.	Jas. Travers & Sons. London. E.C.
TRAVERS (25mm.)	October 1868.	Jas. Travers & Sons. London. E.C.
TUCKE / BROS.	August 1875.	Not yet established.
WADE	December 1871.	Richd. Wade, Sons & Co. Hull.
WELLS / & Co.	January 1877.	Not yet established.
WHYTELEY	July 1871.	Wm. Whiteley, Ltd. London.
WILKS / BROS	March 1868.	Not yet established.
WIL / LING	October 1868.	Willing's Bill-Posting Service. London.
WORTHY	January 1878.	Not yet established.
W. TURNER	November 1876.	Not yet established.
WYE	January 1878.	Not yet established.

The description, "Not yet established" indicates that insufficient documentary proof exists to identify the user although, in some cases, some shrewd assumptions may be made.

Chapter 14.Perforated dies on the Surface-Printed Issues.

Whereas the number of dies on the Line-Engraved issues is abundant, those on the Surface Printed issues are comparatively few. This is largely because of the smaller requirements for the higher values than 2d., as the majority of mail passing through the hands of firms did not require higher denominations.

However, a number of business houses, including some banks and insurance companies, did have a use for perforated higher values, even so far as those values higher than 1/-, and it is these concerns which used the bulk of these.

One of the most prolific of users of the higher valued Surface-Printed, was the Hong Kong & Shanghai Bank (H S B) which, with its vast interests in the Far East, frequently found it necessary to pay postage on documents, etc., by Registered post, amounting to quite large sums, and their die is found on all values from 2/- to £1. Another extensive user of these values was Charles J. Hambro & Sons, (C.J.H / S) the London Bankers.

In the case of values from 2½ to 1/-, we find that these were used by a wide range of business houses. But, here too, it will be noted that Banks, Insurance Societies and Publishing Houses predominate. This is borne out by the evidence of a large number of Foreign Branch and Newspaper Branch cancellations to be found on these stamps. Also many of these denominations are found with the private obliterations of Smith, Elder & Co., (subsequently H. S. King & Co.), W. H. Smith & Sons Ltd., and William Dawson and Son. In these latter instances, both postmark and perforated die are an indication of the user.

In a few instances, it will be found that some firms which used dies on surface printed issues, are not to be found listed among those on line-engraved stamps. This is probably because it was the policy of the firm to protect only their higher value stamps. Very many firms, of course, which had dies prepared for use on the line engraved issues did not employ them on the Surface-Printed

stamps as they had little or no use for these.

As several values of the surface-printed stamps were available at the Post Office at the time of the introduction of the Sloper patent, one must not ignore these when looking for evidence of the earliest use of Sloper dies, but as these stamps are rarely found with a dated cancellation, one cannot be too dogmatic about the evidence of Plate numbers since these are known commonly used as much as five or six years after the registration of the plates.

My own earliest example of dated surface-printed stamps occurs on the 4d vermilion, Plate 11 with postmark dated "April 20th 1869" and bearing the die of Charles Devaux & Company, (C. D / & Co.).

On Plate 14 of the same value I also have an interesting example of a "Mirror" die. This consists of a strip of three 4d stamps in which the die has been perforated vertically on each stamp with the die on the middle stamps reversed in relation to those on either side, showing that the sheet or unit of stamps perforated at one operation must have been folded back on itself on each of the perforated margins between the three stamps. I should add that the strip is vertical.

Another unusual item in my collection consists of two complete panes, mint, of the 3d rose, Plate 18, both perforated, "A D A M" and which have a curious history.

In 1961, a stamp collector friend offered me one pane lettered, P-A to T-D which he had acquired at auction with some other Great Britain material. Three years later a West country firm of stamp dealers offered me another complete pane, lettered, "K-A" to "O-D". The fact that both panes are from the same plate and bear the same perforated die would indicate that they are from the same sheet and that, possibly, another ten similar panes of twenty stamps exist, but, as the panes I possess are adjoining panes in which the marginal inscriptions are complete, it at once becomes obvious that these are from two entirely different sheets and the query arises, how did Adams come to have two such large blocks of 3d stamps unused and with their name perforated, in existence so long after issue?

I am appending a Check List of Surface-Printed stamps but, for more detailed listings please refer to Appendix 11 at the end of the book. This more simplified list gives the values upon which each die has been recorded and the earliest possible use although this may, in fact, have been some years later. I have also shown the total number of plate numbers of all values on which each die has been reported.

Die.	Values.	Earliest.	No. of Plates.
A & Co. /Ld.	2½d. 1/-.	1879.	2.
A & Co. / S	1/-.	1881.	1.
A. A & Co.	3d.	1873.	2.
A / B & Co.	2½d., 6d.	1879.	2.
A & B S	2½d.	1876.	1.
A D A M	3d.	1875.	1.
A. E & Co.	1/-.	1876.	2.
A. E. S	2½d.	1879.	1.
A F C / & Co.	2½d.	1875.	1.
A & G	3d.	1875.	1.
A. L / & Co.	2½d., 3d., 6d.	1875.	3.
A & N / C. S. L	2½d., 3d., 6d.,	1875.	5.
A N / J / S L	4d.	1880.	2.
A W / M	2½d.	1881.	1.
B A S S	2½d., 3d., 1/-.,	1873.	3.
B/ Bros.	2½d., 3d.,	1875.	2.
B. Bros.	2/-.	1867.	1.
B.B	3d.	1883.	1.
B. . B / & C	2½d.	1875.	3.
B B / & Co.	2½d., 3d.	1875.	5.
B B & Co.	10/-.	1878.	1.
B. . B / & Co	2½d., 3d., 6d.,	1874.	7.
B B / C F	2½d., 6d.,	1880.	2.
B / B & R	2½d.	1879.	2.
B & Co	6d.	1873.	1.
B / C & Co.	2½d., 3d.	1874.	4.
B & C / M	2½d.,	1878.	3.

Fie.	Values.	Earliest.	No. of Plates.
B E H V J S	2 $\frac{1}{2}$ d., 3d.,	1871.	10.
B. E. Co.	3d.,	1869.	1.
B G / C L	6d.	1873.	1.
B & H	2 $\frac{1}{2}$ d.,	1881.	1.
B J R D	2 $\frac{1}{2}$ d., 3d., 4d.,	1875.	4.
B & L	2 $\frac{1}{2}$ d.	1879.	3.
B & L / H	2 $\frac{1}{2}$ d., 3d., 5/-.	1867.	5.
B & L / L	2 $\frac{1}{2}$ d., 1/-.,	1875.	3.
B R Y C E	2 $\frac{1}{2}$ d.,	1878.	1.
B & S (Amp. 11)	2 $\frac{1}{2}$ d.	1875.	1.
B & S (Amp. 111)	2 $\frac{1}{2}$ d.	1876.	1.
B. S / & Co. (Amp. 11)	2 $\frac{1}{2}$ d., 1/-., 2/-.	1867.	3.
B & T	2 $\frac{1}{2}$ d., 3d.,	1875.	2.
B / W & Co. (Amp. 111)	2 $\frac{1}{2}$ d.,	1877.	2.
B / W & Co. (Amp. 1.)	3d.,	1878.	2.
B. W. B	2 $\frac{1}{2}$ d., 3d., 2/-., 1/-	1867.	9.
B W B / & Co.	2 $\frac{1}{2}$ d.	1879.	1.
B. W. H.	8d.	1876.	1.
B V C o L	4d.	1880.	1.
C. A. E. S	2 $\frac{1}{2}$ d.,	1875.	2.
C / B. R. P	3d.,	1873.	1.
C & B / S O H O	3d., 4d., 6d.,	1867.	4.
C & Co.	3d., 4d.,	1874.	2.
C C	2 $\frac{1}{2}$ d.	1880.	1.
c (Anchor) c	2 $\frac{1}{2}$ d., 3d.,	1875.	5.
C.C.B./ & Co.	2 $\frac{1}{2}$ d.,	1880.	1.
C. D / & Co.	2 $\frac{1}{2}$ d., 3d., 4d.	1868.	8.
C / D & Co.	3d.,	1874.	1.
C. E. P	2 $\frac{1}{2}$ d.,	1877.	1.
C. J. H / & S	2 $\frac{1}{2}$ d., 3d., 4d., 6d., 1/-.,	1867.	22.
C. L / L	6d., 1/-., 5/-.	1881.	3.
C / N. H	2 $\frac{1}{2}$ d.,	1880.	1.
C O R Y / C	2 $\frac{1}{2}$ d., 3d., 6d., 1/-.,	1867.	5.
C O X	2 $\frac{1}{2}$ d., 9d.,	1867.	2.
C. P / & C	2 $\frac{1}{2}$ d.	1875.	1.

<i>Die.</i>	<i>Values.</i>	<i>Earliest.</i>	<i>No. of Plates.</i>
C. R	2½d.	1881.	1.
C. S / & Co.	2½d.,	1881.	1.
C S / L / S A	2½d., 3d., 4d.,	1876.	4.
C / S S / Co.	2½d., 3d., 6d.,	1880.	3.
C / S & T	3d.,	1873.	1.
CT / & Co.	2½d.,	1881.	1.
C. T. S / & Co.	3d., 1/-.,	1874.	3.
CURRGE	2½d.,	1880.	1.
C. W. S	2½d.,	1880.	2.
D. B. (11:15)	2½d., 3d., 4d., 6d., 9d., 1/-.,	1867.	12.
D. B. (12:15)	2½d.,	1880.	1.
D & Co. / F. L	3d., 3d.	1867.	2.
D / C & Co.	2½d., 6d., 2/-.	1867.	5.
D D / & B	2½d.,	1881.	1.
de C / & D	3d., 6d.,	1880.	2.
de J / & Co.	2½d.,	1881.	1.
de P. R	1/-.,	1876.	1.
D & F	2½d.,	1880.	2.
D. F / & T	2½d.	1880.	1.
D. G / P. S	2½d.	1881.	1.
D J / & Co.	2½d.,	1880.	1.
D L / & Co.	3d., 4d., 6d.,	1877.	3.
D. M / & S	2½d., 3d., 4d., 2/-.	1867.	7.
D. N / & Co.	2½d., 4d.,	1880.	2.
D O / & Co.	6d.	1883.	1.
D & S	2½d., 4d., 9d., 6d., 1/-., 2/-.,	1867.	8.
D / S & S	1/-.,	1876.	1.
D S / & Co.	2½d.,	1880.	1.
E	2½d.	1878.	1.
E. A. L	4d., 9d.,	1867.	1.
E. B / L	4d.	1882.	1.
E. E	2½d.,	1878.	1.
E & E	2½d., 3d.,	1874.	4.
E G / & Co.	2½d.	1881.	1.

Dies.	Values.	Earliest Date.	No. of Plates.
E & J B	3d.	1883.	1.
E. L / & Co.	2½d., 6d., 8d.,	1873.	3.
E L W	2½d.	1879.	1.
E & / P S	2½d., 1/-.,	1881.	2.
E. S / & Co.	2½d.,	1881.	1.
EU' P' N / M A G L	5/-.	1867.	1.
F. B / & Co.	2½d., 1/-.,	1876.	2.
F E G	2½d.,	1875.	1.
F. L / & Co.	3d.,	1883.	1.
F. M. A / Co.	2½d.,	1879.	1.
FOX	2½d., 3d.,	1874.	5.
F. P. C. L	3d.,	1880.	1.
F. P / C. L	2½d.,	1874.	4.
F. P. W	3d.,	1878.	2.
FWB / & Co.	2½d.,	1874.	1.
F. W. H / & Co.	2½d.,	1881.	1.
G. A. W / Co.	3d.,	1874.	1.
G. B. L / L	2½d., 3d., 4d., 2/-., 6d.,	1867.	19.
G & Co.	2½d., 3d.,	1876.	2.
G & D	2½d., 6d.,	1875.	3.
G. E. R	2½d.,	1879.	1.
G. L / & Co.	2½d., 4d.,	1864.	3.
G L & Co.	6d.,	1873.	1
G L Y N	2½d., 3d., 4d., 6d., 1/-.	1872.	17.
G. M / & Co.	2½d.,	1877.	1.
G. S / & Co.	2½d.,	1878.	1.
G. S. S / Co. Ld.	3d.	1873.	1.
G W / A	2½d.,	1881.	1.
G. W. L	2½d. 4d.	1880.	2.
G.W.R (10:13:11)	3d.	1867.	2.
H. A / & Co.	3d., 6d.,	1875.	2.
H. . B	2½d., 1/-.,	1881.	2.
H B	2½d.,	1878.	1.
H B & Coy	5/-.	1882.	1.
H. B / & S	2½d.,	1883.	1.

<i>Dies.</i>	<i>Values.</i>	<i>Earliest Date.</i>	<i>No. of Plates.</i>
H. B. S / Co.	6d.	1881.	1.
H & C	2½d.,	1881.	1.
H & Co.	3d.	1880.	1.
H & Co / 2. C. S	2½d., 4d., 6d., 1/-.,	1874.	4.
H / C & Co.	2½d., 3d., 4d., 1/-.,	1867.	13.
H C / & Co.	2½d.	1883.	1.
H. D / & Co.	4d., 6d., 8d.,	1875.	3.
H. E / & Co.	2½d.,	1879.	1.
H & G. (Imp. 1.)	2½d.,	1883.	1.
H & G. (Imp. 111.)	2½d., 4d.	1877.	2.
H H & Co.	2½d.	1883.	1.
H. H / & Co.	3d.,	1877.	1.
H J N	2½d.,	1881.	2.
H. M / & S	2½d.,	1880.	1.
H / N & S	2½d.,	1882.	1.
H. N. S	1/-.,	1876.	1.
H N & S	2½d.,	1878.	1.
H & P (12 pin "H")	2½d., 3d.,	1876.	4.
H & P (11 pin "H")	2½d.,	1883.	1.
H. R / & Co.	2½d., 3d., 1/-.,	1874.	8.
H & S / K	2½d.,	1875.	2.
H. S. K / & Co.	3d., 4d., 1/-., 2/-.	1878.	5.
H S	2½.,	1883.	1.
H & S	2½d.	1883.	1.
H. S / & Co.	4d.,	1880.	1.
H. S. B	2½d., 6d., 1/-., 2/-., 5/-., 10/-., £1.	1867.	14.
H. T. G	2½d.,	1880.	3.
H U T H	2½d., 3d., 4d., 6d., 1/-.,	1870.	22.
H. W / C	6d.,	1870.	2.
H. W / & Co.	3d., 6d.,	1880.	
H. Z	2½d.	1875.	3.
J. B. H. L	2½d.,	1880.	1.
J. C / & Co. / B	3d.,	1873.	1.
J. F. O	2½d., 3d., 2/-.	1867.	4.

Die.	Values.	Earliest Die.	No. of Plates.
J. H. S / & Co.	2½d., 3d., 4d., 6d., 1/-., 2/-.	1867.	11.
J & R / M	2½d., 3d.,	1874.	3.
J R V J N E	2½., 4d.,	1875.	3.
J A F F E	2½d., 1/-.	1876.	5.
J. B / & B	4d.	1882.	1.
J. B / & C	3d.,	1880.	1.
J. B / & Co.	2½d., 6d.,	1880.	3.
J. C / & Co.	2½d., 6d.,	1882.	2.
J. D / & S	2½d.,	1880.	1.
J. E / & Co.	4d.,	1882.	1.
J. L. B	2½d.,	1880.	1.
J / M & S	6d.,	1875.	1.
J. M. S / & Co. / M.	1/-.	1880.	1.
J O & Co.	2½d.,	1876.	1.
J R	2½.,	1880.	1.
J & R / Mc G	2½d.,	1881.	1.
J. S	1/-.	1871.	1.
J & S	2½d., 6d.,	1873.	2.
J S / & S	6d.,	1881.	1.
J. T. M	2½d., 3d., 4d., 6d., 10d.,	1868.	9.
J W B	4d.,	1882.	1.
J & W / C & Co.	3d.,	1883.	1.
J W D / S	2½d., 3d.,	1873.	4.
K	2½d.,	1881.	2.
K E E N / & Co.	2½d.,	1880.	1.
K. J / & Co.	2½d., 3d.,	1875.	4.
L A C Y	2½d.,	1881.	1.
L & B	2½d.,	1879.	2.
L & C / D	2½d.,	1879.	1.
L & Co. / B	6d.,	1877.	1.
L & Co. / D	6d.,	1880.	1.
L / C & S	8d., 1/-., 5/-.,	1874.	3.
L. H / L	2½d.,	1876.	2.
L M / & Co.,	3d.,	1878.	1.
L. N / & Co.	4d.,	1872.	1.

Die.	Values.	Earliest Date.	No. of Plates.
L & R	2½d.,	1881.	1.
L R & Co.	3d.,	1874.	1.
L & S / 66	2½d., 8d.,	1876.	2.
MAF	2½d.,	1881.	1.
MAPLE	2½d.,	1876.	2.
MAW	4d.,	1882.	1.
M. B / M	6d.,	1870.	1.
M / B r o s.	2½d.,	1880.	2.
M. B. W	6d.,	1875.	1.
M. C	2½d.,	1877.	1.
Mc J	2½d., 6d., 1/-.,	1871.	4.
M. H / & C	3d.,	1883.	1.
M & N / M	2½d.,	1879.	1.
M r S T R E E T E R	6d.,	1881.	1.
M & S	2½d., 3d., 4d., 1/-.	1873.	6.
M S & Co.	2½d., 3d., 4d., 8d.,	1875.	6.
N. B	2½d., 1/-.,	1880.	2.
N & Co.	2½d., 4d.,	1875.	3.
N. C. W / Co.	2½d., 3d., 6d.	1875.	4.
N & G	2½d.,	1881.	1.
N. N / N. N	2½d., 4d.,	1877.	2.
N & P	2½d., 3d.,	1871.	3.
N S / Co	6d.,	1880.	1.
N & W	3d.,	1883.	1.
O. C	4d.,	1880.	1.
O & Co.	4d., 6d., 8d.,	1876.	3.
P. B / & Co.	2½d.,	1881.	1.
P / B r o s.	2½d.,	1880.	1.
P & C / B	2½d.,	1879.	2.
P / & Co.	3d.	1881.	1.
P & Co.	2½d.,	1880.	1.
P. J / N. T	2½d., 3d., 4d.,	1873.	3.
P. F / & Co.	2½d.,	1881.	1.
P. R / & Co.	2½d.,	1880.	1.
P. S / N. C	2½d.,	1876.	1.
P. W. B	8d.	1876.	1.

Fic.	Values.	Earliest Date.	No. of Plates.
R & A	2½d.	1880.	1.
R. B (13:14)	2½d., 3d., 6d., 1/-.	1876.	5.
R. B (17:18)	3d., 6d., 2/-., 5/-.	1868.	4.
R & Co.	1/-., 3d., 4d.,	1872.	3.
R C / & Co.	3d.,	1874.	1.
R. D / & Co.	2½d.	1881.	1.
R de C / & Co.	2½d.,	1878.	2.
R. E / & Co.	6d.	1883.	1.
R / F & Co.	2½d., 3d., 4d.,	1870.	4.
R. F / & Co.	2½d.,	1881.	1.
R H / & S	8d.	1876.	1.
R. J. Co.	2½d.,	1879.	1.
R & M	3d.,	1874.	1.
R. Mac A / & Co.	3½d., 6d.,	1875.	3.
R & S / M	2½d., 4d., 1/-.,	1875.	4.
R & S / M. L	3d., 9d., 1/-.	1867.	3.
R. T. C	2½d., 6d.,	1875.	2.
R. T. S	4d.,	1882.	1.
9 / R v G	2½d., 3d., 4d., 8d.,	1872.	4.
R & W	2½d.,	1879.	1.
S & C	2½d.,	1880.	1.
S & Co.	2½d.,	1880.	1.
S / C L C / S	3d.,	1876.	1.
S D B / & S / M	2½d., 3d., 9d.,	1867.	4.
S & F	3d.,	1883.	1.
S. F / & Co.	2½d., 3d., 4d.,	1873.	3.
S F & Co.	3d.,	1875.	1.
S & J ("S" = 13)	6d.,	1880.	1.
S & J ("S" = 11)	6d.,	1881.	1.
S (Mitre) J	2½d., 6d.,	1880.	2.
S. L / & Co.	3d., 6d., 1/-.,	1876.	4.
S. M / & Co.	3d., 4d., 6d., 8d.,	1868.	5.
S M / & Co.	2½d., 3d., 4d., 6d., 1/-., 2/-	1867.	21.
S & / Mc D	1/-.	1881.	1.
S. M. S / T	2½d., 6d., 1/-.	1871.	4.

<i>Fics.</i>	<i>Values.</i>	<i>Earliest Date.</i>	<i>No. of Plates.</i>
S. F / & Co.	6d.	1875.	1.
S P & Co.	2d.,	1879.	1.
S. P. G	3d., 1/-.	1873.	2.
S P S	2d.,	1880.	2.
S R & Co.	2d., 4d.,	1877.	2.
S. S	2d., 3d.,	1876.	2.
S & S	6d.,	1877.	3.
S S & Co.	2d.,	1881.	1.
S. S / & Co.	2d., 3d., 1/-.,	1875.	10.
ST / & B	6d.,	1883.	1.
STOTT / & Co.	2d.,	1876.	2.
S & U	2d.,	1878.	1.
S & W	3d.,	1880.	1.
S. W / G	2d.	1875.	1.
T	1/-., 2/-.	1867.	3.
T. A / Co. Ld.	3d.	1883.	1.
T / B & Co.	2d.,	1883.	1.
T. B / & Co.	2d.	1880.	1.
T. B / M	2d.	1879.	2.
T & Co.	2d., 3d., 4d., 6d., 1/-.,	1870.	10.
T. C / & S	2d.	1876.	3.
533 / T. H	2d., 3d., 1/-	1871.	4.
T. T / & Co.	2d., 6d.,	1877.	2.
T. W	2d.,	1878.	3.
T. W. F / & Co.	2d.,	1877.	9.
T. W. S / & Co.	2d., 3d., 10d.,	1867.	3.
U. M / G Co.	2d.,	1879.	1.
Un Co.	3d., 6d.,	1881.	2.
V. S / & Co.	3d.,	1873.	1.
V S / & Co.	3d.	1883.	1.
W H / & G	2d., 3d.,	1874.	4.
W & H / G	2/-.	1867.	1.
W. B / S Co.	2d., 6d.,	1876.	2.
W & Co.	2d.,	1881.	1.
W & C	3d.,	1880.	1.

Dies.	Values.	Earliest Date.	No. of Plates.
W / G C / L	2d.	1881.	2.
W. H. D	4d.	1880.	1.
W. M.	2d.	1877.	2.
W. M / & Co.	4d.	1882.	1.
W. M p / & Co.	3d.	1883.	1.
W. S / & Co.	2d.,	1878.	1.
W. W / & Co.	2d.,	1878.	1.
W. W / U. P	3d.	1883.	1.

NOTE:- The Twopence-halfpenny value on Plates 1, 2 & 3 are known on both blue and white paper. The error of lettering, "L - H : F - L" for "L - H : H - L" has not been reported with perforated dies.

The Two Shillings value exists with perforated dies in all shades from dull blue to milky blue and four dies are known on the scarce 2/- brown.

The Five Shillings, Ten Shillings and One Pound with Anchor Watermark are known with perforated dies on both blue and white papers.

"Dumb" Punctures, Devices & Abnormal Dies

Many firms, societies and governing bodies have used stamps in which the use of initials or names did not appear. Many of these are in a variety of geometrical shapes bearing no apparent relationship to the name or business of the user. These are termed "Dumb" punctures. Others which use geometrical shapes in conjunction with initials are more easily identifiable and, usually the geometrical device employed is merely to differentiate between this particular firm and another using identical initials. Sometimes the device shown is actually a trade-mark of the firm concerned, and in other cases the die is used as a means to conceal the identity of the user which was originally known only to the die-makers and the user.

In the list of known dies which follows I have arranged the dies in geometrical shape in alphabetical order. That is to say, Circles come before Crescents which are, in turn followed by Crowns. The geometrical classification implies that that particular shape is the main part of the design. Anything which is not readily classified as any geometrical shape may be found at the end under "Other Devices" or "Abnormal Letters".

ANCHORS



A1

CLARK & COMPANY
Anchor Thread Works,
Paisley, Scotland.

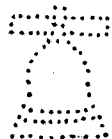
Found on all issues
from 1870 to date.

BELLS



B1

Not definitely identified but believed to have been used by Geo. Bell & Son, (Veterinary Chemists). Found on issues about 1881-1900



B2

Probably for the same or another firm named "Bell. (Possibly the distillers).

"CARPET DIES" (i.e.) Dies designed to cover a number of stamps so that only part of the design appears on each.



C1

(JB.57)



..... C2

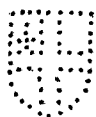
Found on 1d red plates.



:C3

Probably part of a 'Paid' stamp and maybe connected with C1 above.

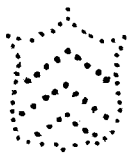
COATS-OF-ARMS



Co1

CITY OF LONDON

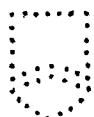
Two types exist. The earlier die is slightly broader and higher.



Co2

CITY OF CARDIFF

Now replaced by "CC" die.



Co3

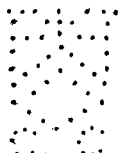
CITY OF CAMBRIDGE



Co4

CITY OF DUBLIN

May also be found without shield but this is probably "trade-mark" of W.D & H.O. Wills Ltd, Dublin factory. 3 Castles cigarettes.



Co5

CITY OF CHELTENHAM

Now uses "CC" die.



Co6

CITY OF LEICESTER

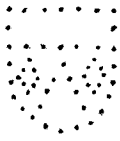
Now uses "LC" die.



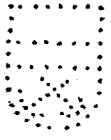
Co7

CITY OF CARLISLE

Now uses "CC" die.



Co8



Co9

Not a City Coat of Arms
Probably a trade-mark.

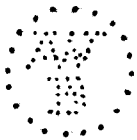
CIRCLES



CI1



CI2



CI3

Found on 1d red plates.



CI4

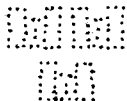
CRESCENTS



THE COUNTY ASYLUM
Portsmouth

CR1

CASTLES

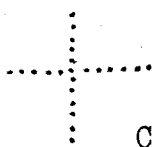


W.D. & H.O. WILLS LTD.
Bristol

Taken from the trade-
mark of "Three Castles"
cigarettes & tobacco.

CA1

CROSSES



Cx.1



Cx.2



Cx.3



Cx.4



BOVIS LIMITED

It is believed that this die was destroyed by enemy action and was replaced about 1941-2 with the smaller die below.

Cx.5



Cx.6



BOVIS LIMITED

Die in use about 1941-2 to replace large die shown above.

Cx.7



Cx.8

Found on 1d red plates.



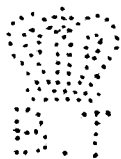
Cx.9



RIDGEWAY LIMITED (Teas)
London, F.C.1.

Cx.10

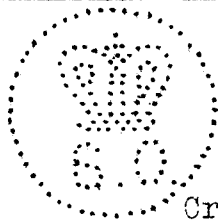
CROWNS



BOARD OF TRADE

See chapter on Govern-
ment Official Punctures

Cr.1



H.M. STATIONERY OFFICE

Accountancy use. See
chapter on Government
Official Punctures.

Cr.2



H.M. STATIONERY OFFICE

See chapter on Govern-
ment Official Punctures

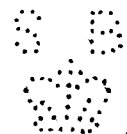
Cr.3



JAMES RUSSELL & SONS LTD.
Crown Works,
Wednesbury,
Staffordshire.

Die destroyed by enemy
action in 1941.

Cr.4



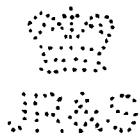
STRINGER BROTHERS LTD.
Birmingham.

Cr.5



EARL OF SHREWSBURY & TALBOT
(Estates)

Cr.6



JAMES RUSSELL & SONS LTD.
Crown Works,
Wednesbury,
Staffordshire.

Cr.7



STEAR & JACKSON LIMITED
Sheffield.

Cr.8

DIAMONDS



MANIFOLDA LIMITED
West Bromwich.

D1



MANIFOLDA LIMITED & DEBECEY
MANUFACTURING COMPANY LTD.
Birmingham.

D2



D3



D4



D5

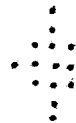


D6



D7

Found vertically on 1d
red plates.



D8



D9



D10

HEARTS

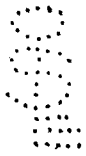


H1



H2

KEYS



K1

MONOGRAMS



AE
M1

ANGLO-EGYPTIAN BANK LIMITED
London.



AS
M2



BP
M3



CC
M4



CC
M5



C&ECC
M6



CJ
M7



CS
M8



&cG
M9

A. de GRUCHY LIMITED
Jersey
Channel Islands.

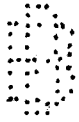


FC
M10



GSM
M11

MONOGRAMS (Continued)



DB
M12



ML3



HH
M14

COMMERCIAL UNION INSURANCE
COMPANY LIMITED
"Hand-in-Hand Club".



HLR
M15

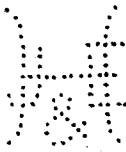


HT
M16

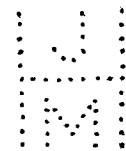
HAYWARD-TYLER & COMPANY
London, E.C.



JEC
M17



J&EH
M18



JMH
M19



JP
M20



JS
M21

JOSEPH SLOPER LIMITED
London, N.W.6.

MONOGRAMS (Continued)



JSLd
M22



MCo
M23



MLtd
M24



MB
M25

Found on ld red plates.



RL
M26



RR
M27



SB
M28



SM
M29

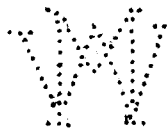


SX
M30



TeCoLtd
M31

MONOGRAMS (Continued)



WM
M32



CEB
M33



TACo
M34

PATRIOTIC ASSURANCE Co. Ltd.
College Green,
Dublin.



TW
M35

NUMERALS

H&O
200

N1

Found on ld red plates.

H&O
204

N2

H

208P

N3

Found on ld red plates.

P
A

N4

6

N5

7

N6

8

N7

P
W 8

Die 1

N8

PONTINGS LIMITED
London, W.8.

P
W 8

Die 2

N9

PONTINGS LIMITED
London, W.8.

R
H

B
B



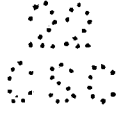


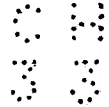


N10

R
V
E



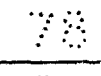



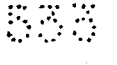
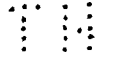
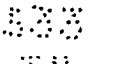
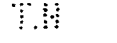
N11

Found on ld red plates.

NUMERALS CONTINUED

	HOSPITAL MANAGEMENT COMMITTEE	
18	SUTTON & CHEAM BOROUGH COUNCIL	
		
	CIVIL SERVICE COMMISSION	Government Official puncture.
		
		
S 2 7	MIDDLEWOOD HOSPITAL Sheffield	
		
		
		"Carpet die covering several stamps.
L & S 50		Found on ld red plates.

NUMERALS CONTINUED

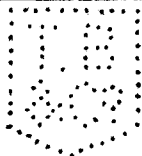
	HEINZ LIMITED	
	N23	
L & S 		Found on 1d red plates.
	N24	
		
	N25	
		
	N26	
		
	N27	
129	USKSID ENGINEERING COMPANY LIMITED	
	N28	
169	WALLESEY CORPORATION	
	N29	
		
	N30	
		Found on 1d red plates and half of die on 1/2 plates.
		
	N31	
		Found on 1/2d plates mainly but sometimes on other values.
		
	N32	

OVALS



01

SHIELDS



S1

THOMAS BROWN & Co., Ltd.
Dublin



S2

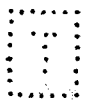
Found on ld red plates.

SQUARES



SQ1

Found on ld red plates.



SQ2

STARS



STAL



STA2

STRAIGHT-LINES

FELTOE & SONS LIMITED
Albermarle Street,
London, W.1.

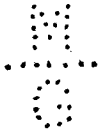
Found on Line-Engraved
issues.

Die 1 STR1

FELTOE & SONS LIMITED
Albermarle Street,
London, W.1.

Found on 20th Century
issues.

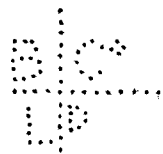
Die2 STR2



STR3

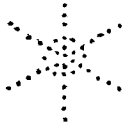


STR4



STR5

SUNBURSTS



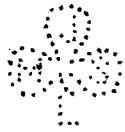
SBI

THISTLES



THI

TREFOILS



J MARPLES & SONS Ltd.
Sheffield.

TRE1 (Die 1)



J MARPLES & SONS Ltd.
Sheffield.

TRE2 (Die 2)



TRE3



TRE4

TRIANGLES



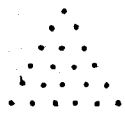
ARTHUR SANDERSON & SON
LIMITED

TRI.1



TRI.2

Found on 1d red plates.

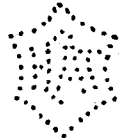


OTHER DEVICES



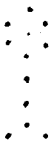
HATTERSLEY & COMPANY
Beeston,
Nottinghamshire.

01



JONES & ATTWOOD LIMITED
Stourbridge,
Worcestershire.

(HEAT)
02



03

Found on 1d red plates



04

ABNORMAL LETTERS



AB1

Found on 1d red plates.

Chapter 16.The Use of Full Name Dies.

It will have been noted in Chapter Ten, that Mr. Eden Fisher had drawn the attention of the Post Office to the fact that a large number of users of perforated security stamps were using their full names in their dies, and that the Post Office had requested that this practice should cease. The Post Office's investigation of this matter had only covered mail passing through the E.C. District Office and they were obviously not fully aware of the nation-wide use of these dies.

They do not seem to have been too insistent upon this regulation being carried out, since many dies were produced after 1873, the date of the Post Office request. Indeed, they continue in use today, although it does seem that, where new dies are produced, these take the form of initials only and, in consequence full name dies are becoming scarcer.

Firms having existing Full Name dies have been aware of their advertising value and been reluctant to change to initial dies. The advertisement factor is, of course, one of the reasons which caused the Post Office to ban such dies.

In the lists given, which contain all the known dies in which a name or full word has been used, it is possible, in a very few cases, that the name shown is merely the coincidental juxtaposition of initial letters which just happen to make up a name or word and, pending definite identification, these must be regarded as tentative listings. Some of the words listed are abbreviations, while others are Trade Names bearing no relation to the name of the company using such dies.

All dies are listed under the first letter of the surname and also under the first initial of the die. Thus, "J / Smith" is listed under both "J" and "S".

Dies in use prior to 1881 are indicated by the sign (+), while those which exist in more than one type are distinguished by the mark "/". Only verified identifications are given although it is possible to make a reasonable guess at others.

Spacing has been left at the end of each alphabetical letter to allow for additions to be made as further information is received.

One or two examples will be noted where the name given is incomplete. This may be due to the fact that the die used was a "Carpet" die covering two or more stamps, or that the pins forming the end of the name were broken so that a complete reading is not possible until earlier and clearer specimens are found. Similarly bad alignment of the die when puncturing would result in only part of the name appearing upon the stamp.

A1.	Ada		
A2.	Adam.	J. & J. Adam, Ltd. London.	(+) /
A3.	Adol.		
A4.	Aid.		
A5.	A. J. R	Avon India Rubber Co., Ltd. Melksham, Wilts.	
A6.	Ajax.		
A7.	Aje		
A8.	Alb.	Albion Insurance Co., Ltd. London.	
A9.	Alm.		
A10.	A L / M	Associated Lead Manufacturers, Ltd. Chester.	
A11.	Amp		
A12.	A. M. P	Australian Mutual Provident Society.	
A13.	And.		
A14.	Angus	Angud (South African) Newspaper, Ltd. London.	
A15.	Anrol	Anrol Brothers, Glasgow.	
A16.	Art.		
A17.	Ash / & Co. Ltd.		
A18.	Atlas / Bilston.		
A19.	Aur		
A20.	Aux	Army Auxiliary Co-Operative Society. London.	/
A21.	Avery.	W. & T. Avery, Ltd. Birmingham.	
A22.	Ayre	Ayre Bros., Ltd.	
B 1.	Bass	Ratcliff & Grettton, Ltd. Burton-on-Trent.	(+) /
B2.	Batty / & Co.		
B 3.	Beavis		(+)
B 4.	Benn.		
B 5.	B. Hyam / & / Son (in arc)		(+)
B 6.	Bibby.	J. Bibby & Son, Ltd. Liverpool.	
B 7.	Biggs.	Holt Biggs, Ltd.	
B 8.	Biclam		
B 9.	Bird.	William Bird & Co., London. E.C.	(+)
B10.	Bird / Co.		(+)
B11.	Birk / Beck.	Birkbeck Bank, Ltd., London.	/
B12.	Bla / key	Blakey's Boot Protectors, Ltd. London.	/
B13.	Bliss		
B14.	Block.		
B15.	B & N / Line	Bibby & Northern Lines, London. E.C.1.	
B16.	Bolt / B	Wilkinson & Riddle (Bristol) Ltd. (Telegraphic Address)	
B17.	Borwick.	Borwick & Sons, Ltd.	
B18.	Bouch.	Manchester.	(+)
B19.	Bos		
A20.	B. O. S	Barry, Ostlers & Shepherd, Ltd. London.	
A21.	B / O / S		
A22.	Bovey.	John Bovey & Co., Ltd. Cardiff. (Ship Brokers)	(+)
A23.	Bovy		
A24.	Box / Co (9)	Ipswich Box Co., (Fish Boxes)	
A25.	Broil	British Oil & Cake Mills, Ltd.	
A26.	Brook		
A27.	Bryce		(+)
A28.	Bunn.	J. & H. Bunn, Ltd., Great Yarmouth. (Fertilisers)	
A29.	Butt.		

C 1.	Caine	Liverpool.	(+)
C 2.	Cal / Ins	Caledonian Insurance Co., Edinburgh.	
C 3.	Cam / Rys	Cambrian Railways.	(+)
C 4.	Cannon	The "Cannon" Hollow-ware Co., Ltd. Bilston.	
C 5.	Carr	Carr (Biscuits) of Carlisle, Ltd.	
C 6.	Carter	Carter Tested Seeds, Ltd., London. S.W. 20.	
C 7.	Car / ter		
C 8.	Cash / & Co.	Cash & Co., Ltd. Conk.	
C 9.	Cave		
C 10.	Century	Century Insurance Co., Ltd. Edinburgh.	
C 11.	C. Fry / & Co.		(+)
C 12.	Challinors		
C 13.	Chappuis		
C 14.	Chubb.	Chubb & Sons, Lock & Safe Co., Ltd. London. W. 1.	
C 15.	City / ty		
C 16.	City / Bk	The City Bank, Ltd. London.	
C 17.	Clan / Line	Clan Line Steamers, Ltd., Glasgow.	
C 18.	Cleeve	Cleeve's Confectionery (Limerick) Ltd.	
C 19.	Coal		
C 20.	Coats (J. P.)	J. & P. Coats, Ltd.	
C 21.	Coli.....	(Incomplete die)	
C 22.	Cori.....	(Incomplete die)	
C 23.	Cory		
C 24.	Cory / C	William Cory & Son, Ltd. Cardiff.	(+)
C 25.	Cory / L	Cory Bros., Co., Ltd. London. S.E. 16.	
C 26.	Cowan		
C 27.	Cox		
C 28.	C / O / X	Cox & Co., Ltd. (Bankers) London. W. C. 2.	(+)
C 29.	Cramer		
C 30.	Cramer / & Co.	J. B. Cramer & Co., Ltd. (Pianos) London. W. 1.	(+)
C 31.	Crisp.		
C 32.	Cue.		
C 33.	Currie	Currie, Ltd., Glasgow.	
C 34.	Curtiss.	Curtiss & Sons, Ltd. Portsmouth. (Removals)	(+)
C 35.	Czar	C. Czarnikow, Ltd. London.	

D 1.	Daleco	Coalbrookdale Co., Ltd. Coalbrookdale.	
D 2.	Daukes	Daukes & Co., Ltd. Bedford.	
D 3.	Delius	Daniel & Rudolph Delius, Ltd. Bradford. Yorks.	
D 4.	Dennis	Dennis (Ruabon) Ltd. Ruabon.	
D 5.	Dent (in triangle)		
D 6.	Dex		
D 7.	Dex / Co.		
D 8.	Dixon	Peter Dixon & Son, Ltd., Oughtibridge. Sheffield.	
D 9.	Dock / rell	Thomas Dockrell, Sons & Co., Ltd. Dublin. (Timber)	
D 10.	Dove / & Co.	John Dove & Co., Ltd. Newcastle-on-Tyne.	
D 11.	Dover (R.D)		
D 12.	Down	Kingston-on-Thames.	
D 13.	Dray	London.	

D14.	Druce	Druce & Co., Ltd. London. W.	
D15.	Duff.		London.
D16.	Dun		
D17.	Duncan	S. T. Duncan & Co., Ltd. Cardiff. (Ship Owners)	
D18.	Dunlops	Dunlop Pneumatic Tyre Co., Ltd. Birmingham.	
D19.	Dunn	G. A. Dunn & Co., Ltd. (Hatters) London. N. W. 1.	
E 1.	Echo		
E 2.	Ede		(+)
E 3.	Edi / Swan	Edison & Swan Electric Light Co., Ltd.	
E 4.	Eley	Eley Bros., Ltd. London. (Cartridges)	! (+)
E 5.	Ely		
E 6.	Emu	The Emu Wine Co., Ltd. London. E. 3.	
E 7.	E. Pink	E. & T. Pink, Ltd., London. S. E.	(+)
E 8.	Esso	The Esso Petroleum Co., Ltd.	
E 9.	E & T / Pink	E. & T. Pink, Ltd., London. S. E.	
E 10.	Etna	Etna Iron & Steel Co., Ltd. Glasgow.	
E 11.	Eu'p'n / Mail	Morgan Bros., Ltd. London. (Financial Journal)	(+) !
E 12.	Evans / & Co. (rd)		(+)
F 1.	Fison	Fison's Ltd. London. (Fertilisers)	
F 2.	Flour		Liverpool.
F 3.	Force / Food	A. C. Finken & Co., London. W. C. 1.	
F 4.	Ford	Ford Motors, Ltd.	
F 5.	Fox	G. C. Fox & Co., Ltd. Falmouth. Cornwall.	(+)
F 6.	Fry		(+)
F 7.	F. R. Y		
F 8.	Fry / & / Sons	J. S. Fry & Sons, Ltd. (Chocolate) Bristol.	(+)
F 9.	Fx / y		
F 10.	Fry / & Co.		
G 1.	Gale	W. A. Gale, Ltd. Liverpool. (Builders)	
G 2.	Game		
G 3.	Gardiner / & Co.	Gardiner & Co., Ltd. (Scotch House) London.	
G 4.	Gaz		
G 5.	Gaze		Sperry Moor.
G 6.	G / Herald	Glasgow Herald.	
G 7.	Giddy		
G 8.	Globe		
G 9.	Glyn	Glyn Mills Co., Ltd. (Bankers) London.	(+)
G 10.	Gottschalk		
G 11.	Grand		
G 12.	Grange		
G 13.	Graphic	Weekly journal now merged with "Sphere"	
G 14.	Gratrix		(+)
G 15.	Guild / & Co.		(+)

H 1.	Haca & Co		(+)
H 2.	Hare		(+)
H 3.	HB Soap	Hudson Bros., Ltd. Liverpool.	(+)
H 4.	Heal	Heal & Sons, Ltd. London.	(+)
H 5.	Hearn		(+)
H 6.	Heat (in 6 rayed star)	Jones & Attwood, Ltd. Stourbridge.	
H 7.	Heat		
H 8.	Herald (G)	Glasgow Herald.	
H 9.	Hertz	M. Hertz & Co., Ltd. Manchester.	
H 10.	Heth		
H 11.	Hewetson	H. Hewetson, Sons & Co., Ltd. London.	
H 12.	Hill / & / Sons.	Wm. E. Hill & Sons, Ltd. London. W. 1. (Violins)	
H 13.	Hitchings Ld		
H 14.	H / Lebus	Harris Lebus, Ltd. London.	
H 15.	Hood	Hood's Ltd. Birmingham.	
H 16.	Hoyles		
H 17.	Huber		
H 18.	Hurley		
H 19.	Hurll	Peter & Mark Hurll, Ltd. Coatbridge.	
H 20.	Huth	Frederick Huth & Co., Ltd. London.	(+)
H 21.	Hutton	J. Hutton & Son, Ltd. London.	(+)
H 22.	Hyam		(+)
H 23.	Hyam / & / Son (B)	in arc. B. Hyam & Son, Ltd. London.	(+)
H 24.	Hyam (M & S)		

J 1.	J / Box / Co	Ipswich Box Co. Ltd. (Fish Boxes)	
J 2.	Jde	T. & W. Jde, Ltd., London. W. 1. (Glass makers)	
J 3.	Jdri	Jdri Ltd., London. N.W. 1. (Minerals)	
J 4.	Jndo		
J 5.	Jvention	The Patents Office. London. W. C. 2.	
J 6.	Jvine	Jvines' Shipbuilding & Dry Dock Co., Ltd.	(+)

J 1.	Jaffe	Jaffe Bros., & Co., Ltd. Dundee.	(+)
J 2.	Jardine	John Jardine, Ltd., Nottingham.	
J 3.	Jays	Jays' (Furnishers) Ltd. London. W. 1.	
J 4.	J / Box	Jointed Box Co., Ltd.	
J 5.	J / Smith	John Smith's Tadcaster Brewery Ltd.	
J 6.	Joe / & Co		
J 7.	J. P / Coats	J & P Coats, Ltd. (Cottons)	
J 8.	J / White		(+)
J 9.			

K 1.	Keen	Keen Robinson & Co., Ltd., London.	(+)
K 2.	Keen / & Co.		
K 3.	Ken / nan	Kennan & Sons, Ltd. Dublin.	
K 4.	Kent	G. B. Kent & Sons, Ltd. London. W. 1.	(+)
K 5.	Kessler	Kessler & Co., Ltd. Bradford. Yorks.	

K 6.	Kops		
K 7.	Kuhner		(+)
L 1.	Lacy	Lacy & Son, Smithfield, London. (Butchers)	(+)
L 2.	Laf / aye / tte	Lafayette Galleries, Ltd. Regent St. London.	
L 3.	Lang		(+)
L 4.	Lamb		
L 5.	Leaf	Leaf, Sons & Co. (Pawson Leafs, Ltd) London.	
L 6.	Lebus (H)	Harris Lebus, Ltd. London.	
L 7.	Lee	Arthur Lee & Sons, Ltd. Sheffield.	
L 8.	Letts	Letts (Diaries) Ltd., London.	(+)
L 9.	Letts / London.		
L 10.	Levy		(+)
L 11.	Ley	Ley Malleable Castings Co., Ltd. Derby.	
L 12.	Light.	London Gas Co. (Telegraphic address)	(+)
L 13.	Line	John Line & Sons, Ltd., London. W. 1. (Wallpaper)	
L 14.	Line (B & N)	Bibby & Northern Line, Ltd. London.	
L 15.	Lloyds.	Lloyds. Lime St., London. E. C. 3.	
L 16.	Loane		(+)
L 17.	Lobbs		
L 18.	Lucy		(+)
L 19.	Lyon / & / Hall	Lyon & Hall, Ltd. Brighton. (Musical Instruments)	
L 20.	Lyons	J. Lyons & Co., Ltd. London.	
M 1.	Main	R. & A. Main, Ltd. London. N. 18. (Gas Stoves)	
M 2.	Maple	Maple & Co., Ltd. (Furnishers) London.	(+)
M 3.	Maw		(+)
M 4.	M / A / Y		
M 5.	Maza	Mazawattee Tea Co., Ltd. London.	
M 6.	Mc / Call		
M 7.	Mead		
M 8.	Mercy		
M 9.	Miller	Miller, Son & Co., Ltd.	
M 10.	Minton	Minton China Works, Ltd. Stoke-on-Trent.	
M 11.	Moon / Rt St	Moon, Ltd. Regent St., London.	(+)
M 12.	Moss	H. E. Moss & Co., London, Liverpool & Newcastle.	
M 13.	Moy	Thomas Moy. Colchester. (Coal Factor)	
M 14.	M. Rose		(+)
M 15.	Mr. Streeter (in arc)		(+)
M 16.	M & S / Hyam		(+)
M 17.	Muir	Durdee.	
M 18.	Myers	(Rum importers)	
N 1.	Nairn	Michael Nairn & Co., Ltd. Kirkcaldy.	
N 2.	Nes	The Nestle Co., Ltd. London. S. E. 16.	

- N 3. Nol/is/co/hr (4 sides of square) Nicholson (+)
- N 4. Night / Mail Morgan Bros, Ltd. London. (Financial paper) (+)
- N 5. Nops.

- O 1. Ocean Ocean Coal Co., Ltd., Cardiff.
- O 2. Oetzmann Oetzmann, Ltd. (Furnishers) London.
- O 3. Orr
- O 4. Oslin
- O 5. Oyez The Solicitor's Law Stationery Society.
- O 6. Oxo / Ld Oxo, Ltd. London. (Beef Cubes)
- O 7. Ozo

- P 1. Page Charles Page & Co., Ltd., London. S.W. 1.
- P 2. Pai..... ("Carpet" die over several stamps in oval) (+)
- P 3. Pale / thonpe Palethorpe's Ltd., Tipton, Staffs.
- P 4. Pantin Pantin's Ltd. (Merged in Lipton, Ltd.) Grocers.
- P 5. Paul R & W. Paul, Ltd., Ipswich. (Now "R W / P")
- P 6. Pax
- P 7. Pears Pears' Soap, Ltd. London.
- P 8. People "The People" (Ocham's Press, Ltd. London. W.C. 2.)
- P 9. Perch
- P 10. Pim
- P 11. Player John Player & Sons, Ltd. Nottingham. (Cigarettes)
- P 12. Pochin (f)
- P 13. Poly Polytechnic. London. W. 1.
- P 14. Potter J.G. Potter, Ltd. (now Wallpaper Manufacturers, Ltd. Darwen, Lancs.)
- P 15. Press / Bros.
- P 16. Print

- Q 1.
- Q 2.
- Q 3.

R 1.	Rag / lan		
R 2.	Ralli (Script)	Ralli Bros., Ltd. (Bankers)	London. E.C. 4. (+)
R 3.	Ram		
R 4.	Rase		
R 5.	Rate / Office		
R 6.	Rates		
R 7.	Rd. / Evans / & Co.		(+)
R 8.	R. D / Dover		
R 9.	Reade		
R 10.	Rigby		
R 11.	Rock	Rock Insurance Co., Ltd.	London.
R 12.	Ropner	Ropner Shipping Co., Ltd.	West Hartlepool. (+)
R 13.	Rose / & Co.		(+)
R 14.	Rose (M)		
R 15.	Roun / trees.	Rountree & Co., Ltd.	York. (Chocolate)
R 16.	Rylands	Ryland Bros., Ltd.	Warrington. Lancs.

S 1.	Sage	Frederick Sage & Co., Ltd.	London. W.C. 1.
S 2.	Salt	Sir Titus Salt & Sons & Co., Ltd.	Saltaire Shipley, Yorks. (+)
S 3.	Sa / id	Scottish Accident Insurance Co., Ltd.	Edinburgh. (+)
S 4.	Sall.....		(Incomplete die) (+)
S 5.	Sanders / & Son / Bath. (also in embossed form)	Sanders & Son, Ltd.	Bath. (Drapers) (+)
S 6.	Sands		
S 7.	S. C / Dock / Coy		(+) (+)
S 8.	Scott / Bros		(+) (+)
S 9.	Sell		
S 10.	Silva		
S 11.	Singer	Singer Sewing Machine Co., Ltd.	London. E.C. 1.
S 12.	Sir / J B / Ltd.		
S 13.	Sla / ter		
S 14.	Smith		
S 15.	Smith (I)	John Smith's Tadcaster Brewery, Ltd.	(+)
S 16.	Soap (HB)	Hudson Bros., Ltd.	Liverpool. (+)
S 17.	Spero	Richard Howarth & Co., Ltd.	Manchester.
S 18.	Spencer		
S 19.	Spiers		
S 20.	S' Sea / Cpn	Swansea Corporation.	
S 21.	Stony		
S 22.	Stott		(+) (+)
S 23.	Streeter (Mr) in arc.		(+) (+)
S 24.	Sugg		
S 25.	Sutton / Reading	Sutton & Sons, Ltd.	Reading. (Seedsman) /
S 26.	Suttons	Sutton & Sons, Ltd.	Reading. " /
S 27.	Sutton / & Sons.	Sutton & Sons, Ltd.	Reading. " /

T 1.	T / A / N	Thompson Newspapers, South Africa (Pty), Ltd.	
T 2.	Tite		(+)
T 3.	Travers	Joseph Travers & Son, Ltd. London. E.C.	(+)
T 4.	Tucke / Bros		(+)
T 5.	Turner (W)		(+)
T 6.	Tuthill		
T 7.	Tuthill / London		
T 8.	T V / & / Sons	Thomas Venables & Sons, Ltd. Whitechapel London.	

U 1. Univ / Corr / Coll Universal Correspondence College. London.

V 1.
V 2.
V 3.

W 1.	Wade	Richard Wade, Sons & Co., Ltd. Hull.	(+)
W 2.	Ward		
W 3.	Was / & Co	W. A. Sparrow & Co., Ltd., London. E.C. 1.	
W 4.	Watts	S. & J. Watts, Ltd., Manchester.	
W 5.	Weir		
W 6.	Wells / & Co.		(+)
W 7.	Wey / Ltd.	W. E. Yates, Ltd. Bramley, Leeds.	
W 8.	Wey / Ld		
W 9.	Wheen		
W 10.	Whelan		
W 11.	Whiteley.	William Whiteley, Ltd. West Kensington. London.	(+)
W 12.	White (J)		(+)
W 13.	Wild		
W 14.	Wilks / Bros		(+)
W 15.	Will		
W 16.	Willing	Willings' Billposting Service, Ltd. London.	
W 17.	Wil / ling	W.C. 1.	(+)
W 18.	Willis		

W19.	Wills	W. D. & H. O. Wills, Ltd. Bristol. (Tobacco)	1
W20.	Withy		(+)
W21.	W. / Turner		(+)
W22.	Wye		(+)

X 1.
X 2.
X 3.

Y 1.	Yale	Yale Lock Co., Ltd. London.
Y 2.	Yost	Yost Typewriter Co., Ltd. London.

Z 1.
Z 2.
Z 3.

Chapter 17.Sloper's "Secret" Marks.

As the number of users increased it was inevitable that Sloper should have to devise some means of differentiating between those used by firms having the same initials. It also became necessary, in some instances, for firms to have some method of identifying stamps emanating from different branches or departments of their concern.

The first, and most obvious, method was to vary the number of pins comprising each letter. With some letters this could be done quite simply without varying the size of the letter. The letters, "W" and "M" could have the central pins arranged in any number from 3 to 7 without altering the general appearance of the letter. The letters "A", "C", "F", "H", "N" could all have modifications of the cross strokes to appear with one, two or more pins. Finally any letter could be changed by the addition of serifs.

The use of "Co." for "Company" and "Ld." for "Limited" also gave ample scope for variation. The "o" of "Co." could have 4, 6 or more pins and might have one or two stops beneath or even no stop at all. "Limited" might be represented by "Ltd." or "Ld." with or without stops. The initials themselves might be separated by stops and, in a few cases, two or more stops were used after some initials.

One of Sloper's earliest attempts to introduce a "secret" mark consisted of reversing the letter, "B" to read backwards and this was used in several dies. A more subtle method might be employed by varying either the width or height of a die or of varying the spacing between letters horizontally or vertically.

Fancy lettering, monograms and numbers were introduced. The die could be applied horizontally, vertically or diagonally in one line or more as required.

A permutation of all these methods would indicate that the number of possible variations of the same initials was limitless. Too much notice should not be taken of the size of the holes since these varied with the number of sheets perforated at one operation and with the taper of the pins. Misuse of machines by private users often led to broken pins, so that letters appear with "blind" holes. These, of course, were not "secret" marks.

The greatest ingenuity originated by Sloper, however, was his use of the ampersand, and it is this character, more than any other, which received the attention of the perforators. Basically, the ampersands fall into four main types with sub-types of each. They vary in the shape of the head which may be flat, triangular, diamond-shaped or looped. The base may be curved or rectangular. A permutation of all these varieties produces some twelve different ampersands. Undoubtedly, not all these were the product of Sloper for his competitors found it necessary to be able to recognise their own dies. One can only discover those marks which were devised by Sloper by examining dies produced during the period of his monopoly.

An additional help may be obtained from the gauge of the perforations. Sloper dies are always a smaller gauge

than those employed by any of his rivals and usually gauges around 19 holes to 2 centimetres.

Taking all the possibilities already mentioned and permuting them in every possible way, a variety of dies may be obtained to satisfy the demands of the largest possible number of similarly initialled users. Taking an imaginary firm, Joseph Smith & Sons, Ltd., the following examples will illustrate this point.

J. S. & S.
 S & S
 S / & S
 S / & S
 / S & S
 S & S L
 . S & S. L
 / S & S L
 S / & S / L
 S / & S / L
 . S / & S. L
 S / & / S L
 . S / & / S. L
 . S & S Ld.
 S & S Ld
 . S / & S Ld.
 S / & S Ld.
 / S & S Ld.
 / S & S / Ld
 S & S / Ld.
 . S & S / Ld.
 J. S / & S / Ld.

J. S & S Ltd.
 J. S & S Ltd.
 J. S / & S Ltd.
 J. S / & S Ltd.
 J. / S & S Ltd.
 J. / S & S / Ltd.
 J. S / & S / Ltd.
 J. S / & S / Ltd.
 J. S & S / Ltd.
 J. S & S / Ltd.
 J. S / & / S Ltd.
 J. S / & / S Ltd.

All these can be varied again by use of any of the 12 types of ampersand.

The combination of all these varieties with the various ampersands makes it possible to produce over 400 differing dies and, by the addition of serifs or changing the number of pins to any letter it is possible to produce some thousands of different dies.

In actual fact very few of these possible combinations have been employed and the large majority of dies employ letters having certain standard characteristics. Most of these dies measure from 4 to 5½ millimetres in height.

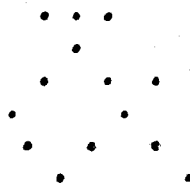
I have compiled a table of letter construction indicating the normal number of pins found to each letter and to those, where known, with serifs. Where letters exist in abnormal formations these are indicated. These abnormal letters include fancy letters, script lettering, extra-large sized dies, etc. No attempt has been made to distinguish Sloper dies since not enough research work has, so far, been done on these.

<u>Letter.</u>	<u>Normal Number of Pins.</u>	<u>With Series</u>
A	8. 10. 12.	
B.	11. 13. 15. (Many abnormal)	13. 15. 17.
C.	7. 8. " "	8. 9.
D.	9. 11.	11. 13.
E.	9. 10.	
F.	7. 8.	
G.	9. 10.	
H.	10. 11. 12. (Many abnormal)	
I.	4. 5.	8. 9.
J.	6. 7. 8.	8. 9. 10.
K.	9. 10. 11. (Abnormal)	
L.	6. 7.	7. 8.
M.	11. 13. 15. (Abnormal)	
N.	11. 13.	
O.	8. 10.	
P.	8. 9. 10. (Abnormal)	11. 13.
Q.	10. 12.	
R.	10. 11. 12. (Abnormal)	
S.	9. 10. 11.	
T.	6. 7.	10. 11.
U.	8. 10.	
V.	7. 9.	
W.	12. 14. 15. 16. (Abnormal)	
X.	9.	
Y.	6. 8.	
Z.	8. 9.	
"o" ("Co")	4. 6.	
"d" ("Lc")	6. 7.	
"e" (Ltd)	6. 7. 9.	
"x" ("Ltc")	5. 6.	
& (impersand)	12. 13. 14. 15. (Many abnormal)	

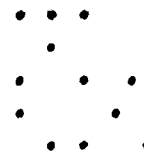
THE AMPERSANDS

Type 1.

Usually found
with 14 pins
with 12 pins in
Type 1a.



Type 1.



Type 1a.

Type 2.

Usually found with
16 pins and no
sub-type known.



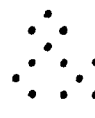
Type 2.

Type 3.

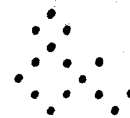
Usually has 14 pins.
Type 3a = 12 pins.
Type 3b = 15 pins.



Type 3.



Type 3a.



Type 3b.

Type 4.

Rarely used and has
16 pins. No sub-
types known.



Type 4.

Chapter 18.

Overprinted Fiscal and Draft Stamps for Commercial Use.

It is in this field that the earliest of all overprints on stamps for security purposes occurs. Three years before the Oxford Union Society commenced to overprint postage stamps, firms were having their names applied to Draft Stamps.

The overprinting was carried out by the Government printers although, from 1881, many were privately overprinted.

With the advent of Sloper's process many firms went over to perforation as a more satisfactory method of safeguarding their stamps. This was not, however, until 1870, when the Inland Revenue authorities granted permission for this process to be used.

Government overprinting of Revenue stamps ceased in 1881 and, with the introduction in 1883 of stamps available for both Postage and Revenue, there was no further need for Revenue stamps and initial perforated stamps were generally adopted. The sole remaining exception was that stamps intended for Receipt purposes might still be overprinted and many are to this day.

Here is a Check List of all known overprinted Revenue and Draft Stamps:-

1856. 1d Lilac. Draft. Wmk. Cabled Anchor. Perf. 15 x 15½. Sg. Type F5.

Colour of Overprint.

- Copestake, Moore Crampton & Co. Blue.
- Evans, Lescher & Evans. Red.
- Lent & Co. Black.
- Hodge & Reed. Black.
- John Kynaston & Sons. Black.
- Palmer & Co. Black.
- Welsh, Margetson & Co. Black.

1860. 1d. Lilac. Inland Revenue. Wmk. Cabled Anchor. Perf. 15 x 15½. Sg. Type. F6.

- Copestake, Moore, Crampton & Co., Blue.
- Evans, Lescher & Evans. Red.
- Lent & Co. Black.
- Palmer & Co. Black.
- Cooper, Box & Co. Black.
- Rutter & Coleby. Black.
- Ward, Sturt & Sharp. Black.
- J. A. Hofmann & Co. Black.
- Cook, Son & Co. Black.
- W. T. Devas & Routledge. Black.
- J. & R. Morley. Black.
- George Brettell & Co. Black.
- James Vickers & Co. Black.
- H. H. & S. Budgett & Co. (also double ovpt. known) Black.
- George Hitchcock Williams & Co. Black.

1863. Private Firms' Stamps."Messrs. Allsopp, Burton-on-Trent", Overprint in Black.

1d Lilac. Inland Revenue with Firm's stamp. (Imperf between)

1d Lilac. Wmk. Cabled Anchor. (Perf. 12 x Imperf.)

1d Lilac. Wmk. Cabled Anchor. (Perf. 11 x 12 x Imperf.)

1864.

1d Lilac. Inland Revenue. Wmk. Anchor (16mm) Perf. 12 x Imperf.

1867.

1d Lilac. Inland Revenue. Wmk. Anchor. (18mm) Perf. 12 x Imperf.

1d Lilac. Inland Revenue. Wmk. Anchor. (18mm) Perf. 12½ x Imperf.

1d Lilac. Inland Revenue. Wmk. Anchor. (18mm) Perf. 15½ x 15, affixed to a pink form and overprinted with Firm's name. Form perforated 12½.

1864. 1d Lilac. Inland Revenue. Wmk. Anchor (16mm) SG. Type F7.

Copestake, Moore, Crompton & Co.

Blue.

Allan & Badger.

Blue.

Dent & Co.

Black.

Cooper, Box & Co.

Black.

Cook, Son & Co.

Black.

W. & T. Devas & Routledge.

Black.

J. & R. Morley.

Black.

H. H. & S. Budgett & Co.

Black.

George Brettell & Co.,

Black.

Crocker, Sons & Turner.

Black.

Joseph Causton & Sons.

Black.

William Lawson & Sons.

Black.

1867. 1d Lilac. Inland Revenue. Wmk. Anchor. (18mm) SG. Type 7.

Copestake, Moore, Crompton & Co.,

Blue.

Dent & Co.

Black.

Devas, Routledge & Co.

Black.

J. & R. Morley.

Black.

George Brettell & Co.

Black.

George Hitchcock Williams & Co.

Black.

Freil & Stedall.

Black.

1867. 1d Lilac. Inland Revenue. Wmk. Small Anchor. SG. Type F8.

Grant, Grant & Co.

Black.

Freil & Stedall.

Black.

Walkden & Sons.

Black.

1867 - 8. 1d Lilac. Inland Revenue. Wmk. Small Anchor. SG. Type F9 (a)

Shepherd, Neame & Co.

Red.

Teele & Bishop.

Black.

Lebenham & Freebody.

Black.

London & County Bank.

Black.

H. Glover, Son & Co.

Black.

1874. 1d Embossed Pink on white wovepaper. "Revenue". Perf. 12 $\frac{1}{2}$.
SG. Type. F13.

G. & R. Smith.

Black.

1877. 1d Lilac. Inland Revenue. Wmk. Small Anchor. SG. Type F9 (b)

H. Glover, Son & Co.

Black.

Huxley & Co.

Black.

Ryland & Sons.

Black.

F. & B.

Black.

Liverpool United Gas Light Company.

Red.

1879 - 1881. 1d Lilac. Inland Revenue. Wmk. Anchor or Orb.
SG. Type F9 (c)

John Hutton & Sons.

Black.

Teale & Bishop.

Black.

Leaf, Sons & Co.

Black.

George Brettell, London.

Black.

S. Hanson, Son, Evison & Barter.

Black.

J. P. Clarke & Co.

Black.

Spencer, Turner & Bolders.

Black.

Foster, Porter & Co.

Black.

Rylands & Sons.

Black.

Huxley & Co.

Black.

Robert E. Davis.

Black.

1881. 1d Lilac. "Postage & Revenue". (16 pearls). Privately printed.

Numerous Firms and Societies. All in Black.

Chapter 19.

The Enigma of the Sloper Registers.

One of the tragedies of the 1939-45 War for students of Security Perforations was the reported loss of the Sloper Registers by enemy action.

F. Hugh Vallency in his, "British Stamps Perforated with Firms' Initials" tells us that he had the opportunity of seeing these registers and quotes certain examples which he thought would interest collectors, but did not go further than this. He states, "Records of the work done are contained in big volumes, the earliest of which were apparently arranged in order order of receipt of instructions, and later with the names of their clients in alphabetical order". He then lists the following with the appropriate numbering:-

1. J. T. Millman.
2. J. C. Bailey & Co.
3. Baker, Baker & Co.
10. Crosse & Blackwell, Ltd.
20. Copestake, Moore, Crampton & Co.
29. Hambro, Son & Co.
89. Messrs. Frederick Huth.

He also adds:-

9. Messrs. Cory,
11. Messrs. Cramer.

It will be noted that the order of these, as quoted by him, is alphabetical which is not at all the likely sequence of receipt of instructions. I am convinced that Vallency got his facts reversed and that, at some date after commencing his process, Sloper set down his existing clients in alphabetical order and then added others as instructions arrived. This surmise fits more readily the facts that we know about his register.

Note the large leap forward between No. 29, (Hambro & Son) and No. 89 (Frederick Huth). It is not likely that he had at this time sixty clients whose names ranged alphabetically from Ha to Hu, and I suggest that it was somewhere between these two numbers that Sloper changed his method of registration. Possibly, the first fifty or so names were in alphabetical order covering all his clients up to that point and his chronological listing began thereon.

I have made many attempts to reconstruct Sloper's original register without success because too many uncertain factors exist.

Vallency listed certain early plate numbers and tended to assume that these must be early clients of Sloper. Many of them probably were, but as many different plate numbers were in current circulation at any one time, this assumption can easily fall down. To take an example, Plate 106, which has an earliest use of February 27th 1868 might equally well have been passed through a perforation machine in 1870 or 1871 and need not be a Sloper perforation at all if punctured after that date. The existence of very few dated postmarks makes the task even harder.

The nearest one can get to a reconstruction of the Sloper Register is to compile a list of those Firms which were, almost without doubt, Sloper customers, since the Plate numbers upon which their dies appear were almost certainly out of use before the expiry of the Sloper patent. This narrows the field to those plates up to and including Plate 122. Plates up to 158 were also probably Sloper productions but are open to question, while numbers higher than 158 could equally be processed by Sloper or his rivals.

Over a number of years I have carried out research on many thousands of stamps, many on cover or piece, in both the line-engraved and the surface-printed issues and have found that some firms did not use values lower than 3d, whereas many used only the 1d value. In some cases use of the surface-printed stamps precedes use of line-engraved and, so, all these factors have to be taken into consideration.

In a previous chapter I have shown that I believe that the first die to be produced specifically for postage stamp use by Sloper was produced for Copestake, Moore, Crompton & Co., but it is also possible that dies intended for use with fiscal stamps may have had earlier use, without authority, on postage stamps.

Using all the available evidence, I have produced the following list of dies which are undoubtedly produced by Sloper.

	<u>Vallencey No.</u>
A L A M	J. & J. Adam, Ltd. London.
B & Co. / L & B.	Baker, Baker & Co., London & Bristol. 3.
B & Co. / B & L.	As above. (Bristol branch)
B A S S	Ratcliffe & Gretton, Ltd. Burton.
B B & Co.	
B B / & Co.	
B. B / & Co.	
B. B Co. / C. S	
B. D / & Co.	Braun, Davis & Co., London.
B E A V S	
B. G / C. L	Buckenburgh Gauge Co., Ltd. Manchester.
B & L / H	Bailey & Leatham, Ltd. Hill.
B. N	
B. S / & Co.	Brown, Shipley & Co. London.
B. T	Brown & Tause, Ltd. Dundee.
B & T	Butler & Tennor, Ltd. London.
C & B / S O H O (10mm)	Crosse & Blackwell, Ltd. London. 10.
C. D / & Co.	Charles Levaux & Co., London.
C. E. P	
C. J. H / & S	Charles J. Hambro & Sons. London. 29.
Cn Co.	Carron Co., Ltd. London.
C. N / & C	
c (Anchor) c	Clark & Co., Ltd. Paisley.
C O R Y / C	Wm. Cory & Sons, Ltd. Cardiff. 9.
C P / & Co.	
C R A M E R	J. B. Cramer & Co., Ltd. London. 11.
C. S / S. A / L	Civil Service Supply Assoc. Ltd. London.
C. S / L / G. H ("S"=13)	As above. (alternative die).
C. T. S / & Co.	Charles Tennant, Sons & Co. London.
D & Co. / F. L	Dent & Co., Fetter Lane, London.
Dr P. R	

E. H / & Co.
 de G (Monogram)
 E L E Y
 E U P I N / M A G L
 (5 pins high) Morgan Bros., Ltd. London.
 E U P I N / M A G L
 (4 pins high) as above. (Alternative die)
 E of L
 E W & S
 Earl of Ludley's Estates.
 E. Webb & Sons, Ltd., Stourbridge.
 F. G / & Co.
 F. H / & C
 F & G
 Fassett & Johnson, Ltd., London.
 F S C (in diamond)
 Frederick Schwann, Ltd. Leeds.
 F. S / L
 F & S / M
 G E R
 Great Eastern Railway.
 G & G / P
 G & G / B
 G L & Co.
 G L Y N
 Glyn, Mills & Co., Ltd. London.
 G W R ("W"=16)
 Great Western Railway.
 G W R ("W"=13)
 As above. Alternative die.
 H & Co.
 H & Co / 2. C. S
 H & C (imp. 1.)
 H / C & Co.
 Henry Clarkson & Co., Ltd. London.
 H. C. R / & Co.
 H E R R N
 H. G / L
 Hopkins, Gilkes & Co., Ltd. London.
 H U T H
 Frederick Huth, Ltd., London.
 H. W / C
 Geo. Hitchcock Williams & Co. London.
 J. C / & Co. / B
 J & R / M ("M"=15)
 J & R Monley, Ltd., London.
 J & R / M ("M"=17. imp. 3)
 as above. alternative die.
 J & R / M ("M"=17. imp. 2)
 as above. Alternative die.
 J. B / T & Co.
 J. C.
 J. C. B / & Co.
 J. C. Bailey & Co., Ltd. London.
 J. G / & Co. (imp. 2.)
 J. G / Ox St
 J & G / M
 J. J. R / Co.
 John Kynaston & Sons, Ltd. London.
 J. K / & S
 J. P / & Co. / M
 Joseph Sloper & Sons. London.
 J. S
 J. T / M
 Keen, Robinson & Co., Ltd. London.
 K E E N / & Co.
 K E N T
 G. B. Kent & Sons, Ltd., London.
 K U H N E R
 L B & L
 L. F / & S
 M B / & Co.
 M. B / M
 M / Bros. (Script "M")
 Mander Bros., Ltd. Wolverhampton.
 M B W
 Metropolitan Board of Works.

Mc N / M / & Co.	
MOON / Rt St	Moon Ltd., Regent St. London.
N. E	
NICHOLSON	
(3 sides of square)	
NN / NN	
P & G / Ox St	Parkins & Gotto, Ltd. London.
P. J / & Co.	
R & Co. ("R" = 13)	
R. A. C	Royal Assurance Co.
ROSE / & Co.	
R & S / M	Rylands & Sons, Ltd. Manchester.
R & S / M. L	As above. (Alternative die)
RSW	
R. W / & Co.	
S. C	Copestake, Moore, Crampton & Co. 20.
SCOTT / BROS.	
SEB / & S / M	
S & F	Silber & Fleming, Ltd., London.
S. G. H. S	Seaman's Greenwich Hospital Society.
S. H / & S	S. Hanson & Son, Ltd., London.
S. M / M	
S. M. O	Standard Marine Assurance Office.
S. P / & Co.	Sharp, Perrin & Co., Ltd. London.
S. R / & Co.	
S. S	
S. S / S. S	Stafford, Smith & Smith, Ltd., London.
ST / & B ("T" = 7)	Spencer, Turner & Boldero, Ltd. London.
ST / & B ("T" = 8)	As above. Alternative die.
STOTT / & Co.	
T. B / & Co.	
533 / TH	
TJA / 463	T. J. Allman, Ltd. London. 1.
TRAVERS (20mm)	Joseph Travers & Sons, Ltd. London.
VS / & Co. (Imp. 3.)	Vickers, Sons & Co., Ltd. London.
VS / & Co. (Imp. 1.)	As above. Alternative die.
V. S / & Co. (Imp. 1.)	As above. Alternative die.
W & C P	
WELKES / BROS	
WMS	
WT / C & S	

The next list comprises the names of firms which are very possibly Sloper dies but about which there could be some doubt.

A & Co.	
A & Co. / S	
AB / & Co.	Allan Bros & Co., London & Liverpool.
ABB / Co.	
A & G	Abstainer & General Assurance Co.
A. G. S / & Co.	Arthur Guinness, Sons & Co., Ltd. Dublin.
A. J. C	Allied Insurance Co.
A & N / C. S. L	Army & Navy Co-Operative Society, Ltd.
A & S	Allsopp & Son, Ltd., Burton-on-Trent.

A W / B (in Circle)	Baring Bros., Ltd. London.
B / Lrs.	
B & Co. (1 stop)	
B & Co.. (2 stops)	
B / & Co.	
B B / & Co.	Barry Bros., & Co. Liverpool.
B..B / & Co.	
B.B / Co. ("o"=6)	
B.B / Co. ("o"=?)	
B & C	
B / C & Co.	Bonries, Craig & Co., Newcastle-upon-Tyne.
B & C / M	Bexendale & Co., Ltd. Manchester.
B & E	
B L / & Co.	Brown, Lavis & Co., Ltd. (Alternative die)
B. E. / Co.	British Engine Boiler & Electric Insurance Co
B & F / L	Barclay & Fry, Ltd., London.
B & H	Bourne & Hollingworth, Ltd. London.
B H & H	
B J R D	William Bird & Co., Ltd. London.
B J R D / Co	As above. Alternative die.
B. J. S / & Co.	
B & L	
B & L / L	
B R Y C E	
B & S (Imp. 1.)	
B & S (Imp. 2.)	
B & S ("S"=11+imp. 3)	
B & S ("S"=13+imp. 3)	
B & S (Imp. 3b.)	
B & S / L	
B & S / Y	
B T (No stop)	
B. T. T	
B V & Co. L	
B / W & Co. (Imp. 3.)	
B W / & Co.	
B W B	B. W. Blydenstein & Co., Ltd. London.
C & Co (no stop)	
C & Co. (stop)	
C & Co.. (2 stops)	
C / & Co / B	
C. A. E. S	Church Army Evangelical Society.
C. A. M / R Y S	Cambrian Railways.
C. B. B. T	
C & B / S O H O (7 1/2 mm)	Crosse & Blackwell, Ltd. (Alternative die)
C / B. R. P	Conk, Black Rock & Passage Railway.
C C / Co.	
C. C. A	
C & C	
C. D. R	Cluttons & Co., Ltd. London.
C. E. W / Co. L	Chatham & Dover Railway.
C. F R Y / & Co.	C. Fry & Co., Ltd. Bristol.
C & G / B	
C. M / & C	Charles Morgan & Co., Ltd. London.
C & No.	
C / N. H	
C O W A N	

COX Cox & King, Co., Ltd. London.
 C.P.C.
 C. Y / & Co.
 C & P / L
 C / S & Co. Cook, Sons & Co., Ltd. London.
 C. S. B.
 C. S / & H
 C S / S H / L ("S"=13) Civil Service Supply Association. London.
 C S / L / S H ("S"=10) As above. Alternative die.
 C / S & T Crocker, Sons & Turner, Ltd., London.
 CURRIGE
 C. W. W / & Co. C & W. Walker, Ltd., Newport. Shrops.
 C (5 1/2 m)
 E & Co. (2 stops)
 D. D ("M"=12) Deutsches Bank, Ltd. London.
 D. B ("M"=14) As above. Alternative die.
 D / C & Co.
 D C / L
 D & F
 D & G (Serifs-"M"=14) Debanham & Freebody, Ltd.,
 D. M / & S (Imp. 2.) David Midgeley & Sons, Ltd., Manchester.
 D. M / & S (Imp. 1.) As above. Alternative die.
 D. M & S As above. Alternative die.
 D. N / & Co. David Nicolson & Co., Ltd.
 D & S William Lawson & Sons, Ltd. London.
 D. S / & L
 D / S & S
 D T & F
 D. T & F
 D / W
 D. W. S
 E & Co.
 Ed Co.
 E. D. R
 E & E
 E. F
 E. G
 E. K / & H
 E L / & E Evans, Lescher & Evans, Ltd., London.
 E. M. G
 E / P G N K E. & E. Pink, Ltd., Bradford.
 E. T. S
 F & Co.
 F. D
 F / B & Co. F. Braby & Co., Ltd., London.
 F. B / & Co. (Large Die) Faire Bros., & Co., Ltd. Leicester.
 F / Bns.
 F. C. F
 F O X G. C. Fox & Co., Ltd., Falmouth.
 F. P / C. L Foster, Porter & Co., Ltd., London.
 F & S ("S" = 11)
 F / T & B
 F & T / L
 G
 G & Co. / Sx St
 G. H. S / & Co.

G & / A W
 G. H. W / & Co.
 G. B
 G B / & Co.
 G. B / & Co.
 G B / F
 G. B. L / L
 G B S / B W
 G C Q / C Ld.
 G. E. R
 G. H / & Co.
 G. H. F / & Co.
 G. H. W
 G H / W Co.
 G. N. S
 G O B / C
 G. P / & Co. ("o"=6)
 G. P. L
 G R / S
 G. S / & Co.
 G. S & Co.
 G. S. S / Co. Ltd.
 G U G L D / & Co.
 G. W / & Co.
 G. W. W
 H (Non-serif)
 H. A. A
 H. A. T
 H. B ("H"=12)
 H. B
 H. B / & Co.
 H B / 2 Q S P
 H. B / S
 H & C (Amp. 3.)
 H E A L
 H / E & S
 H. H / & Co.
 H H / & Co.
 H. H / H
 H H / S & M
 H / K & S
 H & M
 H. N / & Co.
 H & P
 H P P / & R
 H R B
 H. S
 H & S (Amp. 2.)
 H & S (Amp. 3-"H"=12)
 H & S (Amp. 3-"H"=11)
 H S B
 H S E B
 H. S E B
 H & S / K
 H & S / L
 H & T

G. & A. Witt, Ltd., Liverpool.
 as above. Alternative die.
 Grace Bros., Ltd. London.
 Geo. Brettle & Co., Ltd. London.
 As above. Alternative die.
 German Bank of London, Ltd.
 Great Eastern Railway, (Alternative die)
 G. H. Fletcher & Co., Ltd. Liverpool.
 Geo. Hitchcock Williams, Ltd. (Alternative die)
 As above. Alternative die.
 George Hayne & Co., Ltd. Portsmouth.
 Henry Glover, Sons & Co., Ltd. London.
 As above. Alternative die.
 Goole Steamship Co., Ltd. Goole.
 Hyam A. Abrahams & Sons. London.
 Houlder, Bros., & Co., Ltd. London.
 Hudson Bros., Ltd. (Soap)
 Heal & Sons, Ltd. London.
 J. S. Holt & Moseley, Ltd., London & Leeds.
 Harvey Nicholls & Co., Ltd. Birmingham.
 Huntley & Palmer, Ltd., Reading.
 Hurst & Son, Ltd. London.
 As above. Alternative die.
 As above. Alternative die.
 Hong Kong & Shanghai Banking Corporation.
 Hanson, Son, Evison & Barter Ltd., London.
 As above. Alternative die.
 James Humphries & Sons. Kidderminster.

HUTTON
 H. V
 H V / & Co.
 H & W
 H Y A M
 J B H L
 J E
 J A S / & Co.
 J & J B / Hx
 J G / C N
 J & R / S
 J A F F E
 J. A. M
 J. B. / & B
 J. / B & Co.
 J. B. / & S
 J. / C & Co.
 J. C. / & S
 J. C. W. / B
 J. D. & S (non-serif)
 J. L. / & S
 J. & G. / M
 J. & H. / G
 J. H. L
 J. H. & S / C
 J. & J. / B & G
 J. J. / N C
 J. & J. C
 J. R. / Co.
 J. L. B
 J. L. / & Co.
 J. L. / & Co.
 J. M. J. / & S
 J. M. / & S
 J. P
 J. P. / & Co. / M
 J. P. / Gk St
 J. R. (Serifs)
 J. / R & Co. (non-serif)
 J. / R & Co. (Serifs)
 J. S
 J. S & Co.
 J. S & Co. S
 J. S. S & S
 J. T & Co.
 J. T M
 J. W
 J. W. C
 J. & W. / C & Co.
 J. W. L / S
 K & H (Imp. 1.)
 K & K
 L
 L A C Y
 L A N G

John Hutton & Sons, Ltd. London.
 B. Hyam & Sons, Ltd., London.
 Jaffe, Bros., & Co., Ltd. Lunde.
 J. Batt & Co., London.
 Joseph Causton & Sons, Ltd., London.
 J. Diefries & Sons, London.
 As above. Alternative die.
 J. & J. Cowan, Ltd., Norwich.
 James Shoolbred & Co. London.
 As above. Alternative die.
 J. & W. Campbell & Co. Glasgow.
 J. W. Lickenson & Sons, Ltd. London.
 King & King, Southsea.
 Lacy & Son. London.

L B & S C R London, Brighton & South Coast Railway.
 L. B. W.
 L / C & S
 L E B Landport Drapery Bazaar. Portsmouth.
 L E T T S / L O N D O N. Letts (Dairies) Ltd., London.
 L E T T S As above. Alternative die.
 L E V Y
 L. G. A / Co. London Guarantee & Accident Assurance Co. Ltd.
 L. G. / & Co.
 L & H
 L G G H T
 L M Co.
 L & S / 52
 L. S. C
 L S & C Leaf, Sons & Co., London.
 L T L
 L / W & Co. (Imp. 2.) Lumb, Wanklyn & Co., London.
 L / W & Co. (Imp. 3.) As above. Alternative die.
 M
 M & Co. (Imp. 3.)
 M A P L E Maple, Ltd. (Furnishers) London.
 M A W
 M B Midland Bank, Ltd.
 M / B R F Midland & Black Rock Passage Railway.
 M & C
 M c g Malcolm Mc Intyre & Co., Ltd., Liverpool.
 M / g & Co.
 M M Municipal Mutual Insurance, Ltd., London.
 M. R / & Co.
 M. R O S E
 M & S
 M S / & L Moses, Son & Lavis., Co. London.
 M S & L Manchester, Sheffield & Lincolnshire Railway.
 M / T & Co.
 M. T. g
 M W (Monogram)
 N
 N & Co.
 N B
 N. C S / L N. Corah & Sons, Ltd., Leicester.
 N C W
 N. G. T / & S
 N & P
 N P Co.
 N S & N
 N S / & N
 O
 O B C A. Oppenheimer & Co., London.
 O & M Ottoman Banking Corporation, London.
 P / B & Co. ("B"=14) Osborne & Mercers, Ltd., London.
 P B / & Co.
 P & C / B
 P. C / L Potter & Clark, Ltd., London.
 P. g / N. T Fryce Jones, Ltd., Newtown. Monmouthshire.
 P & K / A

P O C H I N
 P. P. R / & Co. F. P. Rodacanachi & Co., London.
 P & T Philip & Tacy, Ltd. London.
 R & Co. ("R"=12) Ralli Bros., Ltd. London.
 R. B. (Small die) ns above. Alternative die.
 R. B. (Large die)
 R C & Co.
 R / EVANS / & Co.
 R / F & Co. Royal Geographical Society. London.
 R G S Sir Robert MacAlpine & Co., Ltd., London.
 R J R / & Co.
 R Mac n / & Co.
 R. M / & Co.
 R M H / & S
 R R / & Co.
 R & S Rylands & Sons, Ltd. London & Manchester.
 R & S / B Rylands & Sons, Ltd. Birmingham.
 R & S / L (Imp. 1.) Rylands & Sons, Ltd. London.
 R. T / & Co. Richard Twining & Co., Ltd. London.
 R T / & Co. ns above. Alternative die.
 R T / S Religious Tract Society.
 R & W
 S / Bros. Stringer Bros., Ltd. West Bromwich.
 S & Co / B
 S & Co / L
 S A L T Sir Titus Salt, Sons & Co., Ltd. Shipley.
 S A N D E R S / & S O N / BATH Sanders & Son, Ltd. (linapers) Bath.
 S. B / & Co.
 S B / f Stringer Bros., Ltd. Dudley, Worcs.
 S. F / & Co.
 S. H. W / B
 S & J Spear & Jackson, Ltd., (Cutlers) Sheffield.
 S & L
 S & M Sweet & Maxwell, Ltd. London.
 S M / & Co. Samuel Montague & Co., (Bankers) London.
 S. M / & Co. (Imp. 1.) ns above. Alternative die.
 S. M / & Co. (Imp. 4a) Schwann, Magera & Co., London.
 S & Me L Stewart & Macdonald, Ltd. Glasgow.
 S. M. S / & T ("S"=10) Samuel Maw, Son & Thompson, Ltd. London.
 S P Sharp, Perrin & Co., Ltd. London.
 S & S (Imp. 3-"S"=15) Shaw & Sons, Ltd. Fetter Lane. London.
 S & S (Imp. 3-"S"=13) ns above. Alternative die.
 S & S (Imp. 3-"S"=11) ns above. Alternative die.
 S & S (Imp. 2-"S"=11) ns above. Alternative die.
 S. S / & Co.
 S S & H

S & W
 S. W / G
 S W & U
 T (=10)
 T & Co.
 T B (Small die)
 T. B (Large die)
 T & B (Amp. 2.)
 T / B & Co.
 T B & Co.
 T. C / & Co.
 T. C & / M Co L
 T / F & Co.
 T H
 T R A V E R S (25mm)
 T R & S / R
 T. S
 T / T & Co.
 T U C K E / B R O S
 T. V / & S O N S
 T. W. S / & Co.
 U. M. A / Co.
 U. M. A / C C
 V. A
 V & Co
 V H
 V. S / & Co. (Amp. 2)
 W A L E
 W & A / G
 W B
 W. B
 W B / & Co.
 W. B / & Co.
 W B / & S
 W B & S
 W. B. W / B
 W & C
 W. C / & Co.
 W / C & S (Amp. 3.)
 W. L / & Co.
 W & F / B
 W. F / & S
 W. G / & Co. (Amp. 2.)
 W. G. A / & Co.
 W H G T E L E Y
 W. H. R
 W. H. S / & S
 W H / & T
 W G L / L G N G
 W G B / & S
 W G T / Co.
 W L C / & R
 W & M
 W. R
 W. R / & Co. ("W"=15)

Teede & Bishop, Ltd., London.

Joseph Travers & Sons, Ltd. London.
Thomas Robinson & Sons, Ltd. Rochdale.

Taylor, Tinnicliffe & Co., Ltd. Stoke-on-Trent.

Thomas Venables & Sons, Whitechapel. London.
Thomas Wilson, Sons & Co., Hull.
Ulster Marine Assurance Co., Belfast.

Vickers-Armstrong Ltd., Newcastle-on-Tyne.

Van Houten, Ltd. London.
Vickers, Sons & Co., Ltd., London.
Richard Wade, Sons & Co., Ltd. Hull.
W. & A. Gilbey, Ltd., London.
Wallach Bros., Ltd. (Bankers) London.
As above. Alternative die.

Wm. Brandt, Sons & Co., Ltd. (Bankers) London.
As above. Alternative die.

W. Chillingworth & Sons, Ltd. London.

William Whiteley, Ltd. London.

W. H. Smith & Sons, Ltd., London.

Willings Billposting Service. London.
W. J. Barron & Sons, London.

Wirral Railway.
William Rogers & Co., Ltd. (Cutlers) Sheffield.

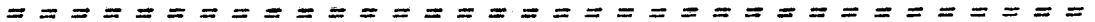
W. S. B ("W"=16)
W. S. B ("W"=15)
W & S / B
W. W ("W"=17)
W. W. ("W"=21)
y

Wallis & Steerers, Ltd. Basingstoke.
William Whiteley, Ltd. London. (Alternative die)
As above. Alternative die.



...

Felton & Sons, Albemarle St. London. W.



In the case of any die between 1872 and 1880, it is not possible, without supporting evidence, to state whether they are Sloper products or not. Therefore, anything not shown on the lists given must be treated with reserve but some help may be gained from the fact that I have not yet any example of a die with a gauge of 19 perforations to 2 centimetres which was not produced by Slopers, also the majority of Sloper's pins gauged 3mm in diameter.

If ever it is possible to ascertain the exact date when Sloper made up his Register it might be possible to reconstruct the original work although it must also be borne in mind that it is possible that certain very scarce dies exist which have not yet been recorded and which would fit into certain places in the record.

Whenever I have made enquiries of Slopers concerning their records, I have received a reply that they regret that the original registers were destroyed by enemy action in the 1939-45 War. However, during 1967, I received information from a correspondent living in South Africa, that he went to Sloper's works in North West London on business not connected with "perfins" and there saw a complete set of Sloper's records in large heavy volumes. This was on a date long after the War was over and I am, in consequence, convinced that Sloper's original records do still exist at the Tower Royal Works and that the registers destroyed by enemy action were a duplicate set kept at the Head Office at Gudge Row. Further enquiries of Slopers have failed to elicit any further information regarding these, but it is possible, that one day, someone may manage to get a sight of these again.

My conviction that these records do, in fact, exist at the Tower Royal Works is strengthened by the fact that Charles Bein, who was the last to have access to the records as a non-member of the firm, resided at St. John's Wood not far from the works and it seems very possible that he would naturally go to the nearest branch of Slopers. Unfortunately, Bein, was only concerned with checking his own specimens for identity and made no notes of other entries which would have been of great help to us today, but he, too, referred to "large heavy volumes" containing the records.

I do not know if it is possible that Slopers do not know of the existence of this set of registers at the Tower Royal Works but it seems hardly likely.

I do know, however, that the firm guards very jealously the identity of their customers but I feel that this can only be valid in the case of those firms still using dies and then only in the case of dies still in use.

Slopers did, in fact, publish in their little handbook, "A History of Joseph Sloper & Sons under Five Reigns", a list of prominent firms which had used their dies although they did not, of course, give the dies actually used by these firms.

Perhaps, at a future date, some other historian of these stamps may be able to supply much of the missing information.

(In mid-February 1968, after preparation of this Chapter, I made a further effort to obtain from Messrs. J. Sloper and Co., some information regarding the existence of records at the Tower Royal Works. I received the following reply:-

"Dear Sir,

We thank you for your letter of the 10th inst., addressed to Mr. W. J. Hawkins, who has now retired from active service with the Company.

I am afraid the information you have gathered re our records being at our Works is incorrect, all our records were kept at the Head Office in the City of London and were destroyed during the war.

Mr. Hugh Vallency saw the records at our offices before the war.

Yours faithfully,
J. Sloper & Co., Ltd.
S. J. Purden,
Director."

I have no reason to doubt the information I have received from any of my correspondents and, as I believe them all to be men of integrity, it is obvious that someone is mistaken.

Are the Sloper Registers lost for all time, or do they in fact repose forgotten and overlooked in, possibly, some basement store at the Tower Royal Works?

One day, possibly, the enigma of the Sloper Registers will be solved.

THE RAILWAYS OF GREAT BRITAIN PRE 1923

By C. Jennings.

In these days of the nationalised railways much of the old charm and fascination has disappeared. Gone are the old entrancing names such as the, Wisbech and Upwell Tramway, and they are now replaced by dull and mundane "regions".

Previous to nationalisation the railways had lost a lot of this attraction by the Railways Acts of 1921 and 1923 which grouped them into four major systems with the initials I.M.S.R., L.N.F.R., S.R., and G.W.R. The Great Western Railway alone retained its original name although swollen considerably by the addition of a number of small Welsh railways.

At the time of this grouping there were some 150 railway companies in existence. Many of these, in turn, had already absorbed smaller companies which, for economic reasons, had to close down.

This list does not claim to be a comprehensive list of all the railways of Britain prior to 1923, nor does it claim that all the railways listed used perfins. With its aid, however, it may be possible to identify some punctured stamps as railway perfins if other supporting evidence is available. Where stamps used by the railways have already been proved, I have shown this fact and the plate numbers (if any) on which they have been found.

These railway perfins are a fascinating study and, through them, one may recapture all the enthusiasm which, as youngsters, we used to find in "spotting" the engines of the various companies.

When checking through your punctured stamps for possible railway perfins do not be misled into thinking that every puncture in which "R" is the final letter is a railway. Most railways do terminate in "R" in their dies but some have it omitted entirely and, after all, "R" might very well stand for a normal name like Rogers or Richards. Postmarks may help in that most of the railway perfins were used at main offices at certain stations along their route, but even this is not conclusive as I have a railway perfin on piece with the postmark of Teneriffe in the Canaries. This was probably used on a stamped-addressed envelope sent by the railway to a correspondent. There is only one way to be absolutely positive about the identity of a railway perfin - that is to see it on cover with the company's crest or name appearing somewhere on it.

The frequency with which certain suspected railway perfins turn up with the postmark of a town or district known to be a terminus or main-office of the particular railway may be very good evidence of identity but will only be circumstantial and should not be accepted too dogmatically.

(JB.19)

When I first wrote an article on railway perfins for "Stamp Collecting" some years ago, I was almost torn to pieces for some of the assumptions I had made and I was confronted by a mass of evidence showing my reasoning to be wrong. I learned a useful lesson then which I have never forgotten - never jump to conclusions, and that two and two do not always make four. I am now only giving identities when I am reasonably satisfied with the evidence offered me or have personally seen the item reported to me.

The following lists of railways is divided into three parts. Section 1 is concerned with the railways which existed at the time of grouping in 1923. It does not include railways since grouping such as, The Southern Railway, London, Midland and Scottish etc., and its reference to the Great Western Railway (since this was the only line to retain its original name) concerns only that period.

The railways remained under the re-Grouped system for a number of years until they were nationalised and then "Regions" were introduced, and we can, today, find dies for the "North Eastern Region", "Western Region" etc.

Section 2 deals with those railways which, through economic or other reasons, had ceased to exist at the time of Grouping and had either disappeared or been amalgamated into other companies.

The third section lists the Irish railways which existed during the period covered in Sections 1 and 2.

In all sections I have listed identified and proved dies only. In other cases I have stated "No known dies" which means that nothing to date has come to light which might be shown to have been used by the company concerned, or else I have indicated "No identified dies (or punctures)". This shows that dies exist which may or may not be connected, but for which no conclusive proof has yet been found.

I will gladly welcome any additional information which will help in recording new dies, establishing proof of identities, or of any railways which may not have been included in this chapter. Correction of any error will also be welcome, since, in a subject like ours, where we have no previous research to help us but have to carry out our own from scratch, it is very possible for errors to creep in.

For my information regarding the railways themselves I am deeply indebted to a handy gazetteer and atlas published by Railway Publications Limited, and entitled "British Railways - Pre-Grouping - Atlas & Gazetteer" at 21/- (£3.00). The information for Section 2 has been taken mainly from several sources and has involved quite a few visits to reference rooms, etc.

SECTION 1

Alexandra (Newport and South Wales) Docks and Railway.

This small railway ran from Bassaleg through Ebbw Junction to Newport and Alexandra Docks.

No punctures are known.

Ashby & Nuneaton Joint Railway.

This line was leased from the owners, the London & North Western Railway and the Midland Railway.

No punctures known.

Axholme Joint Railway. (leased by the Lancashire & Yorkshire and
(the North Eastern Railways.)

This company leased a small section of line from the Lancashire and Yorkshire Railway whose line was in turn leased from the owners, the North Eastern Railway.

No punctures known.

Barry Docks & Railway

This line, more properly known as Barry Railway, branched off the Great Western line at Coity Junction and ran down to Barry and Barry Island and then on to Cardiff. A branch line at Cadoxton Junction ran northwards serving Peterston, St. Fagans, and all stations to Trehaford, then north eastwards serving stations to Bedwas.

Perfin BD/R has been found on issues from 1881, including one on cover.

Bere Alston & Calstock Light Railway.

Leased from the Plymouth, Devonport and South Western Junction Railways. This small line served the stations of Callington, Lucket, Latchley, Chilsworthy, Gunnislake, and Calstock before reaching its terminus at Bere Alston.

A perfin BA/C exists with postmark Bere Alston on 1d lilac of 1881.

Bideford, Westward Ho! and Appledore Railway.

A small railway from Bideford via Abbotsham Road, Westward Ho!, and Northam to Appledore.

No punctures are known.

Bishop's Castle Railway. (Shropshire)

This line ran from Bishop's Castle calling at Lydham Heath, Eaton, Plowden, Horderley, and Stretford Bridge where it joined the Great Western and the London & North Western lines.

No punctures known.

(JB.21)

Birkenhead Joint Railways.

Leased from the Great Western and London & North Western Railways. This line ran from Birkenhead Exchange Station southwards to Chester General Station and the north-east to Warrington. A branch line connected the Chester-Warrington line at Helsby and ran westwards to West Kirby.

No punctures known.

Brackenhill Light Railway.

This short line ran from Brackenhill Junction to Catrine in Ayrshire and was subsequently absorbed in the Glasgow & South Western Railway.

No punctures known.

Brecon & Merthyr Railway.

This line ran from Brecon southwards to Merthyr with a branch to Deri Junction, Bedlinog. Another branch line ran from Rhymney to Bassaleg, near Newport.

Perfin BM appears on ld plates 175, 176, 196, 199 & 222.

Perfin BM/R appears on ld lilac, 1881, and later issues and is known on cover.

Burry Port & Gwendraeth Valley Railway.

This line ran from Llanelly via Burry Port to Cum Mawr. A branch line ran from Trimsaran Road to Kidwelly.

No punctures known.

Caledonian Railway.

A major railway covering an area from Edinburgh in the east to Glasgow. Clydebank, and Wemyss Bay in the west with branches south to Carlisle and north to Aberdeen and to Ballachulish (Glencoe).

The perfin CR is known on issues from 1881 and I have the ld lilac on cover, postmarked Glasgow Mar.28.1898, with the imprint of the Caledonian Railway. This is addressed to The Right Honorable Lord Blantyre.

Campbell Town & Machrihanish Light Railway.

A small railway on Kintyre, Scotland serving six stations between Campbelltown and Machrihanish.

No punctures are known.

Cardiff Railway.

A short line joining the Taff Valley Railway at Upper Boat to the Rhymney Railway at Heath Junction.

No punctures known.

(JB.22)

Cambrian Railways.

A major railway covering most of Central Wales. It extended from Pwllheli in the north west and Wrexham in the north east southwards as far as Aberystwyth and Devils Bridge, and to Tallylln Junction, near Brecon.

Perfin CAM/RYS has been found on ld plates 118, 119, 121, 125, 129, 131, 134, 137, 138, 140, 141, 147, 148, 153, 154, 155, 156, 158, 164, 172, 181, 184, 186, 190, 191, 194, 195, 196, 201, 202, 204, 205, 206, 208, 210, 217.

A modified die also exists on issues from 1881.

(Carlisle) Citadel Station Joint Committee

This company operated a section of lines owned by the Caledonian Railway and the London & North Western Railway in the area of Carlisle.

No punctures known.

Cheshire Lines Committee.

This company operated lines owned by the Great Central, Great Northern, and Midland Railways. Their extent comprised large areas of Lancashire and Cheshire, from Southport in the north to Winsford in the south, and from Llanymynech in the west to Hyde in the east.

Perfin CLC and CL/C are known on issues from 1881.

Cleobury Mortimor and Ditton Priors Light Railway.

A small railway operating from Cleobury Mortimor in Shropshire, calling at Cleobury Town Station, Stottesdon, Burwarton and Ditton Priors.

No punctures known.

Cleaton & Workington Junction Railway.

This railway ran from Cleaton Moor to Distington where it had a branch to Arlecdon. From Distington it went to High Harrington (with a branch to Lowca) and on to Siddick where it joined the London & North Western Railway. Another branch went from Workington to Linefoot where it joined the Maryport and Carlisle Railway.

No punctures are known.

Clifton Extension Railway.

Leased from the Great Western and Midland Railways. A short line from Bristol to Avonmouth.

No punctures known.

Cockermouth, Keswick & Penrith Railway

This railway ran through the lovely Lake District, starting at Cockermouth and running via Embleton, Bassenthwaite, Keswick, Threlkeld, Troutbeck, Penruddock, and Blencow to Penrith.

No punctures known.

Colne Valley & Halstead Railway

This railway linked two lines of the Great Eastern Railway, from Colne Valley via Birdbrook, Yeldham, Sible and Castle Hedingham, Halstead, Earl's Colne, White Colne, and Cappel & Wake's Colne where it joined the Great Eastern line again.

Perfin CV/R, which might be connected, exists from 1881.

Corris Railway

A Merionethshire railway from the quarry at Ratgoed via Corris to Machynlleth.

No identified punctures.

Croydon & Oxted Joint Railway

Leased from the London, Brighton & South Coast and the South Eastern & Chatham Railways. This line left the London, Brighton & South Coast line at East Croydon then proceeded via Sanderstead to Oxted and joined the South Eastern & Chatham line at Crowhurst Junction.

No punctures known.

Dearne Valley Railway

Ran from Rossington to Brierley Junction in Yorkshire.

No punctures known.

Dentonholme Joint Committee (Carlisle) Railway

Operated lines leased from the Glasgow & South Western, Midland and North British Railways.

No punctures known.

Derwnet Valley Light Railway

Ran from Layerthorpe, York to Cuff Common near Selby.

Perfin DVL exists on Plate 171 but there is no confirmation of any connection.

Dumbarton & Balloch Joint Railway

Leased from the Caledonian and North British Railways. A short line running from Dumbarton to Balloch Pier on Loch Lomand.

No punctures known.

(JB.24)

Dundee & Arbroath Joint Railway

Leased from the Caledonian and North British Railways, it connected Dundee and Arbroath with a branch to Carmyllie.

No punctures known.

Easingwold Railway

A very small concern connecting Easingwold and Alne on the North Eastern line in Yorkshire.

No punctures known.

East Kent Railway

This small light railway branched from the South Eastern & Chatham Railway at Shepherd's Well and ran to Eastry where there was one branch to Wingham and another to Sandwich Road.

No punctures known.

East London Railway

Composed of lines leased from the Great Eastern; the London, Brighton & South Coast; the Metropolitan; the Metropolitan District; and the South Eastern & Chatham Railways.

No punctures known.

Easton & Church Hope Railway

Leased from the Great Western and the London & South Western Railways. A small Dorset line connecting Easton and Portland with the Great Western line at Weymouth Junction.

No punctures known.

East & West Yorkshire Union Railway

A link line afterwards absorbed into the North Eastern network.

No punctures known.

Festiniog Railway

A narrow gauge railway from Festiniog to Portmadoc, North Wales.

No punctures known.

Forth Bridge Railway Company

Operated under lease from the Great Northern, the Midland, the North British, and the North Eastern Railways. It connected Dalmeny and North Queensferry.

No punctures known.

Freshwater, Yarmouth & Newport Railway

A little railway company in the Isle of Wight.

No punctures known.

Furness Railway

A major system covering most of the Furness peninsula extending to Whitehaven and Coniston Lake in the north and to Piel and Carnforth in the south.

Stamps from 1881 punctured FR have been seen with Barrow and other Furness postmarks.

Glasgow, Barrhead & Kilmarnock Joint Railway

This line ran from Bridgeton Cross to Barrhead and on to Kilmarnock.

No punctures known.

Glasgow & Paisley Joint Railway

Leased from the Caledonian and the Glasgow & South Western Railways, it connected Glasgow and Paisley.

No punctures known.

Glasgow & South Western Railway

This line served the area bounded by Glasgow, Renfrew, Paisley, Gretna, Kirkcudbright, and Dunragit.

No identified punctures.

Glyn Valley Tramway

This short narrow gauge line ran south of Llangollen, from Chirk through Pontfaen, Castle Mill, Pontfadog, and Dolywern to Glenceiriog.

No known punctures.

Goods Traffic Committee (Carlisle).

This was a combine formed of the Caledonian, the Glasgow & South Western, the London & North Western, and the Midland Railways to handle goods traffic in and through the Carlisle area.

No punctures known.

Great Central Railway

One of the large companies operating from Buckinghamshire to the Humber.

No confirmed punctures.

Great Eastern Railway

A major company operating between London and The Wash.

Perfin G_ER on 1d red Plates 100 to 107, 109, 110, 112 to 115, 117 to 122, 124, 125, 127, 129, 131, 133, 134, 136 to 138, 140 to 142, 145, 149, 154, 179.

Perfin G.E.R on 1d red Plates 121, 153, 158, 170, 171, 174 to 177, 181, 183, 184, 186, 189, 190, 190 to 205, 207 to 210, 212, 214, 215, 216, 220, 224. Also on 2½d Plate 16 and many later issues.

Great Northern Railway

One of the leading railway companies operating over a wide area from London to Leeds.

Perfin GNR exists on stamps from 1881.

Great North of Scotland Railway

This railway operated mainly in Aberdeenshire, Moray, Banff, Invernesshire, Kinkardineshire.

No punctures known.

Great Western Railway

One of the giant companies of England extending from London to the west coast of Wales and north as far as Chester.

The most prolific of the users of perfin. Two dies were originally in use, one having a 'W' consisting of 5 pins in each outer stroke, and the other only 4 pins in the outer strokes. The lettering of both dies was arranged in echelon, the pins for each letter being 10,16,11 on the 5-pin die and 10,13,11 on the 4-pin die. Both dies were used simultaneously, although there is reason to believe that the use of the 4-pin die was discontinued long before that of the 5-pin die. Some supporting evidence would tend to show that the use of the 5-pin die was intended for the Paddington office, and the other die for use at main offices in the provinces. There is also evidence of use of both dies in both London and the Provinces.

The 4-pin die (Die 1) is the less common of the two and is found on 1d red Plates 94, 102, 103, 106, 107, 110 to 114, 116 to 125, 127, 129 to 134, 136 to 146, 151, 154, 190. It is also known on 2d Plate 13, ½d Plates 5 & 12, and on the 3d Plate 5.

The 5-pin die (Die 11) is found on almost every plate number of the 1d red. The exceptions being, 71 to 74, 79 to 88, 91, 93 to 96, 98, 179 and 224. It is also known on ½d Plates 4, 5, 8, 12, 14; on 2d Plate 12; on 2½d Plate 20; on the 1d of 1880 and on the ½d of 1883.

A later die was introduced in which the letters are in

(JB.27)

one line and not in echelon. Stamps from 1881 punctured with this die (Die 111) are fairly plentiful. It should be noted that sub-types of this die exist in which the pins vary, or the height of the format differs. These sub-types are as follows,

Pins	Height	Pins	Height
10,14,12	4 $\frac{1}{2}$ mm.	10,14,12	5 mm.
11,14,12	5 mm.	9,12,10	5 $\frac{1}{2}$ mm.
9,11,10	5 mm.	9,12,10	4 $\frac{1}{2}$ mm.

In all probability, these sub-types were created as each of the provincial main offices requisitioned dies for puncturing stamps.

Gwendraeth Valley Railway

A small line running from Tyoch Junction to Mynydd-y-Garreg and subsequently amalgamated into the Burry Port and Gwendraeth Valley Railway.

No punctures known.

Halesowen Joint Railway

Under lease from the Great Western and the Midland Railways. This company operated railway services connecting the Great Western line at Halesowen with the Midland line at Snow Hill, Birmingham.

No punctures known.

Halifax High Level Railway

Leased from the Great Northern and the Lancashire & Yorkshire Railways. A very short line operated within the confines of Halifax for the convenience of mill-owners.

No punctures known.

Halifax & Ovenden Joint Railways

Also under lease from the Great Northern and the Lancashire & Yorkshire Railways, this line connected with the Great Northern at Holmfild, running via Ovenden to connect with the Lancashire & Yorkshire line at Halifax, with a branch line to St. Pauls, Halifax.

No identified punctures.

Hammersmith & City Railway

This line connected the Great Western Railway at Paddington with the Metropolitan Railway at Hammersmith Broadway in London.

No recorded punctures.

Highland Railway

One of the main Scottish railway companies, this line left the Caledonian Railway at Stanley Junction, north of Perth, and extended throughout the Highlands to Wick and Thurso.

No identified punctures.

Hull & Barnsley Railway

This railway connected the coal-fields of Barnsley, Wath-on-Deerne, Mexborough and Denby with the docks at Hull.

No recorded punctures.

Isle of Man Railway

The major railway on the Island connecting almost all the principal towns and villages.

No known punctures.

Isle of Wight Railway

One of three railways operating on the Island, this line ran from Ryde to Ventnor with a branch from Brading to Bembridge.

No known punctures.

Isle of Wight Central Railway

The second railway on the Island running from Cowes to Sandown via Newport whence a branch line ran to Ryde.

No known punctures.

Kent & East Sussex Railway

This short line connected two points on the South Eastern & Chatham system. Starting at Headcorn in Kent, it ran via Frittenden-Road, Biddenden, High Halden Road, Tenterden, St. Michael's, Tenterden Town, Rolvenden, Wittersham Road, Northiam (in Sussex), Bodiam, and Junction Road to Robertsbridge.

No recorded punctures.

Kilsythe & Bonnybridge Joint Railway

Under lease from the Caledonian and the North British Railways. This line ran from Kilsythe via Colzium, Bannock, Dennyloanhead, and Bonnybridge to Bonnywater Junction where it joined the Caledonian Railway.

No known punctures.

Knott End Railway

A short Lancashire line running from the London & North Western line at Garstang & Cterall Junction to Knott End via Garstang and Pilling.

No known punctures.

Lancashire, Derbyshire & East Coast Railway

An early railway company later taken over and amalgamated into several other companies.

Used perfin L.D/E.C.R

Lancashire & Yorkshire Railway

Covered an area from Goole to Liverpool.

No known punctures.

Lancashire & Yorkshire & Lancashire Union Joint Railways

Leased from the Lancashire & Yorkshire and the London & North Western Railways. Operated a length of line from Wigan via Chorley to Mill Hill.

No known punctures.

Liskeard & Caradon Railway

This Cornish quarry railway connected the quarries at Cheesewring with Liskeard where the Great Western line operated.

No known punctures.

Liskeard & Looe Railway

This was really a continuation of the previous line running southward to Looe where quarry products could be shipped.

No known punctures.

Liverpool Overhead Railway

No known punctures.

Llanelly & Mynydd Mawr Railway

This line ran from the Great Western line at Cross Hands to Llanelly Docks.

No known punctures.

London, Brighton & South Coast Railway

One of the original major companies connecting London with Hastings in the east and Portsmouth in the west.

Two dies were used as follows,

LB&SCR (Diagonally) Known on 1d red Plates 122, 134, 148

(JB.30)

154, 157, 158, 162, 165, 172, 175, 179, 181, 184, 186, 187, 192, 193, 197, 198, 204, 208, 212, 216,

LB/&/SCR (Die 2) A later die found on 1d Plates 171, 193, 196, 201, 214, 216, 219, 220, 222, 223, and on later issues.

Subsequently other dies were added as follows,

LB/SC	(Die 3a)	7,14/11,8	6/5 $\frac{1}{2}$ mm.
LB/SC	(Die 3b)	6,12/10,9	4 $\frac{1}{2}$ mm.
LB/SCo	(Die 4)	8,15/11,9	5 $\frac{1}{2}$ mm.

London Electric Railway

One of the original underground companies.

No punctures known.

London & North Western Railway

A major company with lines from London (Euston) to Carlisle and with western branches to Aberystwyth and Angelsey.

No recorded punctures.

London & South Western Railway

Operating from London (Waterloo) to West Sussex and extending to Cornwall.

This company started using perfins rather later than the other major companies and none are known on the Plate numbers. Subsequent issues are found with a die in four types as follows:-

LS/WR	(a)	6,10/12,;;	5mm.
	(b)	6,10/13,11	5mm.
	(c)	6,10/11,10	5 $\frac{1}{2}$ mm.
	(d)	6,8/11,10	6mm.

London, Tilbury & Southend Railway

This line ran from London to Southend by two routes, one going via Hornchurch, Laindon and Pitsea, the other via Purfleet and Tilbury to Pitsea and then on to Shoeburyness.

Three dies are known from 1881 onwards. They are as follows:-

L.T/S.R	(Die 1)	8,9/11,12	5/4 $\frac{1}{2}$ mm.
LT/SR	(Die 2)	6,7/10,11	5mm.
LTSR	(Die 3)	7,7,10,11	5mm.

Lynton & Barnstaple Railway

A short line connecting Lynton and Barnstaple via Woody Bay, Parracombe, Bratton, Fleming, Snapper and Chelfam.

A perfin L.B.R is known used on 1d lilac of 1881 but there is insufficient proof to identify this definitely.

Manchester South Junction & Altrincham Railways

This line ran from Manchester via Old Trafford and Stretford to Altrincham.

No known punctures.

Manx Electric Railway

A tramway running from Douglas via Laxey to Ramsey with a branch to the summit of Snaefell.

No known puctures.

Maryport & Carlisle Railway

Connecting Carlisle with the west coast at Maryport to link up with the London & North Western Railway.

No punctures known.

Mawddwy Light Railway

Operated under lease from the Cambrian Railways.

No known punctures.

Mersey Docks & Harbour Board

A governing body regulating all the rail services within the Liverpool and Birkenhead docks areas.

No known punctures.

Mersey Railway

A Liverpool Dock copmany.

No identified punctures.

Methley Joint Railway

Leased from the Great Northern, the London & Yorkshire, and the North Eastern Railways. This line connected Methley to Lofthouse in Yorkshire.

No known punctures.

Metropolitan Railway

Part of the London Underground system.

No identified punctures.

Metropolitan District Railway

Largely underground, this railway ran from East London to Baron's Court in the west and Putney Bridge in the south west.

No punctures known.

Midland & Great Northern Joint Railways

A company formed to operate those lines essential to both the Midland and the Great Northern Railways.

Perfins MJ/R are known which are not definitely identified.

Midland Railway

One of the major systems operating from London (St. Pancras) to Carlisle and from Bristol to Birmingham and Manchester, with branch lines to parts of Wales.

No recorded punctures.

Midland & South Western Junction Railway

This line ran from Andover via Savernake, Marlborough, Swindon, Cricklade, Cirencester, to Andoersford where it joined the Great Western line.

A perfin MS/WJ is recorded.

Mid-Suffolk Light Railway

A short line running from Laxfield to Haughley where it joined with the Great Eastern Railway.

No known punctures.

Neath & Brecon Railway

A line from Brecon via Sennybridge to Neath.

A perfin NBR is known on 1d red Plate 162.

Nidd Valley Railway

This small railway was an extension of the North Eastern line from Pateley Bridge to Lofthouse-in-Nidderdale, Yorkshire.

No known punctures.

North British Railway

A major system operating from Northumberland to Invernesshire and Kincardineshire.

No identified punctures.

North Eastern Railway

A major system covering a wide area from south Yorkshire to Berwick-on-Tweed.

A perfin is known to have been used from 1881 onwards.

NE/R

14,10/13

5 $\frac{1}{2}$ mm $\frac{1}{2}$

North London Railway

A Metropolitan line from St. Pancras Junction to Campbell Road Junction, with a branch via Dalston Junction to Broad Street.

No known punctures.

North & South Western Junction Railway

Operated, under lease, sections of line owned by the London & North Western, the Midland, and the North London Railways.

No known punctures.

North Staffordshire Railway

An extensive line covering an area bounded by Burton-on-Trent, Ashbourne, Hulme End, Macclesfield, Sandbach, Crewe, Market Drayton, and Colwich.

No known punctures.

Norfolk & Suffolk Joint Railways

Leased from the Great Eastern and the Midland & Great Northern Joint Lines. The line operated in two sections. One from Runton West Junction to Antingham Road Junction calling at Cromer and Mundesley-on-Sea. The other ran from Gorleston North to Lowestoft Central Station.

No punctures known.

North Sunderland Light Railway

A light railway branching from the North Eastern Railway at Chathill and running via North Sunderland to Seahouses in Northumberland.

No known punctures.

North Union Joint Railways

Operated under lease from the London & North Western and the Lancashire & Yorkshire Railways.

No punctures known.

North Wales Narrow Gauge Railway

A small narrow gauge mountain railway from Beddgelert via Snowdon Station, Quellyn Lake, Bettws Garmon, Waenfawn, and Tryfan to Dinas Junction, with a branch from Tryfan Junction to Bryngwyn.

No known punctures.

Willham, Ashton-under-Lyme, and Guide Bridge Railway

Operated under lease from the Great Central and the London & North Western Railways.

No punctures known.

Otley & Ilkley Joint Railways

Operated leased sections of line from the Midland and the North Eastern Railways.

No known punctures.

Oxford & Aylesbury Tramroad

A leased section of line owned by the Metropolitan and the Great Central Railways. This line was, evidently, originally intended to link Aylesbury with Oxford but terminated at Brill in Buckinghamshire only half-way to its destination.

No known punctures.

Plymouth, Devonport & South Western Junction Railway

A company operating sections of line owned by the Great Western and the London & South Western Railways in the area between Plymouth and ST. Budeaux including Devonport.

No punctures known.

Portmadoc, Croeson & Beddgelert Railway

This small line carried slate from the Blaenau Festiniog area to Portmadoc. The line ran from Tan-y-Grisiau with no other stations on route.

No known punctures.

Port of London Authority

This body controls all traffic, both rail and water, throughout the docks area of London. Its authority extends from Teddington Lock to the estuary, a distance of 70 miles, and includes the five great dock systems.

Two dies have been used for puncturing stamps with a sub-type. They are :-

PL/A	(Die 1a)	8,6/8	4½mm.
PL/A	(Die 1b)	10,7/10	5mm.
P/L/A	(Die 2)	8/6/8	4½mm.

(JP.35)

Port Talbot Railway & Docks

This railway, with its numerous sidings, brought coal from the mines of South Wales to the docks at Port Talbot. It had branches running to Pontyrrhyll, Kenfig, Hill Pyle, and to mines in the Aberdylais area.

One die is known:-

PT/RD

10,9/13,13

5mm.

Portpatrick & Wigtownshire Joint Railway

This line, under lease from the Caledonian, the Glasgow & South Western, the London & North Western, and the Midland Railways, served a large area of Wigtownshire and Kirkcudbrightshire. It left the Glasgow & South Western line at Castle Douglas and was routed via New Galloway, Creetown, Newton Stewart, and Stranraer to Portpatrick. From Newton Stewart a branch line ran southwards via Wigtown to Whithorn. At Challoch Junction, near Dunragit, another link with the Glasgow and South Western line was made.

No known punctures.

Preston & Longridge Joint Railways

This railway ran from Deepdale, Preston, via Ribbleson and Grimsargh, to Longridge. It was operated under lease from the London & North Western and the Lancashire & Yorkshire Railways.

No known punctures.

Preston & Wyre Railway

This line was a continuation westwards of the previous railway and was similarly operated under lease from the same companies. The line ran via Kirkham and Poulton to Wyre Dock at Fleetwood. Another line branched from Kirkham via Lytham and Blackpool to rejoin the main line at Poulton, whilst a third direct line ran from Kirkham to Blackpool.

No identified punctures.

Princes Dock Joint Railway

This company operated sections of line belonging to the Caledonian, the Glasgow & South Western, and the North British Railways and confined to the Princes Dock area of Glasgow.

No known punctures.

Quaker's Yard & Merthyr Joint Railway

Operated lines owned by the Great Western and the Rhymney Railways. A busy but small colliery line in South Wales

No known punctures.

(JB.36)

Rhondda & Swansea Bay Railway

This extensive railway ran from Swansea to Neath Junction, then south to Port Talbot, and north again to Blaer Rhondda serving many stations en route.

One specimen is known:-

RS/BR 12,10/14,12 4 $\frac{1}{2}$ mm.

Rhymney Railway

This colliery line in South Wales ran from Nantybwoch via Rhymney to Cardiff Docks, with branch lines to Taff's Well and Senghenydd.

No identified punctures.

Rowrah & Kelton Fell Railway

This was an extension of the Cleator and Workington Junction line, being a short line between Rowrah and Kelton Fell.

No known punctures.

Rye & Camber Tramway

A short tramway line running from Rye to the coast at Camber.

No known punctures.

Selsey Light Railway

A short line from Chichester to Selsey.

No known punctures.

Severn & Wye Joint Railways

Under lease from the Great Western and the Midland Railways. This line left the Midland system at Berkeley Road and ran, via the Severn Tunnel, to Lydney and thence branches ran to Cinderford, Upper Lydbrook, Lydbrook Junction and Coleford. At these two latter points junction with the Great Western Railway was made.

No identified punctures.

Sheffield District Railway

A local line serving the Sheffield and Rotherham area and under lease from the Great Central and the Midland Railways.

No identified punctures.

Shrewsbury & Hereford Joint Railways

This line ran from Hereford via Leominster and Ludlow to Shrewsbury, whence branch lines ran westward to Buttington and Minsterley.

No known punctures

(JB.37)

Shrewsbury & Wellington Joint Railways

Leased from the Great Western and the London & North Western Railways. Ran via Upton Magna and Admaston to Wellington

No known punctures.

Shrewsbury & Welshpool Joint Railways

Leased from the Great Western and the London & North Western Railways. The line ran from Shrewsbury via Yockleton, Westbury, and Middleton to Buttington where it joined the Cambrian Railway system to continue to Welshpool.

No identified punctures.

Shropshire & Montgomeryshire Light Railway

This line, with a terminus at Shrewsbury, ran via Hanwood, Shrawardine, Kinnerley Junction (where there was a branch to Criggion) and joined the Cambrian system at Llanymynech

No identified puncture.

Snailbeach District Railways

A small Cheshire line from Pontesbury to Snailbeach.

No known punctures.

Snowdon Mountain Railway

This popular railway still carries thousands of passengers from Llanberis to the summit of Snowdon.

A perfin SM/RC is known but no connection has been established.

Somerset & Dorset Joint Committee

A lengthy and extensive railway system commencing at Bridgewater, and proceeding to Glastonbury where a branch line ran to Wells. From Glastonbury the line continued to Evercreech Junction where another branch ran north to Bath. The main line continued south-eastwards to Corfe Mullen Junction whence two lines ran to join the London & South Western line at Broadstone Junction, near Bournemouth and at a point south of Wimborne. At Edington Junction, halfway between Bridgewater and Glastonbury, a line ran westwards to Burnham.

A perfin J.S.D exists which is believed to have been used by this company but no confirmation has yet been received.

South Eastern Railway

This line formerly served a large area of Kent and East Sussex and was amalgamated with the Chatham & Dover line to make the South Eastern & Chatham Railway.

(JB.38)

Two sub-types of one die exist as follows:-

SER	(a)	10,10,11	5 $\frac{1}{2}$ mm.
	(b)	10,10,12	4 $\frac{1}{2}$ mm.

South Eastern & Chatham Railway

An extensive system with London termini at Victoria, Charing Cross, Holborn Viaduct, Cannon Street, and London Bridge. The provincial termini were at Reading, Bexhill, Hastings, Hawkhurst, Rye Harbour, Dungeness, New Romney, Sandgate, Dover, Folkestone, Ramsgate, Margate, Leysdown, Sheerness, Port Victoria, and Westerham.

One die in two sub-types exists:-

SE/CR	(a)	10,10/8,12	4 $\frac{1}{2}$ mm.
	(b)	10,10/8,11	4 $\frac{1}{2}$ mm.

South Eastern, Chatham & Dover Railway

An intermediate denomination of the South Eastern & Chatham Railway.

One die exists:-

SE/CD		10,10/8,11	4 $\frac{1}{2}$ mm.
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South Shields, Marsden & Whitburn Colliery Railway

A small colliery line following the coast from High Shields to Marsden in Durham.

No known punctures.

South Wales Mineral Railway

This line branched off the main lines of the Great Western and the Rhondda & Swansea Bay Railways at Neath Junction running via Court Start Junction to Glyncoirig. It carried no passengers.

No known punctures.

Southwold Railway

A small line in Norfolk, connecting with the Great Eastern Railway at Halesworth and running eastwards via Wenhaston, Blythburgh, and Walberswick to Southwold.

No known punctures.

Stratford-on-Avon & Midland Junction Railway

This railway connected two distant lines of the Midland Railway. It commenced at Broome (south of Alcester) running via Stratford-on-Avon, Fenny Compton and Towcester to Ravenstone Wood Junction, north of Olney. A short branch line ran from Towcester to Busworth.

No known punctures.

(JB.39)

South Yorkshire Joint Railways

Ran over sections leased from the Great Central, the Great Northern, the Lancashire & Yorkshire, the Midland, and the North Eastern Railways. This company operated whole sections of line and branch lines between Leeds and Sheffield.

No known punctures.

Swansea & Mumbles Railway

A short line running along the shore of Swansea Bay.

No punctures known.

Swinton & Knottingley Railway

Under lease from the Midland and the North Eastern Railways. This line ran southwards from Ferrybridge and from Pontefract via South Kirby and Bolton-on-Dearne to Swinton.

No known punctures.

Taff Bargoed Joint Railway

Under lease from the Great Western and the Rhymney Railways. The line ran from Darran & Deri southwards through Bargoed to Ystrad Mynach where it joined the Rhymney Railway.

No known punctures.

Taff Vale Railway

This extensive system with a terminus at Cardiff, extended northwards to Merthyr, Aberdare, ,aerndy, Blaen, Rhondda, Ynysybwl, and Llwynypia. A branch line also ran from Cardiff to Penarth and Cadoxton.

A perfin was used as follows:-

TV/R

7,9/12

5½mm.

Tallyllyn Railway

A pretty mountain railway on narrow gauge running from Towyn to Abergynolwyn in Montgomeryshire.

The Company have issued labels to prepay transport of mail on their line but there is no record of perfins being used.

Tanat Valley Light Railway

Leased from the Cambrian Railways. This line ran off the Cambrian Railway at Blodwell Junction and ran westward via Pentrefelin to Llangynog.

No known punctures.

Tottenham & Forest Gate Railway

Leased from the London, Tilbury & Southend and the Midland Railways. This line left the Tottenham & Hampstead Joint line at South Tottenham, West Junction and ran via, Blackhorse Road, Walthamstow, Leytonstone, and Wanstead Park to join the London, Tilbury & Southend line at Woodgrange Park.

A perfin was used as shown.

TF/GR

9,7/10,11

5mm.

Tottenham & Hampstead Junction Railway

Leased from the Great Eastern and Midland Railways. This line left the London & North Western at Gospel Oak and ran via Highgate Road, Upper Holloway, Hornsey Road, Crouch Hill, Harringay Park, St. Ann's Road, and South Tottenham where it joined the Tottenham & Forest Gate line.

No identified punctures.

Vale of Rheidol Railway

Leased from the Cambrian Railway. A mountain line from Aberystwth to Devol's Bridge via Rheidol Falls.

No known punctures.

Vale of Towy Joint Railways

Leased from the Great Western and the London & North Western Railways. The line continued from the London & North Western system at Llandovery and connected with the Great Western line at Llandilo.

No known punctures.

Van Light Railway

Leased from the Cambrian Railway. A small Montgomeryshire line from Caersws and Trefeglwys to Van.

No punctures known.

Wantage Tramway

A short line connecting the town of Wantage in Berkshire with Wantage Road Station on the Great Western Line.

No identified punctures.

Wath Curve Joint Committee

This committee operated sections of line owned by the Great Central, the Midland, and the North Eastern Railways in the area of Wath, Mid-Swinton and Dearne in the West Riding.

No known punctures.

(JB.41)

Welshpool & Llanfair Light Railway

Under lease from the Cambrian Railways, this line ran westwards from Welshpool via Seven Stars, Raven Square, Golfa, Castle Caereinion, Cyfronydd, Sylfaen, and Heniarth to Llanfair Caereinion.

No identified punctures.

West London Extension Joint Railways

This line ran south from Earl's Court Junction to Clapham Junction and was, as its name implies, an extension of the West London Joint Railways.

No known punctures.

West London Joint Railways

Operated sections of line owned by the Great Western and the London & North Western Railways between Earl's Court Junction and Wormwood Scrubs, with a branch to Westbourne Park.

No identified punctures.

Weston, Cleveland & Portishead Railway

A Somersetshire coastal railway running from Weston-super-Mare to Portishead with stations at Milton Road, Bristol Road, Worle Town, Ebdon Lane, Wick St. Lawrence, Ham Lane, Kingston Road, Colehouse Lane, Clevedon, Clevedon East, Clevedon All Saints, Walton Park, Walton-in-Gordano, Cadbury Road, Clapton Road, and Portby Road.

No known punctures.

West Riding & Grimsby Joint Railways

Leased from the Great Central and the Great Northern lines, this line left the Great Northern system at Sandal, south of Wakefield, and joined the Great Central line at Appleshurst Junction north-east of Doncaster.

No known punctures.

Weymouth & Portland Joint Railways.

Leased from the Great Western and the London & South Western Railways, this line branched from the Great Western line at Weymouth Junction and ran into the Portland peninsula via Wyke Regis Halt and Portland to Easton.

No identified punctures.

Whitechapel & Bow Joint Railways

Leased from the London, Tilbury & Southend and the Metropolitan District Railways. The line ran from Whitechapel through Stepney Green and Mile End to Bow.

No identified punctures.

Whitehaven, Cleator & Egremont Joint Railway

Leased from the Furness and the London & North Western Railways, and joining the Furness Railway at Sellafeld with the London & North Western Railway at Bridgefoot. A branch line also ran to Whitehaven.

No known punctures.

Wirral Railway

A short Cheshire line running from West Kirby and with termini at Wallasey, New Brighton and Birkenhead.

No identified punctures.

Wisbech & Upwell Tramway

This line on the Norfolk-Cambridgeshire border connected the village of Upwell with the Great Eastern line at Wisbech.

No known punctures.

Woodside & South Croydon Railway

Leased from the London, Brighton & South Coast Railway and the South Eastern & Chatham Railway. The Company administered a short stretch of line between Woodside and South Norwood Station and South Croydon.

No identified punctures.

Wrexham & Minerva Joint Railway

Leased from the Great Western and the London & North Western companies, this short line connected the Great Western at Wrexham with the London & North Western at Llanfynydd a few miles north.

No known punctures.

Addenda

Since preparing the above the following additional perfins have been reported.

Cambrian Railways CAM/RYS - two dies with differing vertical spacing from 1881.

Great Eastern Railway . GER 10,10,12 4½mm. 1d lilac, Q.V.
GER 10,10,11 5mm. 1d lilac to G.V.

London & South Western LS/WR 6,11/13,11 5mm.

South Eastern & Chatham

SE/CR/BA - two dies with differing horizontal spacing from Q.V., Jubilee issue onwards.

It is believed that the BA refers to 'Bricklayers Arms' a London depot.

SECTION 11

Aylesbury & Buckinghamshire Railway

This line was absorbed into the Metropolitan and Great Central Joint lines.

A perfin A&B/RC exists but no connection has been established.

Ayrshire & Wigtownshire Railway

Taken over by the Glasgow & South Western Railway.

No known punctures.

Bristol & Exeter Railway

Taken into the Great Western system.

No known punctures.

Central Wales & Carmarthen Joint Railway

Later part of the London & North Western system.

No known punctures.

City of Glasgow Union Railway

Absorbed into the Caledonian Railways.

No known punctures.

Cornwall Railway

Later taken over by the Great Western Railway.

No identified punctures.

Deeside Railway

Later absorbed into the Great Western and the Cambrian Railway systems.

No identified punctures.

Edinburgh & Glasgow Railway

Linked the two great Scottish cities and later amalgamated with the North British Railway.

No known punctures.

Eastern & Midlands Railway

Later extended into and absorbed by the Midland Railway.

No identified punctures.

Garstang & Knott End Railway

Later re-named Knott End Railway. (See Section 1).

Highland, Dingwall & Sutherland Railways

Absorbed into the Highland Railways.

A perfin HD/&S exists but has not been positively proved.

Highland, Sutherland & Duke of Sutherland's Railway

Also absorbed into the Highland Railway system.

No punctures known.

Highland & Sutherland Railways

Amalgamated with the Highland Railway.

No known puncture.

Inverness & Perth Railway

Absorbed into the Highland Railways.

No known punctures.

Liverpool, Southport & Preston Railway

Later amalgamated with the Lancashire & Yorkshire Railways.

No punctures known.

Llyn & Fakenham Railway

Taken over by the Great Eastern Railway.

No known puncture.

Manchester & Milford Railway

Absorbed into the Lancashire & Yorkshire Railway.

No known punctures.

Manchester, Sheffield & Lincolnshire Railway

Amalgamated into the Great Central system.

Used perfins as follows.

MS&L (Die 1) 15,10,14,7 5½mm. On 1d red
Plates 124, 146, 150, 157, 159, 160, 165, 170 to 174, 178 to 180,
183 to 186, 189 to 193, 196, 198 to 202, 204, 205, 208, 217, 221.

MS/&L (Die 11) 17,10/12,7 4½mm. On issues
from 1881.

Monmouth Railway & Canal Company

Lines taken over by the Great Western Railway.

No identified punctures.

Northampton & Banbury Junction Railway

Subsequently absorbed into the Stratford-on-Avon & Midland Joint lines. (See Section 1).

No known punctures.

(JB.45)

North of Inverness Railway

Amalgamated into the Highland Railway.

No known punctures.

Pembroke & Tenby Railway

Taken over by the Great Western Railway in 1896.

No known punctures.

Seacombe, Hoylake & Deeside Railway

Later became Deeside Railway. (q.v.)

No known punctures.

Scottish North Eastern Railway

Amalgamated with the Highland Railway.

No known punctures.

Sheffield & Midland Railways

Taken over by the Midland Railway.

A perfin SM/RC exists but no connection has been established.

Sirhowy Railway

Colliery line in South Wales and later taken over by the London & North Western Railway. Its correct designation was the Sirhowy District Railway.

No identified puncture.

West Lancashire Railway

Taken over by the Lancashire & Yorkshire Railway.

No known punctures.

Wrexham, Mold & Connah's Quay Railway

Amalgamated with the Great Central Railway.

No known punctures.

SECTION 111

Irish Railways

<u>Athenry & Ennis Junction Railway</u>	(Co. Clare)	No known punctures.
<u>Athenry & Tuam Railway</u>	(Co. Galway)	No known punctures.
<u>Ballycastle Railway</u>	(Co. Antrim)	No identified punctures.
<u>Belfast & County Down Railway</u>	(Co. Down)	No known punctures.
<u>Belfast & Northern Counties Railway</u>		This line served most of Ulster and the following perfin is known.
BNCR	13,13,8,11	4mm. Found on 1d red Plates 161, 171, 181, 182, 192, 196, 197, 201, 202, 214, 215, and later issues.
<u>Cavan, Leitrim & Roscommon Railway</u>		No known punctures.
<u>Clare & Banagher Railway</u>	(Co. Clare)	No known punctures.
<u>Clogher Valley Tramway</u>	(Co. Cork)	No known punctures.
<u>Cork, Bandon & South Coast Railway</u>	(Co. Cork)	Die in use from 1881 as shown.
CBS/CR	8,14,10/8,12	5mm.
<u>Cork, Blackrock & Passage Railway</u>	(Co. Cork)	Two dies are known as shown.
Die 1. C/B.R.P	8/15,13,11	4 $\frac{1}{2}$ mm. On 1d Plates 138 & 148 and on 3d rose Plate 10.
Die 2. CB/PR	8,14/10,12	5mm. On issues from 1881.
<u>Cork & Macroom Direct Railway</u>	(Co. Cork)	No known punctures.
<u>Derry Central Railway</u>	(Londonderry)	No known punctures.
<u>Dublin & Drogheda Railway</u>	(Co. Dublin & Co. Louth)	No known Punctures.
<u>Dublin, Wicklow & Wexford Railway</u>		No known punctures.
<u>Dundalk, Newry & Greenore Railway</u>	(Co. Louth & Co. Down)	No known punctures.
<u>Enniskillen, Bundoran & Sligo Railway</u>		A perfin EB/&S exists but no connection has been established.
<u>Fermoy & Lismore Railway</u>	(Co. Cork)	No known punctures.
<u>Finn Valley Railway</u>	(Co. Lienster)	No known punctures.

<u>Great Northern Railway</u>		A die exists as follows.
I/G.N.R	5/9,13,13	4½mm. 1d Plate No. 171.
<u>Great Southern & Western Railway</u>		
G/S.W.R.	10/10.16,11	4½mm. 1d Plates 190, 214.
<u>Kanturk & Newmarket Railway</u>		Taken over by the Great Southern & Western Railway in 1896. No known punctures.
<u>Kilkenny Junction Railway</u>		No known punctures.
<u>Limerick & Kerry Railway</u>		No known punctures.
<u>Midland Great Western Railway</u>		A die exists and was used on 1d Plates and contemporary stamps as shown:-
M/G.W.R	15/10,16,13	4½mm. 171, 176, 177, 179, 183, 184, 192, 210, & 214. 2d Plate 15.
<u>Rathkeale & Newcastle Junction Railway</u>	(Co. Down)	No known punctures.
<u>Sligo, Leitrim & Northern Counties Railway</u>		No known punctures.
<u>Southern Railway</u>		No identified punctures.
<u>Tralee & Fenit Railway</u>		No identified punctures.
<u>Waterford & Central Ireland Railway</u>		No known punctures.
<u>Waterford & Limerick Railway</u>		No identified punctures.
<u>Waterford & Tramore Railway</u>	(Co. Waterford)	No known punctures.
<u>Waterford, Dungaroon & Lismore Railway</u>	(Co. Waterford)	No identified punctures.
<u>West Clare Railway</u>	(Co. Clare)	No identified punctures.
<u>West Donegal Railway</u>	(Co. Donegal)	No known punctures.

Addenda

The following additional dies have been reported used by the Great Southern & Western Railway.

GS/WR	10,10/15,11	4½mm.	1d lilac, EV11.
GS/WR	10,11/14,12	5mm.	Q.V. Jubilee.
GS/WR	10,10/16,11	4½mm.	1d lilac.

Perforated Postal Stationery.

On October 1st 1870 the first postcards were placed on sale by the Post Office. These were greeted with enormous enthusiasm, to such an extent that their use tended to completely disorganise the G. P. O., and hinder the passage of normal mail. On the first day of use over half a million cards passed through the London G. P. O. alone, and over 75 million were used throughout the country in the first year.

This sudden addition to the volume of existing postal business was too much for the Post Office's cancelling resources at that time. In consequence the Post Office issued instructions to their offices that letters should receive priority for cancellation, with the result that letters often passed through the post without cancellation and received the circular date stamp of the Receiving Office on the back before delivery.

To cope with this emergency, the Post Office called upon Joseph Sloper for help. He suggested that a special die be prepared for use with one of his machines, which would punch a "Broad Arrow" through the printed stamp on the card.

For an experimental period in late 1870 and early 1871, the Post Office tried out this machine. The "Arrow" used consisted of 8 holes each 2mm in diameter. The pins of hardened steel were unusually long and tapered to give them extra strength and penetration. Being over one inch long, the pins were designed to puncture 96 cards (or 4 packs of 24 cards) at one operation. It may be conjectured the use of tapered pins meant considerable variation in the diameter of the holes from top to bottom of the packs. Also the strain of penetration of such thicknesses caused damage to the pins. The London office, probably acting under Sloper's instructions, did not overload the machines and examples of damaged or broken pins are rare but, at Liverpool where, subsequently, a similar machine was used, without benefit of Sloper's advice, broken pins quite often appeared in operation.

The London Office experiment with Sloper's machine proved satisfactory and, in the G. P. O. records there is a Minute, approved on June 5th 1871, recommending the purchase of four machines at £7.10. 0 each; one for the Liverpool Office and three for the Circulation Department.

Meanwhile, other provincial offices seem to have been trying to deal with the problem in a similar way. At Manchester, "Clips" were taken out of the edge of the card alongside the stamp, each clip resembling the point of a sword and is known to have been in use in February 1871. In Edinburgh and Birmingham and in Liverpool, in late 1870, single hole punches were made in the cards.

Sloper seems to have also supplied the London Office with a second experimental machine in which the die took the form of an "Orb" of 10 pins, which was used concurrently with the "Broad Arrow" cancellation. For some reason this does not appear to have survived the experimental period.

Both "Arrows" and "Orbs" may be found inverted or sideways, through the stamp or through one of the other corners of the cards. All examples of these cards are scarce but the "Arrow" is the more readily obtainable with the Manchester "Clip" a close runner-up. The "Orb" and "Hole" cancellations are the hardest to

discover,

The use of these Sloper cancellations continued until 1876-7, by which time some offices were issuing the cards in packs of 24 already perforated, and the cards were passed through the Post without any further cancellation. These were, in effect, the only pre-cancels issued in Britain and their use may have given rise to the issue of pre-cancelled stamps abroad.

The following are in my own collection, or have been seen by me.

1d Lilac Card. Dated April 10th 1871.

With manuscript, "Manchester" across the stamp. From James Bolton & Co., Manchester to Messrs. Henriques & Co., Cumberland St., Manchester with "Clip" at edge of card.

Message:- "We hope to take delivery of your sample orders this week".

1d Lilac Card. Dated February 3rd 1871.

With Manchester "Clip" alongside stamp at edge of card from Henriques & Co., Manchester to J. Hardcastle & Co., Bolton.

Message:- "Please let us know when you will receive Lot 1556 of 5/ 1/ 70".

Added message:- "Will be upon Tuesday morning certain".

1d Lilac Card. Dated March 16th 1871.

With London "Broad Arrow" through stamp. From J. Henry Schroder & Co., London to Fox, Sons & Co., Plymouth.

Message:- "If you have an opportunity before "Alfred" sails, enquire the date of his sailing from port of loading and advise us thereof."

1d Lilac Card. Dated January 14th 1871.

With "Broad Arrow" through stamp. From William Wheatley & Co., Liverpool to Humble & Thomson, Newcastle-on-Tyne quoting tonnage rates as follows:-

Quebec to Liverpool or Barrow.	38/- & 40/-.
St. John's to London, Hull, Grimsby, or West Hartlepool.	£5 & £5/5/-
Pensacola to Swansea.	50/- & 52/6.
" to Liverpool.	52/6 & 55/-.
" to E. C.	Offers.

Circassian Coast to U.K., second class vessels wanted for hardwoods.

1d Lilac Card. Dated October 27th 1870.

With London "Orb" cancellation, inverted, from S. Maw, Son & Thompson, Aldersgate St., London to Messrs. White & Chignell, Chemists, Havant, Hants giving credit for returned hampers.

Private firms seem to have been somewhat slow in having their initials perforated through cards or other postal stationery. This may have been due to the awkwardness of size and shape and the difficulty of penetration without special dies involving extra expense.

One of the earliest users of perforated cards was the London County Council and the following examples are in my own collection:-

1888. 1d brown. Thin buff card. Type XIV (Robson Lowe) Unused.

C L C 8. 11. 8. 5mm., 8mm., 5mm.

1889. 1d brown. Thin buff card. Type XIV (Robson Lowe) Unused.

L. C / C 7. 10 / 10. 4½mm / 4½mm.

The following examples of existing private perforated stationery are also recorded:-

POSTCARDS.

Q. V. 1d lilac. G W R Great Western Railway.
" " " S T O T T / & Co.

WRAPPERS. Q. V. 1d brown. B. R Barry Railway.
" " " C R Caledonian Railways.
" " " C. R " "
" " " F R / & Co. Fletcher Russell & Co.
" " " G M / & G
" " " H. A. L Henry A. Lane & Co.
" " " P L / Ld. Pearson & Leaf's Ltd.
" " " R & S / H Reckitt & Sons, Hull.
1d green. J. S. Jeyes, Ltd.
Ed. V11 1d green. C & S Geo. Cohen, Sons & Co.
" " " S T D "Standard" Newspapers Ltd.
" " " H P / Co. Ltd. Hine Parker & Co., Ltd.
" " " J. W / Co.
" " " U. A Union Assurance Co., Ltd.
" " " A C / & Co.
" " " L B / L Leber Bros., Ltd.
1d red. S T D "Standard" Newspapers, Ltd.,
Geo. V. 1d green. L N / E London & North Eastern Rly.
1d red. W H S W. H. Smith & Sons, Ltd.
Ed. V111 1d red. M / G

ENVELOPES. Q. V. 1d pink. A & N / C. S. L. Army & Navy Co-Op Soc.
Ed. V11. 1d red. " " " " " " "
Geo. V. 1d red. " " " " " " "

REGISTERED ENVELOPES.

Q. V. 2d blue. A & N / C. S. L. Army & Navy Co-Op Soc. Ltd.
Geo. V. 1d red. " " " " " " "

Most of the envelopes appear to have been perforated with a special machine, like a stapling machine, which enabled the box to be inserted inside the envelope to take the pins without penetrating the backs of the envelopes.

Chapter 22.Perforated Dies of the 1d Lilac of 1880-1.

One stamp, more than any other, affords a tremendous scope for specialisation because of its long period of currency. This is the One Penny Lilac of 1881 which, during its 21 years of use, and because of its face value being that of the stamp greatest in demand, was employed by almost every firm then in existence which used punctured stamps.

More than 7,000 different dies are known to have been used on this stamp and the collector who wishes to confine his studies to this one issue alone will find much of interest since it covers the period of the railway companies, canal companies, now defunct banks and insurance concerns as well as many private firms now non-existent or absorbed into other larger companies.

The variety with 14 pearls is, naturally, scarcer and, during its brief life, very few companies used this stamp. The great majority of examples appear on the 16 pearl variety.

This stamp was, of course, used on almost every inland letter of the period. It was also extensively used for receipt purposes and may be found with a great number of over-printed names or initials for that purpose. These Receipt stamps should not be ignored, since many of the firms whose names appear on these stamps also used perforation dies and, if the evidence of the postmark is also available, the user of perforated stamps can often be identified by his overprinted stamps.

As is also to be expected, during such a long period of currency, some firms used several differing dies on this one stamp. Dies also became damaged and were replaced by other dies which may have been different and much research can be done in this field.

This was also the period of Sloper's greatest competition when several of his rivals were also producing dies. Since, however, the majority of Sloper's dies gauged 19-20 holes to 2 centimetres, whereas those of his competitors were usually of a smaller number over the same distance, his dies can often be distinguished. There is not yet enough evidence available, however, to be able to distinguish between the dies of his competitors.

Also included in this issue is the stamp with "Pear's Soap" on the reverse. This was not, however, applied for security purposes but as a short lived attempt at advertising.

The following list contains many of the overprints to be found on the Receipt stamps of firms whose initials are known or suspected to have been also used on perforation dies.

Alliance Assurance Co.
 Blumberg & Co.
 L. Burnstead & Co.
 Butler & Tanner, Ltd.
 Bonwick & Sons,
 Bridgewater Trustees.
 J. & C. Boyd & Co.
 Cary & Grimsdell.
 Crosse & Blackwell, Ltd. (2 types)
 Cook, Son & Co.
 Cassell, Petter, Galpin & Co.,

Cockerell & Co.
 Derry & Toms.
 Dalton & Morgan.
 A. W. Draper & Son.
 C. Davidson & Sons, Ltd.
 G. & E. Elliott.
 Faubel Phillips & Sons.
 W. B. Fordham & Sons, Ltd. (2 types)
 W. B. Fordham & Sons, Ltd. York Road, Kings' Cross. N.
 F. P. W. & Co.
 J. C. & J. Field, Ltd.
 Game, Harrison & Lerner. 2 & 4 Eastcheap.
 Game, Harrison & Lerner, Ltd.
 W. & A. Gilbey.
 W. & A. Gilbey, Ltd.
 A. Goslett & Co.,
 Green & Edwards.
 Gynan & Sons.
 Hart & Sons,
 W. & D. Harvest.
 J. Howell.
 Jas. Houghton & Sons.
 S. Hanson, Son & Barter.
 S. Hanson, Son, Evison & Barter.
 G. Harding & Sons. (2 types)
 Harrison, Burton & Co. (2 types)
 Harvey, Nicholls & Co., Ltd.
 Hazell, Watson & Viney.
 Hyam & Co.
 Islington Vestry. (2 types)
 J. & H. B. & Co.
 E. Lazenby & Son.
 Lewis & Allenby, Ltd.
 Thos. Lea & Co.
 Liverpool & London & Globe Insurance Co.
 Maple & Co., Ltd.
 M & S
 Wm. Mc Claren, Sons & Co., Ltd.
 N. C. C. N. Co., Ltd.
 N. C. S. C. Ltd.
 H. J. Nicoll & Co.
 J. Oakey & Sons.
 John Oakey & Sons, Ltd.
 Peek, Bros., & Co.
 E. & T. Pink.
 Edward Pink & Sons.
 Prudential Assurance Co., Ltd.
 Joseph Roth.
 J. Rotherham & Co.,
 Rylands & Sons, Limited. Manchester.
 Edward Saunders & Son, Limited.
 Schweppe & Co.
 Schweppe & Co., Limited.
 Shapley & Austin.
 Jas. Shoolbred & Co.

Taylor Bros.
Teede & Bishop. (3 types)
T. Tapling & Co., Ltd.
Walters, Nash & Co.,
Waters & Son. (2 types)
J. P. Westhead & Co., Ltd.
William Whiteley. (2 types)
Willing & Co.,
Woodmen & Hambidge.
Woodland Bros.

In addition to the above list, here is another which contains a selection of those concerns whose dies are known to have been used on the One Penny Lilac stamps.

Aerated Bread Co., Ltd.
Army & Navy Co-Operative Stores, Ltd.,
Junior Army & Navy Stores, Ltd.
Bass. (Ratcliffe & Gretton, Ltd.)
Burgoune & Burbidge (Chemist's Friend) Ltd.
Burnley Corporation.
Blackpool Corporation.
Barrow Corporation.
City of Birmingham.
Bradford (Yorks) Corporation.
Barry Docks & Railway.
Brentford Gas Co., London.
Bourne & Hollingworth, Ltd.
Bradford Manufacturing Co., Bradford. Yorks.
Brecon & Merthyr Railway.
Bank of New Zealand.
Bonwick, Ltd.
Boy Scouts' Association.
Burton-on-Trent Corporation.
Cambrian Railways.
Cash & Co., Ltd.
Cooper, Box & Co., London.
Crewe Corporation.
Crosse & Blackwell, Ltd.
Croydon Council.
Hastings Corporation.
Cheltenham General Hospital.
Copestake, Hughes, Crompton & Co., Ltd.
Credit Lyonnais, London.
Cheshire Lines Committee.
Church Missionary Society.
Cox, Ltd. Dundee.
City of Sheffield Corporation.
Teakbury Corporation.
Currie, Ltd., Glasgow.
Curtiss & Sons, Ltd. Portsmouth.
C. Whitworth & Co., Ltd.
Co-Operative Wholesale Society.
Fale & Co., Ltd. Walsingham.
Dukes & Co., Ltd. Bedford.
Deutsches Bank, London.
H. de Grouchy & Co., Jersey. Channel Islands.

Debenham & Freebody, Ltd.,
 E. H. Evans, Ltd., London.
 De la Rue & Co., Ltd. London.
 Derry & Toms, Ltd. London.
 Ericsson, Ltd. Nottingham.
 Eastbourne Borough Council.
 Edgware District Council.
 Edison Lamp Co., Ltd.
 Eley (Cartridges) Ltd.
 East Midlands Railway.
 Eagle Star Assurance Co.
 East Surrey Water Co., Redhill.
 E. & T. Park, Ltd. London.
 Fry's Ltd., Bristol.
 Freeman, Hardy & Willis, Ltd.
 Furness Railway.
 G. G. Graves, Ltd., Sheffield.
 General Electric Co., Ltd.
 Great Eastern Railway.
 Great Western Railway.
 Gane, Harrison & Lerner, Ltd.
 Geo. Hitchcock Williams, Ltd.
 Glyn, Mills & Co.
 "Daily Graphic", Ltd.
 Glossop Water Co., Ltd.
 Hampstead Borough Council.
 Heal & Sons, Ltd.
 Hill & Sons, Ltd.
 Huntley & Palmer, Ltd., Reading.
 Inde Coope & Co., Ltd. Burton-on-Trent.
 The Law Society of the United Kingdom.
 J. & R. Morley, Ltd., London.
 John Brown, Co., Ltd. Sheffield.
 Joseph Lyson & Sons, Ltd. Sheffield.
 Joseph Rogers & Sons, Ltd. Sheffield.
 James Russell & Sons, Ltd. Wednesbury.
 Keen, Robinson & Co., Ltd., London.
 Kyle & Tonge Ltd., London.
 Lacy & Sons, Ltd., Smithfield.
 Lever Brothers (Port Sunlight) Ltd.
 London, Brighton & South Coast Railway.
 London County Council.
 London Chamber of Commerce.
 Leeds Corporation.
 Lancashire, Derbyshire & East Coast Railway.
 Liverpool & London & Globe Insurance Co.
 Lloyd's Register of Shipping.
 London & South Western Bank, Ltd.
 London & South Western Railway.
 London, Tilbury & Southend Railway.
 Lancashire & Yorkshire Bank, Ltd.,
 J. D. Lyons, Ltd., London.
 Mander Brothers, Ltd., Wolverhampton.
 Mazawattee Tea Co., Ltd. London.
 Maples' Ltd., London.

Margate Council.
 Middlesborough Council.
 Midland & Great Western Railway of Ireland.
 Minton Potteries, Ltd., Hanley.
 Midland Joint Railways.
 Manchester, Sheffield & Lincolnshire Railways.
 Midland & South Western Junction Railways.
 National Boiler Insurance Co., Ltd.
 Nottingham Corporation.
 North Eastern Railway.
 National Safe Deposit.
 National Society for the Prevention of Cruelty to
 Children.
 Norwich Union Fire Assurance Co., Ltd.
 Negretti & Zambra Ltd.
 Ocean Insurance Co., Ltd.
 Oetzmann Ltd., London.
 Law Solicitors Stationery Society.
 Providential Assurance Co., Ltd.
 Provident Assurance of London, Ltd.
 Pear's Soap Ltd.
 Peck Frean, Ltd.
 Bryce Jones, Ltd., Newtown, Monmouthshire.
 London Polytechnic.
 Portsmouth Water Co.
 Refuge Insurance Co., Ltd.
 Pittick & Simpson, Ltd., London.
 Royal Mail Shipping Line.
 Peninsular & Orient Shipping Line.
 Canadian Pacific Railways.
 Rhondda & Swansea Bay Railways.
 Religious Tract Society.
 Key Insurance Ltd., Tamworth.
 South Eastern & Chatham Railway.
 South Eastern Railway.
 Spear & Jackson, Ltd., Sheffield.
 Earl of Shrewsbury & Talbot's Estates.
 Sutton Seeds, Ltd., Reading.
 Thos. Cook & Sons, Ltd.
 Tilbury, Rochester & Southend Railway.
 Taff Valley Railway.
 Union Castle Steamship Co.,
 United Kingdom Tobacco Co., Ltd.
 Vickers, Sons & Co., Ltd.
 W. H. Smith & Sons, Ltd.,
 W. D. & H. O. Wills, Ltd., Bristol.
 Waterlow & Sons, Ltd.,
 William Whiteley, Ltd.
 Yorkshire Traction Co., Ltd.,
 Yost Typewriters, Ltd.,
 Church of England Childrens Society. (Waifs & Strays)

This group of stamps is also rich in "Dumb"
 perforations including many fancy designs, trade-marks, arms and
 Full Name dies.

The preceding list represents just a few of the thousands of dies which have yet to be identified.

The collector with access to trade directories of the period could readily add much to our knowledge of the stamps of this late Victorian period where the stamps are so cheap as to make the compilation of such a collection a very economical and satisfying proposition. In my opinion it ranks in interest second only to the period of the Penny Red Plate Numbers which, however, are much harder to obtain and about which much less information is available.

Chapter 23.Abnormal Security Production and Special Lies.

The vast majority of dies follow the system devised by Joseph Sloper and very similar machines are employed in many parts of the world. Although some modifications to the machines and to the production of dies have been made, no superior system has yet been discovered.

Occasionally, however, the collector meets with a few examples of security stamps which do not seem to conform to the general pattern.

Before Sloper produced his invention the only means of applying security to postage and revenue stamps was, either by overprinting on the front or the back of the stamp or by manuscript methods.

The manuscript protection was adapted very early in the history of postage stamps and examples of One Penny Blacks and imperforate One Penny Reds with initialled endorsements are sometimes to be found. These are not to be confused with "pen-cancelled" stamps used for Receipt or Stamp Duty purposes. The practice of "Pen-Cancellation" had existed since the late 17th Century for Fiscal stamps and one invariably finds that the date forms part of the endorsement.

The establishment of this practice probably gave proprietors of firms the original idea for protecting their postage stamps from theft, and a few firms adopted the practice of initialling their stamps, particularly those received through the post as payments. In these examples the date does not, of course, appear. They are most desirable on the original covers and are very scarce thus.

Only one known attempt to employ a system as an alternative to perforation seems to exist. In this example, the firm of Sanders and Son of Bath embossed their name and address upon the stamps. For this purpose they apparently used an ordinary embossing machine in which the die, probably by co-incidence, fitted neatly within the area of the stamp. As this firm also used a perforating die, it is possible that this may have been merely a temporary measure during a period when their die was not available. The only reported example appears on an early 20th Century issue.

Some collectors have reported seeing stamps, often of the One Penny Red "Stars" issues, or of the imperforate One Penny Reds, with single holes pierced through the stamps. As these stamps were too early to have been produced normally by Sloper, they must have been entirely private productions if, indeed, they were intended for security purposes at all. It must be borne in mind, that at this period, there was a fashion to use up large quantities of stamps in the manufacture of "snake ornaments". A hole was pierced through the stamps, (or possibly punched) which were then threaded on to a length of string or thread. Hundreds of stamps would be added until the whole made up a sinuous "body" of varying lengths to which a "head" would be added. Examples of these "snakes" still exist today and many of the so-called "perfins" with single holes emanating from this period, probably originate from this source.

Quite a number of more modern stamps are to be found with neat largish holes punched through them. These come from "proof" booklets which were sent out to firms whose advertisements appeared in the booklets. I have several examples of these in my own collection and some have even been passed through the post.

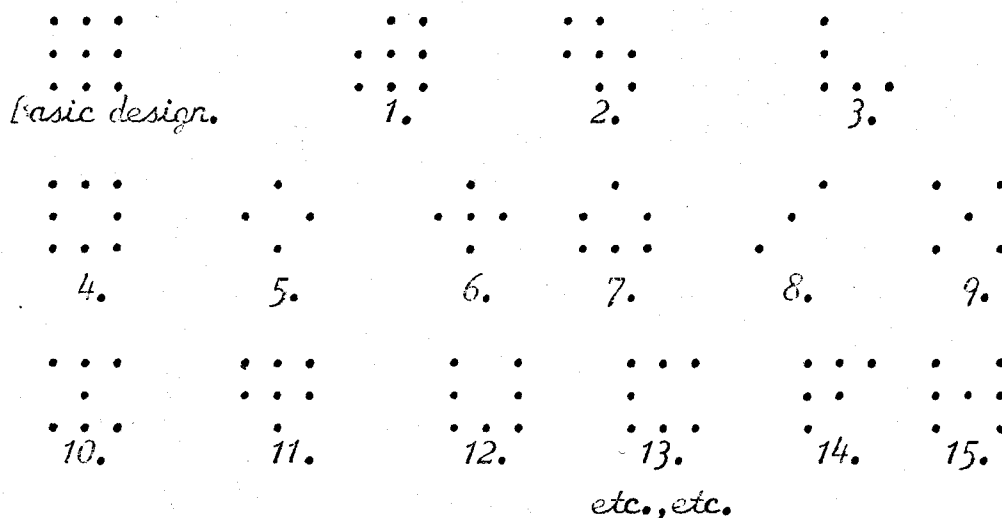
Some stamps may also be found with "Carpet" dies. For these a large die was used which covered a number of stamps either horizontally, or in a block, so that only part of the die appears on each stamp. I am of the opinion that most of these were produced from dies not intended for use with postage stamps. Probably dies intended for use on large documentary or feed stamps were also used for the postal issues.

Another very interesting variety exists in "Mirror" dies which may only be found in pairs, strips or blocks of stamps. In these the dies are found on certain stamps either reversed, or inverted and reversed, in relation to other stamps in the same piece. The simple procedure of folding the piece, so that all the dies appear correctly aligned, will demonstrate that this was the point at which the sheet or piece was originally folded before passing through the machine.

Occasionally one finds stamps with designs, usually in the form of a "Cross" cut out of the stamp. These were used for Telegraphic purposes and are dealt with in Chapter 30.

In the U. S. A., an interesting and novel departure from Sloper's initial and design dies has been employed. These were devised by The Schermack Company and were used in conjunction with Coil stamps.

A standard coil dispensing machine was coupled with a perforation attachment which punctured the stamps as they were issued from the coil machine. It also cut slots into the sides of the imperforate stamps to facilitate separation. The basic design of the perforation device consisted of nine pins, arranged in three rows of three, forming a square of 7mm. By removing one or more of the pins it was possible to produce differing designs for a large number of users. Some examples are shown.



Chapter 24.The Provisional Perforations of 1941-2.

I am deeply indebted to Mr. K. Rymer-Young for all the information in this chapter and, indeed, he might be said to have "discovered" these provisionals.

When going through a quantity of perforated security stamps, he discovered a wide variety of spacing and number of holes on dies having the same initials. The irregularity of these and the fact that they all came from the George VI light colours with a few of the dark colours, placed these as being issued during the mid-war period.

As Slopers' works were destroyed in an air-raid in May 1941, it also follows that many of their dies were also destroyed and that, pending the manufacture of new dies, some form of improvisation would be adopted.

Apparently, Slopers' produced some single letter dies and used these to perforate stamps. Each letter was used individually and combinations of letters were produced by passing the stamps several times through the machines, using each letter in separate operations. This procedure produced irregular dies in which the letters were unevenly spaced and aligned. Often letters would overlap each other.

Mr. Rymer-Young made enquiries of Slopers and his suspicion that single letter dies had been employed during this period was confirmed. Also, where they existed, some two letter dies were used in combination with other provisional dies. It would also appear that Slopers' also produced a convenient die reading, "& Co." which could be added to the letters when necessary.

Once one is aware of the existence of these dies it is not hard to find examples although their use must have been short lived. The dark colours were in use when the works were destroyed and the existence of the 1½d light brown, which was not issued until September 1942, would indicate that these provisionals were in use at least from May 1941 to late 1942.

Most of the letters were of the 4 hole high format but a number of 5 hole high letters can also be found. These were, presumably, single letter dies which had survived the bombing.

No complete check list is available of these issues but there is ample scope for a specialist to produce such a list. They must, indeed, make a fascinating study and contribute a valuable phase of the history of security perforations.

So far as we are aware, these are the only examples of provisional security perforation to be found in our studies and they reflect the ingenuity with which Slopers' were able to meet the prevailing crisis; an ingenuity which was abundant in those perilous times and which seems to be lacking in more peaceful circumstances.

Chapter 25.The Board of Trade Perforations and their Forgeries.

Since almost all the research work on these stamps has already been carried out by Capt. H. T. Jackson, who has made an exhaustive study of the Board of Trade punctures, I am indebted to him for almost the entire contents of this chapter. His discovery of many of the forgeries and his classification and identification of these has made it almost impossible to add anything to his work.



That forgers troubled to imitate these stamps is evidence of both their scarcity and their market value. That they possessed insufficient knowledge to know which stamps to forge is a blessing to the collector who might, otherwise, have great difficulty in distinguishing between real and spurious punctures.

The Board of Trade is responsible for the commerce, industry and overseas trade of the United Kingdom. Punctured stamps were used by this department from late 1880 until May 14th 1904. The purpose of the stamps was to frank outgoing mail to foreign destinations, mainly to captains of British ships in overseas ports, or to trade departments of other governments. However, from 1887, the stamps were also used on parcels in Britain.

One important point to remember is that the stamps would only be postmarked, "London E. C.", or on rare occasions, "London S. W."

The die used consisted of an Imperial Crown over the letters, "B. T.". Two types of genuine dies are known:-

Type No. 1. Large holes forming an Imperial Crown over, "B. T.". This is frequently found with a missing stop between the letters, due to the corresponding pin breaking on a die.

Type No. 2. Small holes, more widely spaced in the same design. This die came into use about 1900.

From the facts so far given it will be seen that only those stamps which were in use between 1880 and 1904 can be genuine and not, even then, if they have postmarks other than those shown.

The forgers who, from time to time, have turned their attentions to these stamps were, on the whole, too lacking in knowledge or too careless to confine their reproductions to stamps conforming to the particulars given. Some were shrewd enough to use only stamps bearing no identifiable date but they were not knowledgeable enough to distinguish between Die la Rue ordinary and "chalky" papers, or between Die la Rue and subsequent printings by other firms. Their fakes show very little sign of wear since their use was not so great as that of the original dies, yet they appear on dies as widely separated as 1864 and 1911, proof that they must have been produced about the same time. They also used any type of postmark from any town and, thus, made their forgeries apparent.

The following list gives all the known values with genuine punctures.

Line - Engraved.

2d Blue. Plate 15.

1881.

½d deep green.
 ¾d pale green.
 1d venetian - red.
 1½d venetian - red.
 2d rose.
 2½d blue. Plate 21.
 2½d blue. Plate 22.
 2½d blue. Plate 23.
 4d grey - brown. Plate 17.
 4d grey - brown. Plate 18.
 6d grey. Plate 17.
 1/- orange - brown. Plate 13.
 1/- orange - brown. Plate 14.
 1d lilac. (16 Pearls)
 6d on 6d lilac.

1884.

½d slate - blue.
 1½d lilac.
 2d lilac.
 2½d lilac.
 3d lilac.
 4d green.
 6d green.
 1/- green.

1887 - 1892.

½d vermilion.
 1½d purple & green.
 2d green & vermilion.
 2½d purple on blue.
 3d purple on yellow.
 4d green & brown.
 4½d green & carmine. (Types 1 & 2)
 5d purple & blue.
 6d purple on rose - red. (Types 1 & 2)
 9d purple & blue.
 10d purple & carmine.
 1/- green. (Types 1 & 2)

1900.

¾d blue - green.
 1/- green & carmine.

1902. Edward VII.

¾d blue - green.
 1d scarlet.
 2d green & carmine.
 2½d blue.
 3d purple. (Type 2 only)
 5d purple & blue.
 6d purple.

Up to 1887 all the punctures are found reading correctly from the front but, subsequently, most values are found with reversed, inverted or reversed and inverted punctures due to folding of the sheets before puncturing to save time.

THE FORGERIES

The first, and probably the most dangerous, of the forgeries was similar to Type 2 of the genuine punctures, with small holes, and was probably produced about 1904-5. It is often found on "piece" with the postmark tying the stamp well down. As the postmarks are genuine, the forger almost certainly removed the stamps before puncturing and then carefully replaced them so that their removal was not obvious. Subsequent forgeries appeared over the years and have, indeed, been produced quite recently. Some of these are quite crude, but many are sufficiently dangerous to cause collectors to be especially careful from whom they purchase these stamps.

- Forgery No. 1. With large perfectly made holes. The "B" looks like a "D" with a punch and a belt around the middle. It is found on issues from 1876 to 1911. These forgeries appeared about 1950 to 1955.
- Forgery No. 1a. Identical with No. 1 but the stop after the "B" has been deliberately omitted.
- Forgery No. 2. Large holes with no stop after the "B" which is very broad and the three holes forming the junction of the two curves of the "B" form an almost equilateral triangle. Believed to be a product of the same forger as No. 1.
- Forgery No. 3. Small holes. The holes forming the vertical stroke of the "B" are not in line, the fourth hole from the top being plainly to the left. The 3 holes at the junction of the two curves of the "B" form a right-angled triangle instead of an isosceles triangle. The left hand hole in the cross stroke of the "T" is too high. This is the dangerous forgery mentioned above and is believed to have emanated from the U. S. A.
- Forgery No. 4. Small holes but larger than in No. 3. Rather crude with holes irregular in shape, size and line. The Cross on the Crown is too large and the right-hand hole of the cross stroke of the "T" is too high. The stalk of the "T" is curved and the bottom two holes are too widely spaced. The 3 holes at the bottom of the "B" form an almost straight line. Believed to have been manufactured in the U. S. A.
- Forgery No. 5. Very large irregularly spaced holes, too close together, at times almost touching. The central hole under the Crown is omitted.
- Forgery No. 6. Large holes, with an extra hole in the outer right hand curve of the Crown than in the left hand curve. The "B" is a belted "D" and the middle hole in the bottom of the letter is lower.

- Forgery No. 7. Small holes. A very dangerous forgery. The four holes beneath the Crown form a diamond with its longer axis horizontal, instead of a square set diagonally. Most existing examples are unused.
- Forgery No. 8. Crude, with large, badly aligned holes, appearing on unused stamps of the 1887 issue. It is believed that the holes were punched, one at a time, hence the irregularity and the fact that no two stamps are identical. Among the distinguishing irregularities may be seen examples with the "B" and the "7" too narrow and the pattern of the Crown very erratic; the four holes beneath the Crown forming an horizontal diamond; the "B" too narrow with the upper loop almost rectangular and the lower loop projecting beyond the upper loop; the centre bar of the "B" too low, making the upper loop larger than the lower.
- Forgery No. 9. Small holes. Very dangerous. The three holes forming the junction of the two curves of the "B" make too acute an angle and the four holes beneath the Crown form an horizontal diamond.
- Forgery No. 10. A very dangerous forgery in which the punch in every stamp is slightly different. Mainly distinguished by impossible postmarks and issues.
- Forgery No. 11. This has, so far, produced only one known specimen on the 1/- brown, Plate 14, postmarked (London) "W. D. O. 31. J. A. 84."

To recapitulate, beware of stamps with postmarks other than, "London E. C." or, "London S. W." for they must be forgeries. Any stamp which was obsolete in 1880 must also be ignored and also those stamps which were issued later than May 14th 1904. All other examples are, possibly quite genuine but should be compared with the details given above, for which we must be exceedingly grateful to the diligent work of Capt. Jackson.

Since the details of these forgeries are not too widely known, one must be very careful when purchasing these stamps. Many lots of "Board of Trade" punctures offered in auctions and by many dealers contain these forgeries, simply because the vendor, or his agent, has no knowledge how to differentiate between the genuine and the forged punctures.

Chapter 26.Other Government Official Perforations.

The Governmental Department which has most employed punctured stamps is H. M. Stationery Office.

This department was established in 1876, under William Pitt's government for the purpose of acting as stationer and publisher to the Government. It now has branches in London, Edinburgh, Cardiff, Manchester, Bristol, Birmingham and Belfast. It also supplies publications wholesale to booksellers in London, Edinburgh and Belfast.

In addition to publishing British Governmental literature, it also acts as agent to the United Nations for the sale of its publications.

Over 6,000 publications are produced for the Government each year and about 40,000 current titles are in stock continuously. More than 153,000 subscribers' names are on its records and annual sales total more than 17,000,000 copies. A staff of nearly 7,000 is employed.

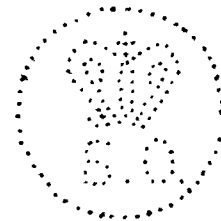
From these figures it will be seen that the use of punctured stamps by this department on letters, parcels and publications is considerable.

The first recorded die for use by the Stationery Office was probably intended for fiscal purposes only and is similar to those used in various departments of the Judiciary, consisting of a large Imperial Crown over the letters "S. O." the whole design being surrounded by a circle having a diameter of 27 mm. This type is found on high values of 1883-4, and the stamps are usually cancelled with an eight-rayed star in black. Whether any of these were used for postal purposes is not certain.

There are no records to show when the Stationery Office introduced stamps with punctures for postal purposes, but their first die for this purpose appears on stamps of the 1912-22 issues. It consists of a small Tudor Crown situated between the letters, "S" and "O". Evidence advanced suggests that the date of introduction was between October and December of 1922.

With such heavy use, the pins of this die became severely damaged by the early 1940's so that a new die was necessary. This was delivered to the Stationery Office in 1943 and consisted of the letters, "H M / S O". Existing stocks of the old die were used up first and the new die did not come immediately into use.

The Department carried out its own perforating from dies mounted on a treadle-operated machine produced and supplied by Messrs. Joseph Sloper and Sons, Ltd. The sheets are punctured three at an operation, line by line, down the sheets which are not folded. Thus, it will be seen, that the machine must carry twelve dies to span the width of the sheets and that the sheets must be advanced 20 times to complete the operation, thus producing 720 punctured stamps in all. In the case of commemorative stamps, or high values, of double-



width, each die appears twice on the stamp, and only half the number are produced, which probably accounts for the scarcity of commemoratives with this puncture.

From 1942, the use of these stamps was discontinued on Inland Parcels, which now had an Official Paid parcel post label affixed. This practice was subsequently introduced for Inland letters so that, today, these stamps are used mainly on overseas postings and to make up supplementary amounts for Registration or Express fees. It is possible, of course, that with the introduction of automation into the post offices, dependant upon "phosphor" bands on the stamps for facility of sorting, these labels may, in turn, become obsolete and the stamps may be re-introduced in inland mail.

The existence of copies of the "H M / S O" die in a slightly different form, in which the lower hole of the central portion of the "H" is opposite the second holes of the outside strokes, whilst the whole die is a little wider, would suggest that a provisional die was introduced at some time. Copies reported, exist with a postmark of early 1944. As this is so close to the introduction of the normal die, it is possible that a trial die was used for a brief period which proved to be unsatisfactory and was replaced by the regular die.

CHECK - LIST.

Crown between "S" & "O".

1912-22. King George V.

2d orange.
2½d blue.
3d violet.
6d purple.
9d green.
1/- bistre.

1924 - 6.

½d green.
1d scarlet.
1½d chestnut.
2d orange.
2½d blue.
3d violet.
4d green.
6d purple.
9d olive-green.
10d blue.
1/- bistre.

1934-6. Photogravures.

½d green.
1d scarlet.
1½d brown.
2d orange.
2½d blue.
3d violet.
4d green.

1936. King Edward VII.

1d scarlet.
1½d brown.

1937 - 48. King George VI.

½d deep green.
1d deep scarlet.
1½d deep brown.
2d deep orange.
2½d deep ultramarine.
3d deep violet.
4d grey-green.
6d purple.
8d carmine.
9d olive-green.
10d blue.
1/- bistre.
2/6 brown.
2/6 green.
5/- red.
10/- ultramarine.

1941-2. Light colours.

½d pale green.
1d pale scarlet.
1½d pale brown.
2d pale orange.
2½d pale ultramarine.
3d pale violet.

1934-6 Photogravure (Contd.)

9d olive.
10d blue.
1/- brown.

"H M / S O" Dies.1937 - 1948. George VI.

$\frac{1}{2}$ d deep green.
1d deep scarlet.
 $1\frac{1}{2}$ d deep brown.
2d deep orange.
 $2\frac{1}{2}$ d deep blue.
3d deep violet.
4d grey-green.
6d purple.
9d green.
1/- bistre-brown.
2/6 green.
5/- red.

1941 - 2. Light colours.

$\frac{1}{2}$ d green.
1d pale scarlet.
 $1\frac{1}{2}$ d pale brown.
2d pale orange.
 $2\frac{1}{2}$ d pale ultramarine.
3d pale violet.

1950 - 51. Colour changes.

$\frac{1}{2}$ d orange.
1d blue.
 $1\frac{1}{2}$ d green.
2d brown.
 $2\frac{1}{2}$ d red.
4d blue.

1951. Festival High Values.

2/6 green.
5/- red.
10/- blue.

1952. Festival of Britain.

4d blue.

1953. Coronation. Queen Elizabeth II.

$2\frac{1}{2}$ d scarlet.

1952 - 66. Queen Elizabeth II.

(Simplified listing, excluding watermark varieties, etc.)

$\frac{1}{2}$ d orange.
1d blue.
 $1\frac{1}{2}$ d green.
2d brown.
 $2\frac{1}{2}$ d red.
3d lilac.
4d blue.
6d purple.
9d green.
1/- brown.
2/6 black.
5/- red.
10/- blue.

NOTE :- These lists may not be complete but are based on reports from a limited number of persons and it is possible that a considerable extension may be made.

The Department of Scientific and Industrial Research.

This Department exists to provide answers to scientific and industrial problems which may crop up in industry and agriculture, and to provide funds for the Industrial Research Associations.

The Department was founded in 1917 to stimulate the industries of the United Kingdom and to undertake co-operative research as a means to increasing their efficiency. Research associations formed under this scheme are registered companies, limited by guarantee of a nominal sum, and working without the division of profits in the form of dividends. In 1965, £2,664,000 was subscribed to these associations by the Department. There are 48 research stations and five other organisations under the scheme.

The first punctured stamps were used about mid 1937, being produced on machines operated by the Department itself. All values to the £1, except the 5d, were used. The stamps were in use at all branches except Headquarters, where their use was confined to overseas mail and inland parcels.

Offices, laboratories and Research Stations are situated at the following places whose postmarks may appear on the stamps.

Aberdeen.	Kenley, Surrey.	Marlow, Bucks.
Alvechurch.	Kettering.	Melton Mowbray.
Bedford.	Kew.	Newcastle-on-Tyne.
Boston Spa.	Langley.	Nottingham.
Bracknell.	Leatherhead.	Nuneaton.
Cardiff.	Leeds.	Princes Risborough.
Carshalton.	Lisburn, Co. Antrim.	St. Albans.
Chipping Camden.	London E.C.2.	Sheffield.
Chislehurst.	London S.W.1.	Shrewsbury.
Chesterfield.	London S.E.1.	Slough.
Chorleywood, Herts.	London N.7.	Stevenage.
Dundee.	London W.1.	Stoke-on-Trent.
Edinburgh.	London N.W.1.	Teddington.
Egham.	London N.W.4.	Wallingford.
Glasgow.	Macclesfield.	Watford.
High Wycombe.	Manchester.	Welwyn.
		West Drayton.

The following stamps have, so far, been recorded with punctures of this department but others may exist.

1924. King George V

6d purple.

1936. King Edward VII.

1½d brown.

1937 - 48. Dark colours.

½d deep green.

1d deep scarlet.

1½d deep brown.

2d deep orange.

1937-48 King George VI (Contd.)

2½d deep blue.

6d purple.

7d green.

1/- bistre.

1941-2. Pale colours.

½d pale green.

1d pale scarlet.

1½d pale brown.

2d pale orange.

2½d pale blue.

3d pale lilac.

1950 -51. Colour changes.

½d orange.
 1d blue.
 1½d green.
 2d brown.
 2½d red.
 4d blue.

1953-66. Queen Elizabeth II.
(Simplified listing.)

½d orange.
 1d blue.
 1½d green.
 2d brown.
 2½d red.
 3d lilac.
 4d blue.
 6d purple.
 8d magenta.

1953 -66 (Contd.)

9d green.
 1/- brown.
 2/6 black.
 5/- red.

Commemorative Issues.1937 Coronation.

1½d brown.

1953. Coronation.

2½d red.
 4d blue.

1958. Commonwealth Games.

3d lilac.
 6d purple.

Her Majesty's Office of Works.

This department, now known as the Ministry of Works, prior to the use of overprinted Officials in 1896, had used punctured stamps for a very limited time only.

In August 1895, the first punctured stamps were issued, consisting of a die with the letters, "H M / O W". Only the ½d and 1d values were punctured in the following quantities:-

½d vermilion.	2, 400.
1d lilac.	3, 600.

In October 1895 the die was changed to one bearing the Imperial Crown over the letters, "O W". Similar numbers of each stamp were issued.

It may be seen, therefore, that these stamps must be exceedingly scarce and only a few can exist today. I had the opportunity of seeing specimens in the Charles Bein collection but have seen no others. The first die had a life of only two months, while the second lasted little longer having only five months use.

Public Trustees' Office.

This is a Government Office enabling the State to act as Trustee or Executor under a Will or Settlement. The Office was opened in 1908 but the only recorded specimen, on the 1914-22 1d red, is in Canada. The owner has the die on a strip of four on a cover bearing the, "On His Majesty's Service" imprint. As no other examples have been recorded, this die must have been short-lived and is very rare. /

The Crown Agents.

The Crown Agents are officially appointed business and financial agents of a large number of Governments and public authorities. It is self-supporting, deriving its income from fees charged to principals upon whose instructions they are acting.

The die, "CA" was used, which must be carefully distinguished from other similar dies. It will be noted, however, that the "A" is somewhat larger than the "C". It is known on cover with the embossed seal of the Crown Agents on the flap. In the reign of Edward VII, the 1d and 6d values were overprinted for fiscal purposes but the punctured stamps do not seem to have appeared until 1912, and then only for a limited period. Only a few copies are known.

Check List.

1912. King George V. (Watermark Royal Cypher - Multiple)

½d green.

1912 - 22. King George V. (Watermark Royal Cypher - Simple)

½d green.

1d red.

1½d brown.

2d orange.



1937 - 9. King George VI.

1d scarlet.

Admiralty Transport Dept.

This department, subsequently absorbed into the Ministry of Shipping, performed an important role in the First World War when it arranged transport required by the Government, carried fuel for the Admiralty and also had a hospital ship. Known examples are in the collection of Mr. Rymer-Young.

Check List.

1912 - 22. King George V.

½d green.

1d red.

A. T

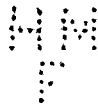
B.

The Ministry of Munitions National Factories.

Formed in 1915 to handle ~~handle~~ the supply of munitions, this department subsequently became the Ministry of Munitions. The department owned several large factories and had control over others. One of these was at Gretna Green and another at Queensferry. Shell-filling factories also existed at Nottingham and Liverpool from all of which punctured stamps emanated. Known examples are in the collection of Mr. Rymer-Young.

Check List. Greta Green Factory.1912 - 22. King George V.

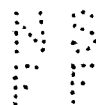
½d green.
 1d red.
 2d orange.
 2½d blue.


Queensferry Factory.1912 - 22. King George V.

½d green.
 1d red.
 1½d brown.


National Shell - Filling Factory - Nottingham.1912 - 22. King George V.

½d green.
 1d red.
 1½d brown.


No.2. National Shell - Filling Factory - Liverpool.1912 - 22. King George V.

½d green.
 1d red.


The Patent Office.

The duties of this department are to deal mainly with the granting of Patents, the registration of designs and Trade Marks, and with questions relating to Copyright.

A die was used consisting of the word, "Invention" in a semi-circle. It has only, so far, been found on the ½d and 1d of the 1881-7 issues, copies of which exist in my own collection. Another copy, from the Charles Bein collection was subsequently sold by auction in the U. S. A. in 1965.

Check List.1881. Queen Victoria.

1d lilac. (16 Peatls)

1887. Queen Victoria.

½d vermilion.



I cannot leave the subject of Official Security Punctures of Great Britain without reference to the excellent little hand-book by Mary E. Thornton, published by the Great Britain Philatelic Society. This work gives much detailed information concerning all the official punctures.

There is another group of Official punctures which may be found from time to time which, although not issued by departments of the British government, nevertheless are found on British stamps and are issued by the Departments of

the High Commissioners for both Australia and New Zealand for use on official mail sent out from their London offices.

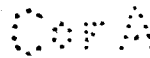
Commonwealth of Australia.

Two dies have been used by this Department, as illustrated. Very few stamps have been reported with these dies but it is probable that a considerable number of values exist.

Check List. Die 1.

1912 - 22. King George V.

2½d blue.



Die 2.

1938 - 42. King George VI.

2½d blue.

5/- red.



New Zealand High Commissioner.

Four dies have been used by this Department and recorded examples cover a period between 1936 and 1945. No details are available regarding values punctured but the following data might be noted concerning the dies used.

Die 1. NZ 13 : 9 (5½mm)

Die 2. NZ 11 : 8 (4½mm) Distance between letters
3 millimeters.

Die 3. NZ 11 : 8 (4½mm) Distance between letters
1 millimeter. "Z" appears
as a malformed "S".

Die 4. NZ 11 : 8 (4½m) Distance between letters
2 millimeters.

From available evidence it would seem that Die 1 was in use between 1936 and 1941; Die 2 between March and August 1941; Die 3 between August 1941 and early 1945 and Die 4 from 1945.

While these are the only recorded dies of other countries used on stamps of Great Britain, it is quite possible that other examples exist. So little is known regarding this field of our hobby that there is ample scope for intensive study and research.

Chapter 27.Local Government & Semi-Official Perforations.

Between the groups of Security punctures for Official use and those for use by commercial concerns and societies, lies a third group consisting of dies for use by Local Government authorities and their various departments. They form quite an extensive group and cover an extensive period of years. These semi-official perforations may be grouped as follows:-

- A. Cities.
- B. County Boroughs.
- C. County Councils.
- D. London Boroughs.
- E. Boroughs.
- F. Urban District Councils.
- G. Rural District Councils.
- H. Public Services.
 - (1) Electricity.
 - (2) Gas.
 - (3) Water.
 - (4) Education.
 - (5) Miscellaneous.

In many cases the same letters are used by two or more authorities with little or no difference in configuration. It is advisable to obtain these with verifying postmark before giving a definite identification, or with an imprint or other evidence on the cover. Some Authorities also used Arms dies and these will be found in Chapter 15. Another group which could be added to those above comprises the various Hospital Boards but these will be found listed in Chapter 31 where they are dealt with separately. Two other examples of Semi-Official dies which are not included in the following listings are those used by two of the great Exhibitions and these dies are particularly interesting if found with the special commemorative postmark applied to the punctured stamps. They are:-

- B. E British Empire Exhibition. Wembley. 1924-5.
- S. B / Ex Shepherd's Bush Exhibition. 1912.

A study of all these semi-official perforations can be quite rewarding and some excellent and comprehensive articles have appeared in the Newsletters of the Security Endorsement & Perforation Society of Great Britain.

Here is a selection of dies which have been identified as being used by public authorities:-

A. Cities.

Bath	B.C.C	London.	CLC; (Also "Arms")
Birmingham.	CB	Manchester.	M/C
Bradford.	BC; BC/Y	Nottingham.	NC & N.C.
Bristol	BC & B/C	Oxford.	CO & OC
Cambridge	CB C & C/B C	Peterborough.	P/C C
Canterbury.	C/C C & C C	Plymouth.	CP & PC
Cardiff.	CC & "Arms"	Portsmouth.	CP

Carlisle.	CLE / C & "Arms"	Rochester.	R
Chester.	C / BC	St. Albans.	StA / C
Coventry.	CC	Salford.	SC
Dublin.	"Arms"	Sheffield.	CS
Exeter.	EC	Southampton.	SC & S.C
Glasgow.	G	Westminster.	C of W & CW
Hereford.	HT / C	Winchester.	CW
Hull.	HC	York.	YK / C
Lancaster.	LC	Guildford.	BG
Leeds.	L (n & L cn; LC		
Leicester.	LC & "Arms"		

B. County Boroughs.

Barrow-in-Furness.	B.C.	Ipswich.	I / C
Birkenhead.	BC	Luton.	LC
Blackburn.	BC	Middlesborough.	MC
Blackpool.	BC & B.C.	Oldham.	O.C.
Bootle.	BC	Preston.	PR / DC
Bournemouth.	CB / B	Reading.	RC
Brighton.	BC & BC / BC	Rochdale.	RC
Burnley.	BC	Rotherham.	RC
Burton-on-Trent.	BT / C	St. Helens.	St.H / C
Bury.	BC / BC	Smethwick.	SC / BC
Darlington.	D.C.	Southend.	SB / C
Derby.	D.C.	South Shields.	S.S / C
Doncaster.	DC	Stockport.	SB / C
Dudley.	DC	Swansea.	S' SA / C pn; SC
Eastbourne.	E.B.C; EC & E.C.	Tynemouth.	T.C
Gateshead.	BG	Walsall.	CB / W
Great Yarmouth.	GY / C	West Bromwich.	WB / C
Hastings.	HC	West Hartlepool.	CB / WH
Huddersfield.	HC	Wigan.	CB / W
		Wolverhampton.	CW & C.W
		Wallesey.	C.W & 169

C County Councils.

Berkshire.	B / CC	Kesteven	K / CC
Durham.	DC	Lancashire.	LCC
Devon.	Dv / CC	London.	LCC & "Arms"
Essex.	EC	Somerset.	SC / C
Greater London.	GLC & G/L/C	West Suffolk.	WS / CC
Hampshire.	H / CC	Yorkshire:-	
		East Riding.	ER / CC
		North Riding.	NR / CC

D. London Boroughs.

Acton.	A C	Holborn.	H B / C
Barking.	B C & B / C	Hounslow.	H B / C
Barnes.	B C	Ilford.	I B / C
Battersea.	B / B C	Islington.	I B / C
Bethnal Green.	B G	Kensington.	K & R B K
Bexley.	B C	Kingston-on-Thames.	K C
Bromley & Beckenham.	B C	Merton & Morden.	M & / M C
Camberwell.	B C	Paddington.	P B & P B C
Chelsea.	C B / C	Poplar.	P B / C
Croydon.	C C	St. Marylebone.	B S / M
Deptford.	D C	St. Pancras.	St. P / B C
Ealing.	E C	Shoreditch.	S B / C
East Barnet.	E B / U D C	Surbiton.	S B / C
East Ham.	E H C	Sutton & Cheam.	18
Edgware.	E D C	Twickenham.	T / B C
Edmonton.	E / B C	Walthamstave.	W / C
Enfield.	B of E	Wandsworth.	W B / C
Erith.	E / B C	Wanstead & Woodford.	W & W / B C
Finchley.	F C	Wembley.	W / B C
Finsbury.	F / B C	West Ham.	C B / W H
Fulham.	F C	Willesdon.	C W
Greenwich.	B G	Wimbledon.	B W
Hackney.	H B / C	Wood Green.	W G C
Hampstead.	H B / C	Woolwich.	W B C & W B / C
Hendon.	H. C		

E. Borough Councils.

Accrington	A C	Haslingden.	H C
Ashton-under-Lyne.	AU / LC	Heywood.	H C
Bacup.	B C	Hemel Hempstead.	H H / D C
Batley.	B C	Ilkeston.	I B / C
Bebington.	B C	Keighley.	K C
Beddington & Wallington.	B & / W C	Leigh.	L C
Bexhill.	B C	Llanelli.	L C
Bridlington.	B B / B	Macclesfield.	M. C
Brighouse.	B C	Maidstone.	M C
Bury St. Edmunds.	B B / ST. E	Maldon & Coombe.	M & C / C
	& B S / E	Mansfield.	M C
Buxton.	Bx / C	Margate.	M C
Castleford.	C / B C	Middleton.	M C
Cheltenham.	C C & "Arms"	Nelson.	N C
Chesterfield.	C C	Newcastle-under-Lyne.	N U L / B C
Colne.	C C (Monogram)	Nuneaton.	N C
Deal.	D / B C	Penzance.	P Z / C
Doncaster.	D R / D C	Richmond (Yorks)	R B C
Eccles.	E C	Scarborough.	S. C
Ellesmere Port.	E P C	Scunthorpe.	S C
Epsom & Ewell.	E & E / C	Stafford.	S B / C
Fleet.	F C	Stockton-on-Tees.	S C
Flint.	F C & F / B C	Swindon.	S B / C
Folkestone.	F / B C	Tadmorton.	T C
		Torquay.	T C

Gillingham (Kent) G / B C
 Godalming. G B
 Crewe. C C
 Crosby. C C

Tunbridge Wells. T. W. / C.
 Worthington. C W

F. Urban District Councils.

Aberdare. A U / D C
 Aireborough. A U / D C
 Basildon New Towns. B D C
 Carlton. C U / D C
 Carshalton. C U / D C
 Caterham & Warlingham. C & W / C
 Brierley Hill. B H / U D C
 Chertsey. C U / D C
 Cheshunt. C U / D C
 Chigwell. C U / D C
 Colne Valley / V
 Commission for New Towns. C N / T
 Crawley. C U / D C
 Eastwood. E U / D C
 Exmouth. E U / D C
 Fareham. F. U / D. C
 Feltham. F U / D C
 Harlow H U / D C
 Havant & Waterlooville. H & W / U D C

Heston & Isleworth. H & I / B C
 & H I / C
 Hayes & Harlington. H & H / U D C
 & H H
 Highbridge. H B / C
 Hinkley. H U / D C
 Hornchurch. H U / D C
 Horsey. H B / C
 Horsham. H U / D C
 Hurstaston. H U / D C
 Leatherhead. L C
 Long Eaton. L E / U D C
 Middleswich. M U / D C
 Ormskirk. O
 Orpington. O U / D C
 Paignton. P U / D C
 Penge. P U / D C
 Penrith. P U / D C
 Runcorn. R U / D C
 Sevenoaks. S C
 Thurrock. T U / D C

G. Rural District Councils.

Battle B R / D C
 Chancetonbury. C R / D C
 Donking & Horley. D H / R D C
 Flaxton. F R / D C
 Halpwell. H R / D C and
 H / R D C

Kerrier. K R / D C
 New Forest. N F / D C
 Petersfield. P R / D C
 Swaffham. S R / D C
 Shipley. S U / D C

H. Public Services. 1. Electricity.

East Midlands. E M / E B
 London. L E / B
 Midlands. M E B
 North-Western. N W / E B
 South Eastern. S E / E B

South-Western. S W / E B
 Tottenham. T L / L H P
 West Midlands. W M / E A
 Yorkshire. Y / E B

2. Gas.

Bradford. B. G. C
 Brighton & Hove. B H G
 Brighton, Hove & Worthing. B H / W G
 Birmingham. C B / G A S

Northern. N / G B
 North Western. N W / G B
 Plymouth & Stonehouse. P G / C
 Richmond. R G C
 South Eastern. S E G and S E / G B

Croydon.	C / GAS / C	Southern.	S / G B
Eastern.	E / G B	South Metropolitan.	S M G C and
Edinburgh & Leith.	E & L / C / G C		S M / G Co
Ipswich.	I / GAS / Co	Sheffield.	S. U / GAS / Co and
Liverpool.	L / GAS / Co		S. U. / G.
Leyland.	L / GAS / Co	South Western.	S W / G B
North Eastern.	N E / G B	Tottenham	T D / G Co
East Midlands.	E M / G B	Tottenham & Edmonton.	T & E / GAS / Co

3. Water.

Bristol.	B W W	Metropolitan.	M W B : M / W B and
Birmingham.	C B / W D		M W / B
East Surrey.	E S / W C	Portsmouth	P W C
Eastbourne	E. W. W	Portsmouth & Gosport.	P G / W C
Heywood & Middleton.	H. M / W. B	Sutton.	S W and S D / W
		South Derbyshire.	S D / W B
		Tees Valley & Cleveland.	T V / C W

4. Constabulary.

Cheshire.	C C	West Suffolk.	W S C
Shropshire.	S C / C		

5. Education.

Croydon.	C / E C	Peterborough.	P J / E B
Durham.	D / E. C and	London.	T E / B and J E
	E. C / D	Cardiff.	U C C and U C / C
London. (Kings College)	K C / L	London. (University College)	U C / L and U / C / L
Kent.	K E C and K / E C		

6. Health.

Durham.	D. C / H. C	Metropolitan. (Asylums)	M A / B
London.	L / E / C		

7. Docks & Waterways.

Docks & Inland		Port of Preston.	P. P
Waterways.	D & J / W E	Trent River.	T R / B
Port of London.	P L / A and		
	P / L / A		

8. Transport.

Railways Exec. (East)	E N / E	Railways Exec. (West)	R E / W R
London Transport.	L T		

9. Miscellaneous.

Metropolitan Board of Works.	M B W & M B / W	Tyne Improvement.	T. J. C
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Chapter 28.Perforated Government Departmental Fiscals.

In mid 1870 Sloper obtained permission from the Inland Revenue Department to perforate Foreign Bill and Inland Revenue stamps for his clients. The Government itself was a little more tardy in accepting his process, and it is not until September 1876 that we find Mr. Garnett, Secretary to the Inland Revenue, writing to Sloper and acknowledging that his process is the safest, and that they proposed to introduce it into their Department as far as practicable.

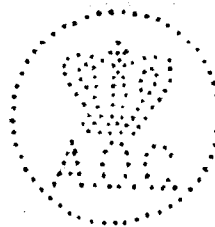
Insufficient research has been done on those stamps punctured by Government Departments themselves for any complete check-list of these to be compiled, but they appear to have come into use about 1875. By far the most prolific of these is the issue for the Judicature. These stamps appear to have been perforated for the various branches of this department for they are found with many varying dies. Probably the most handsome of the dies are those used by the Royal Courts of Justice and the Supreme Courts. They follow the pattern of the first Stationery Office die, consisting of an Imperial Crown surmounting letters indicative of the Department, set within a large Circle encompassing the whole design.

The list which follows indicates those Departments which may possibly have used perforation dies and I have distinguished those known to exist by means of an "X".

Many of the dies are merely date-stamps containing the initials of the Department, the last two figures of the year, and figures indicating the day and the month. Some stamps will be found with only two figures punctured through them. This is usually because the stamp was originally on a document with other stamps and only received part of the whole perforation. Generally, stamps were affixed to the document before perforation and the die penetrated both stamps and paper of the document, thus tying the two together. The use of these dies was for cancellation purposes only and not for security reasons.

Check List.Judicature.1. Accountant of Court.1876. Watermark Scales.

- 1d lilac.
- 2d lilac.
- 4d lilac.
- 6d lilac.
- 1/- green. (X)
- 1/6 green.
- 2/- green.
- 2/6 green.
- 3/- green.
- 5/- green.
- 10/- green.



Accountant of Court (Contd.)

15/- green.
 £1 deep lilac.
 £1 blue. (Error of Colour)

2. Chancellor's Office. (Perforated "C. O.")1876. Watermark Scales.

1d lilac.
 2d lilac.
 4d lilac.
 6d lilac.
 1/- green.
 1/6 green.
 2/- green.
 2/6 green.
 3/- green.
 5/- green. (X)
 10/- green.
 15/- green.
 £1 deep lilac.
 £1 blue. (Error of Colour)

3a. Company Registrations Office. (Perforated "C. R. O" with date.

1d lilac.
 2d lilac.
 4d lilac.
 6d lilac.
 1/- green.
 1/6 green.
 2/- green.
 2/6 green.
 3/- green.
 5/- green. (X)
 10/- green.
 15/- green.
 £1 deep lilac.
 £1 blue. (Error of Colour)

3b. Perforated "C. R. O" with date on stamps of Chancery Court.

Perf. 16.

Perf. 14.

3d violet.
 4d violet.
 6d violet.
 8d violet.
 1/- violet.
 1/4 violet.
 1/6 violet.
 1/8 violet.
 2/- violet.
 2/4 violet.
 2/6 violet.
 2/8 violet.
 3/- violet.

Company Registrations Office. (Contd.)

Perf. 16.

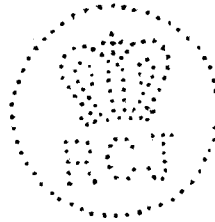
Perf. 14.

3/6 violet.
 4/- violet.
 5/- violet.
 7/- violet.
 8/- violet.
 10/- violet.
 14/- violet.
 20/- violet.

(X)

4. Royal Courts of Justice. Perforated Imperial Crown over "R. C. J" in Circle.1876. Watermark Scales.

1d lilac.
 2d lilac.
 4d lilac.
 6d lilac. (X)
 1/- green.
 1/6 green. (X)
 2/- green.
 2/6 green. (X)
 3/- green. (X)
 5/- green. (X)
 10/- green. (X)
 15/- green.
 20/- lilac. (X)
 20/- blue. (Error of Colour)

5. Royal Courts of Justice - Ireland.

Perforated "Imperial Crown
 over 'R. C. J' in Circle on
 Irish Judicature stamps.

1873. Watermark Garter.

1d lilac & black.
 3d lilac & blue. (X)
 6d lilac & green.

Watermark "V. R."

1/- black & green.
 1/6 green & blue.
 2/- green & blue.
 2/6 green & brown.
 5/- green & mauve.
 10/- green & carmine.

Watermark Scales.

£1. lilac & black.
 £5 lilac & green.

1875. Provisional issue on English Judicature stamps.(a) Watermark Scales.

4d lilac & carmine.

(b) Watermark Orbs.

4d lilac & carmine.

Royal Courts of Justice - Ireland (Contd.)1876. New Value. Watermark "V. R"

1/6 green & carmine.

1887. Watermark Orb.

1d lilac & black.

4d lilac & mauve. (X)

6d lilac & green.

Watermark "V. R"

1/- green & black.

1/6 green & blue.

2/- green & blue.

2/6 green & brown.

5/- green & mauve.

10/- green & carmine.

Watermark Orbs.

£1. lilac & black.

£5 lilac & green.

6. Supreme Court of Justice. Perforated Imperial Crown over "S C J" in Circle.

On stamps of English Judicature.

1876. Watermark Scales.

1d lilac.

2d lilac.

4d lilac.

6d lilac.

1/- green.

1/6 green.

2/- green.

2/6 green.

3/- green.

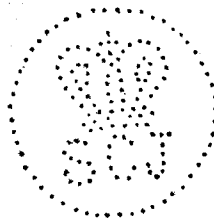
5/- green.

10/- green.

15/- green.

20/- deep lilac.

20/- blue. (Error of colour)

7. Supreme Courts of Justice - Ireland. Perforated Imperial Crown over "S C J" in Circle on stamps of Irish Judicature.1873. Watermark Garter.

1d lilac & black.

3d lilac & blue.

6d lilac & green.

Watermark "V. R"

1/- black & green.

1/6 green & blue.

2/- green & blue.

2/6 green & brown.

5/- green & mauve.

10/- green & carmine.

Supreme Courts of Justice - Ireland. (Contd.)Watermark Scales.

£1 lilac & black.

£5 lilac & green.

1875. Provisional issue on English Judicature Stamps.(a) Watermark Scales.

4d lilac & carmine.

(b) Watermark Orbs.

4d lilac & carmine.

1876. New Value.

1/6 green & carmine.

1887. Watermark Orb.

1d green & black.

3d lilac & brown. (X)

4d lilac & mauve. (X)

6d lilac & green.

Watermark "V.R"

1/- green & black.

1/6 green & blue.

2/- green & blue.

2/6 green & brown.

5/- green & mauve.

10/- green & carmine.

Watermark Orbs.

£1 lilac & black.

£5 lilac & green.

8. Mayor's Court. Perforated "M. C" (Script) on City of London Municipal stamps of Mayor's Court depicting City Coat-of-Arms.1883. Values surcharged in black.

4d blue.

6d blue.

6d blue. (Red surcharge)

1/- blue. (X)

2/6 blue.

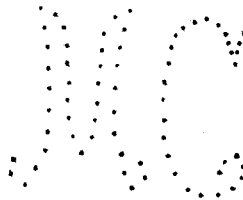
3/- blue.

4/- blue.

4/6 blue.

5/- blue.

9/6 blue.

9. Police Courts. Perforated with date on stamps inscribed, "Police Courts".1875. Watermark Scales.

6d rose.

6d vermilion.

Police Courts. (Contd.)1877. Watermark, "V.R"

- 1/- green & black. (X)
 2/- green & blue. (X)
 2/6 green & brown.
 5/- green & violet.
 10/- green & carmine.
 10/6 green & orange.

1882. Watermark, "V. R" (Monogram)

- 1/- green & black. (X)
 2/- green & blue. (X)
 2/6 green & brown.
 5/- green & violet.
 10/- green & carmine.
 10/6 green & orange.

V R

1900. Provisional. Overprinted "Police Courts" in red and surcharged in red.

- 1/- red on green & red. (X)

10. Mansion House - Justices' Room. Perforated "M H / J R" on stamps inscribed "Justice Room" and depicting City of London Arms.1880. Laid Paper.

- 1/- black. Red surcharge. (X)

M H

J R

These are the only Departments which have, so far, been found to have used punctured stamps but it is probable that others exist. I append a list of those Government Departments which may have used these stamps:-

Admiralty Court.
 Bankruptcy Court.
 Chancery Court.
 Common Law Courts.
 Probate Court.
 Board of Agriculture.
 Civil Service.
 Consular Service.
 Customs.
 Land Commission.
 Naturalisation.
 Patents.
 Paymaster General.
 Public Records.
 Copyhold.
 District Audit.
 Life Policy.
 Matrimonial Cause.

Stamps were issued for all these purposes and it is probable that a number of them were cancelled by perforation with Slopers' or other machines.

In addition, the following Municipal and semi-governmental bodies also had their own stamps and may have also used dies for cancellation purposes.

Isles of Ely.
 Gloucestershire.
 London. (Guildhall.)
 London. (Justice Room)
 Northamptonshire.
 Southampton. (County)
 Winchester.
 Isle of Man.

Stamps issued for Governmental use in Ireland and Scotland which might also be found with perforated dies are:-

Ireland. Admiralty.
 Admiralty Court.
 Bankruptcy.
 Chancery Fee Fund.
 County Courts.
 Land Commission.
 Petty Sessions.
 Registration of Deeds.
 Registration of Title.

Scotland. Law Courts.
 Register House.

Chapter 29.Perforated Commercial Fiscals.

In June 1870, the Inland Revenue granted to Sloper permission to perforate both Inland Revenue and Draft stamps for his clients.

These stamps, mainly for Receipt purposes, were not permitted to be used postally until June 1st 1881. This firms with a considerable fiscal use for these stamps were then enabled to use them also on their correspondence when desired.

The Inland Revenue Department insisted, initially, that the portrait of the Queen on the stamps should not be, in any way, defaced by Sloper's dies but he was able to convince the Department that for the die to penetrate the monarch's face afforded greater protection against re-use. The Department, considering security to be paramount to royal dignity, waived their original stipulation.

Simultaneously, with the permission to perforate the Inland Revenue stamps, permission was also granted to perforate Foreign Bill stamps. These stamps were in common use to pay the tax on the drawing up of all Foreign Bills.

We also find a third group of Fiscal stamps being perforated by Sloper at a later date, but we have no record of permission being granted for these nor do we have any information regarding their earliest use. These are the Contract Note stamps which first appeared in May 1888 and it is probable that perforation of these was carried out from their inception but the only specimens I have met are of the Edward VII era. Neither Foreign Bill nor Contract Note stamps were available for postal use.

Here again, very little research work has been done on these issues, so the listings I am able to give are only tentative and cover those stamps which could possibly have been perforated. I have indicated those dies of which I have a record

Inland Revenue stamps.

For Types (a), (b) and (c) see Gibbons Part 1.

1868. Watermark Anchor.

1d lilac. (a) white paper.
1d lilac. (a) bluish paper.

King & King. Southsea.

1877. Watermark Anchor.

1d lilac. (b) white paper.
1d lilac. (b) bluish paper.

1879. Watermark Anchor.

1d lilac. (c) white paper.
1d lilac. (c) bluish paper.

Junior
Army & Navy
Co-op. Society.

Pryce-Jones, Ltd
Newtown. Monmouth

1881. Watermark Onb.

1d lilac. (c) white paper.
1d lilac. (c) bluish paper.

M. K
E. B

G. W
R

Gt. Western
Railways.

1861-73. Embossed stamps with overprint, "Inland Revenue" in thick letters. (wide overprint) in green.

No Watermark . Perf. 12½. . Bluish paper.

2d pink.
9d pink.
1/- pink. (Die E)
1/- pink. (Die F)
2/6 pink. (Die O)

1874. Ditto with overprint, "Inland Revenue" in thin letters, (narrow overprint) in green. Watermark Anchor. Perf. 12½. White paper.

2d pink.
9d pink.
1/- pink. (Die F)
2/6 pink (Die O)

1875-80. As last but blue paper.

2d vermilion.
9d vermilion.
1/- vermilion. (Die E)
1/- vermilion. (Die F)
1/- vermilion. (Die E). Error: Blue surcharge.
2/6 vermilion.

White paper.

2d vermilion.
9d vermilion.
1/- vermilion. (Die E)
1/- vermilion. (Die F)
2/6 vermilion.

1882. As last but watermark Onb. Blue paper.

2d vermilion.
9d vermilion.
1/- vermilion.
2/6 vermilion.

1883. Embossed, overprinted, "Inland Revenue" in green on 1860 issue on blue paper. No watermark.

3d pink. (Die C)
3d pink. (Die L)
6d pink. (Die T)
6d pink. (Die U)
2/- pink.

Imperf. Perf. 12½.

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1867. Large Surface-Printed stamps by De la Rue. Perf. $15\frac{1}{2} \times 15$.
Bluish to white paper. Watermark Anchor. (18mm high)

3d lilac.
6d lilac.

1881. As last but Perf. 14.

3d lilac.
6d lilac.

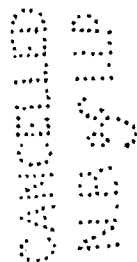
1881. As last but watermark Anchor (20mm high).

3d lilac.
6d lilac.

Foreign Bill Stamps.

1871. Thick glazed paper. No watermark.

1/- purple.
2/- purple.
3/- purple.
4/- purple.
5/- purple.
10/- purple.
15/- purple.
£1 green.
30/- green.
£2 green.
50/- green.
£5 green.



£2 value.

2/- value.
National Bank
of India Ltd.

1872. Thin paper. Watermark, "V. R."

1/- green.
2/- green.
3/- green.
4/- green.
5/- green.
10/- green.
15/- green.
20/- dark purple.
30/- dark purple.
40/- dark purple.
50/- dark purple.
100/- dark purple.

1881. Watermark, "V.R." (Monogram).

1/- light green.
2/- light green.
3/- light green.
4/- light green.
5/- light green.
10/- light green.
15/- light green.
20/- pale lilac.
30/- pale lilac.
40/- pale lilac.
50/- pale lilac.
100/- pale lilac.

1881. Watermark, "V.R." (Block letters.)

20/- pale lilac.

1871. Low Values. Watermark, "V.R.". Perf. 14. White paper.

1d lilac.
2d lilac.
3d lilac.
6d lilac.
6d lilac. (Imperf.)
9d lilac.

1872. As before but Blue paper.

1d lilac.
2d lilac.
3d lilac.
6d lilac.
9d lilac.

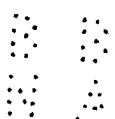
1881. As last but watermark, "V.R." (Monogram)


1d lilac.
2d lilac.
3d lilac.
6d lilac.
9d lilac.

1902. Edward VII.

1d lilac.
2d lilac.
3d lilac.
6d lilac.
9d lilac.
1/- pale green.
2/- pale green.
3/- pale green.
4/- pale green.
5/- pale green.
10/- deep green.
£1 purple.
30/- purple.
£2 purple.
50/- purple.
£5 purple.


1/- value.
Deutsches Bank.


5/- value.


10/- value
Chartered
Bank of
India.

Contract Note Stamps.

1888.

6d lilac & black.
1/- lilac & black.
1/6 lilac & black.
2/- lilac & black.
4/- lilac & black.
5/- lilac & black.
10/- lilac & black.

1902. Edward VII.

6d purple & black.
 1/- purple & black.
 1/6 purple & black.
 2/- purple & black.
 4/- purple & black.
 5/- purple & black.
 10/- purple & black.



We are told in Morley's Catalogue of Stamps of Great Britain (1898 edition) that, "many other varieties of the Revenues were also allowed to pass the post, though not entitled to the privilege".

Whilst I have not seen any of these, it is quite possible that many stamps intended for fiscal use and with firms' perforations may be found with postal cancellations.

Falling into this category are the following:-

Life Policy.	Values 1d to 20/-.
Sea Policies. (Marine Insurance.	" 3d to £25.
Transfer Duty.	" 3d to 10/-.
Winding Up Companies.	" 4d to £2.

A glance through Morley's Catalogue will reveal the existence of a vast number of other fiscal stamps extant in the era of perforation which may yet produce examples of security perforation by Firms. Among these are the following:-

Court Bureau. 1890. (Used by certain London Clubs for conveyance of papers in the district and later suppressed)

Parcel Delivery Stamps - Atlas Express Co. 4d.
 Bradford Parcel Delivery. 1d & 2d
 Express Parcels Delivery. 1d & 2d.
 Liverpool Parcel Delivery.
 1d to 1/-.
 Globe Parcel Express. 2d, 3d & 4d.
 London Parcels Delivery.
 Foster's Parcel Express.
 Parcel Delivery Co. 1d.
 Pickford & Co. 3d to 10d.
 White & Co. Portsmouth. 1d & 2d.
 Manchester Parcel Delivery.
 1d to 1/-.
 Manchester Carriage. 2d & 3d.
 Dublin United. 1d to 6d.
 Dublin & Lucan Parcels. 1d to 6d
 Dublin & Blessington. 1d to 13-

Medicine Labels. 1880.

Mixtures for Coffee. 1882.

Private Stamps - Liverpool Cotton Brokers' Assoc.
 6d to £3.

Liverpool Cotton Brokers' Bank. 1d to 6d
 Liverpool Corn Trade Assoc. 6d to 6/-
 Liverpool Provision Assoc. 1/-.

The Shipping Federation. 6d.
B. S. A. 1/-.
Embossed Deed Stamps- 6d to £11,000.
" " " - Ireland. 2d to £200.

In addition the following Railway Companies also issued stamps for Railway Letter Fees which may also have been perforated with dies although none have been recorded.

Atherry & Ennis Junction.	Isle of Wight.
Atherry & Tuam.	Kanturk & Neumarket.
Ballycastle.	Kilkenny Junction.
Barry Railway.	Limerick & Kerry.
Belfast & County Down.	Lancashire & Yorkshire.
Belfast & N. Counties.	London, Brighton & S. Coast.
Bristol & Gloucester.	London & N. Western.
Bristol & Exeter.	London & S. Western.
Brecon & Merthyr.	Llanelli.
Caledonian.	Lynn & Fakenham.
Caledonian, Fort Patrick & Glasgow.	Manchester, Sheffield & Lincolnshire.
Cambrian.	Manchester, S. Junction & Altrincham.
Cavan, Leitrim & Roscommon.	Maryport & Carlisle.
Clare & Banagher.	Mersey.
Clogher Valley.	Midland Gt. Western.
Colne Valley.	Midland Gt. Western (Ireland)
Cockermouth, Keswick & Penrith.	Midland.
Corwall.	Midland & Gt. Northern.
Cheshire Lines.	Monmouth Rail & Canal Co.
Conk, Bandon & S. Coast.	Neath & Brecon.
Conk & Macroom.	North British.
Ferry.	Northern Counties.
Dublin, Wickford & Wexford.	North Eastern.
Dunkalk, Newry & Greenore.	North of Inverness.
Dublin & Drogheda.	North Staffordshire.
Dundee & Arbroath.	Northampton & Banbury.
Deeside.	Pembroke & Tenby.
Eastern & Midlands.	Preston & Wyre.
Edinburgh & Glasgow.	Rhymney.
Edinburgh, Glasgow & N. British.	Rhondda & Swansea Bay.
Edinburgh, Glasgow & Scottish Central.	Rathkeale & Newcastle Junction
Enniskillen, Bundoran & Sligo.	Sligo, Leitrim & N. Counties.
Flack's Metropolitan.	Southern. (Ireland)
Furness.	Severn & Wye & Severn Bridge.
Fermoy & Lismore.	Scotsman Parcel.
Finn Valley.	Scottish N. Eastern.
Glasgow & S. Western.	Sirhavy.
Great Eastern.	Somerset & Dorset Joint.
Gt. North of Scotland.	Taff Vale.
Great Northern.	Tralee & Fenit.
Gt. Southern & Western-Ireland.	Waterford & Limerick.
Gt. Northern - Ireland.	Waterford & C. Ireland.
Gt. Western.	Waterford & Tramore.
Highland.	Waterford, Ungaroon & Lismore.
Inverness & Perth.	West Clare.
Hull, Barnsley & W. Riding.	West Lomegal.
Wrexham, Mold & Connah's Quay.	

Chapter 30.Telegraph and Proof Perforations.

I have not yet been able to trace any record of permission being granted to perforate Telegraph stamps for use by commercial concerns but this practice seems to have existed from 1876 onwards.







No doubt, firms with extensive telegraphic business kept a stock of Telegraph stamps on hand, and it is only natural that they should have sought to protect these stocks from pilfering by using their dies, normally employed for postage stamps, to perforate these stamps also. Although I have seen only a few examples of perforated Telegraph stamps, it is probable that quite a number were used in this manner and, as they were mainly attached to forms, they would be destroyed by the Post Office in the course of time. The few examples I possess are all cancelled with a neat circular date stamp and some are in blocks of four. How these came to be available to collectors is not clear unless some employee of the Post Office removed them from the forms.

Stamps which might be found perforated are shown in the following lists and I have marked those recorded with an "X" and illustrated my own examples.

1876. Watermark Shamrock.

1d brown.	Plates	1.	3.
		2.	
3d carmine.	Plates	1.	3.
		2.	

1876. Watermark Spray.


1/- green.	Plates	1.	6.		
		2.	7.		
		3.	8.		
		4.	9.		
		5. (X)	10.		
1/- salmon.	Plates	10.		Murdin & Peacock Ltd.	Bailey & Leatham, Ltd
		12.		1/-, P.5. Blk 4.	Hull
					1/-, P.5. Blk.4.

1876. Watermark Maltese Cross. (a) Perf. 15 x 15½.

5/- deep carmine.	Plate	1.
5/- pale carmine.	Plate	1. (X)
		2.

5/- pale carmine.	Plate	2.
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(b) Perf. 14.


Gruning & Co.
Liverpool.
5/-, P.1.

1877. Watermark Garter.

4d olive-green.	Plate	1.
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1877. Watermark Spray.

6d olive-brown.	Plate	1. (X)
		2.
3/- slate-blue.	Plate	1.


Jas. Finlay & Co.
Glasgow.
6d. Plate 1.

1877. Watermark Maltese Cross.

10/- grey-green. Plate 1.

1877. Watermark Shamrock.

£1 brown-violet. Plate 1.

£5 orange. Plate 1.

1881. Watermark Crown.

3d carmine. Plate 3. 5.

6d olive brown. Plate 2. 4,

1/- salmon. Plate 11. 12.

3/- slate-blue. Plate 1.

1881. Watermark Anchor.

5/- carmine on white paper. Plate 3.

5/- carmine on blued paper. Plate 3.

1888. Watermark Shamrock.

3d orange-red. Plate 5.

Another form of perforation for telegraphic purposes, is to be found on more recent postage stamps. The perforation took the form of a punched "Cross" on the "Seahorse" high values of King George V. For many years there was much speculation concerning these, and I am grateful to Mr. Marcus Samuel, Editor of "The Great Britain Philatelist" for information on these.

On August 15th 1919 the following notice was sent to Chief Post Offices,

"In view of the frequent surreptitious removals of the high value Postage Stamps from Telegraph forms, it has been decided, after experiment at certain selected offices, that stamps of 2/6 and upwards in value shall be clipped at Post Office counters by means of special appliances, in order to destroy the philatelic value, before being issued to the public to be affixed to the Telegraph forms. Two pairs of the appliances will shortly be issued. The stamp should be slightly folded before being clipped, in order that the perforation may be made about the middle of the stamp."

This practice of punching a piece out of a stamp was adopted in the Foreign Telegraph Branch of the G. P. O., as early as 1915. Prior to this the stamps had been "blacked-out". Early experiments showed that it was advisable to puncture the stamps before affixing to the Telegraph forms as this did not interfere with the message. From 1919 to 1921, a number of offices carrying a large volume of telegraphic business were supplied with puncturing devices and, in 1921, the practice was extended to a number of other offices. There seems to be no information available regarding the date of withdrawal of puncturing devices for telegraphic purposes.

At Nottingham the high values were, for a while, sold in this mutilated state for all postal purposes, letters, parcels and telegrams. However, the existence of some of these punctured stamps with the undoubtedly genuine postal and registration cancellations of various other towns, shows that they must also have been used at other offices. Some explanation of this is shown in a Post Office note, dated October 22nd 1919, to the effect that all high values sold at the Nottingham Head Post Office had been punched under a misapprehension and the P Postmasters had been instructed that this practice should cease. Other instances of punctured stamps used for postal purposes, contrary to regulations, were attributed to the use on parcels of stamps purchased by various firms for use on Telegraph forms. There was also an instance of two young Telegraph company employees being convicted of removing stamps from Telegraph forms.

It will be seen that, far from "destroying the philatelic value" of these stamps, the Post Office actually created an issue of great interest to collectors and of considerable scarcity. Values so far recorded are as shown with my own specimens marked with an "X":-

<u>1919-30.</u>	Printed by Bradbury, Wilkinson & Co.
2/6 brown.	(Manchester.)
	(Nottingham).
	(Chatham) (X)
5/- red.	(Manchester)
	(Nottingham)
	(Newmarket) (X)
10/- blue.	(Manchester)
	(Nottingham)

Other stamps punched with "Holes" or "Crosses" are found quite frequently. These are from "Proof" booklets sent to firms whose advertisements appeared in the booklets for their approval. They are sometimes found used, although contrary to regulations. I have in my own collection, both the 1911 and 1913 3d values postally used with punched holes.

Punched "Holes", "Broad arrows", "Orbs" and "Clips" may also be found on Victorian postcards and these are fully dealt with in Chapter 21.

Chapter 31.

Hospital, Medical & Nursing Perforations.

An interesting side-line collection may be made by those interested in the medical and pharmaceutical professions. This consists of those dies used by the various hospital boards, Chemical Manufacturers, Nursing Associations, etc. It will be noted that the majority of hospital Management Committees carry the initials, "H M C" in the make up of the die, while some hospitals & hospital groups bear the number of the group to which they belong. There is quite an extensive range of these dies including the following:-

Star & (rescent design.

("H" in crescent)

A & H / Ltd.

B B / C F

B / D / H

B D / R H

B H

B H / C

B / H M C

B / H M C

B & L / H M C

B / M A

B P / D

B & S / H M C

B W

B / W

B W / & Co.

C A / H M C

C H / M C

C R O / H M C

C F / H M C

D. C / H. C

D S / G

D T / H M C

E G / H M C

E H / M C

E M S

E R H / M C

F H / M C

F & K

G C / Co.

G / H M C

G N C

H H / M C

H M C / 6

H M C / 14

County Asylum, Portsmouth.

Allen & Hanbury, Ltd.

Burgoyne Burbidges & Co., Ltd.

(Chemists' Friend)

The British Drug Houses, Ltd.

Birmingham Dudley Rd., Hosp. M. C.

Brompton Hospital, London.

Burnley Hospital Committee.

Bow Group Hosp. Man. Comm.

Bexley Hosp. Man. Comm.

Brighton & Lewes Hosp. Man. Comm.

British Medical Association.

Boots' Pure Drug Co., Ltd.

Bermondsey & Southwark Hosp. Man. Comm.

Burroughs Wellcome & Co., Ltd.

Cromer Area Hosp. Man. Comm.

Camberwell Hosp. Man. Comm.

Croydon Hosp. Man. Comm.

Cossham & Frenchay Hosp. Man. Comm.,

Bristol.

Durham County Council Health Dept.

Darent & Stone Group Hosp. Man. Comm.

Derby No. 1. Hosp. Man. Comm.

Edmonton Group Hosp. Man. Comm.

Enfield Hosp. Man. Comm.

Evans' Medical Supplies, Ltd.

East Riding Hosp. Man. Comm.

Farnham Hosp. Man. Comm.

Fulham & Kensington Hosp. Man. Comm.

Grove Chemical Co., Ltd. Wigan.

Guildford & Godalming Hosp. Man. Comm.

General Nursing Council of England

& Wales.

Hereford Hospitals Man. Comm.

Norfolk, Lowestoft & Gt. Yarmouth

Hosp. Man. Comm.

South Warwickshire Hosp. Group. No. 14.

J B / H M C	Ilford & Barking Hosp. Man. Comm.
K C / H	King's College Hospital, London.
L / E C	London Executive Council National Health Service.
L / E / C	Lambeth Hosp. Man. Comm.
L / H M C	Metropolitan Asylums Board.
M A / B	Maclean's Ltd.
M L	Middlesex Hospital, London.
M / H	Shropshire Orthopaedic Hospital.
O H / B R	Preston & Chorley Hosp. Man. Comm.
P C / H M C	Parke Davis & Co.
P / D	Paddington General Hospital.
P G / 21.	R. W. P. Pharmaceutical Products, Ltd.
P / H	Peterborough Hosp. Man. Comm.
P H / M C	Plymouth Hosp. Man. Comm.
P H / M C	The Pharmaceutical Society of Great Britain.
P S	Queen's Hospital for Children.
P S / G. B.	Rochdale & District Hosp. Man. Comm.
Q H C	Royal Earlswood Group Hosp. Man. Comm.
Q / A C	North West Metropolitan Regional Hospital Board.
R & D / H M C	Redhill Group Hosp. Man. Comm.
R E / H M C	Royal Masonic Hospital.
R / H B	Society of Chemical Industry, London.
R H / M C	South Cheshire Hosp. Man. Comm.
R M / H	Swindon & District Hosp. Man. Comm.
S C	St. Ebbas & Belmont Hosp. Man. Comm.
S C / H M C	Seamen's Greenwich Hospital Society.
S & D / H M C	South Manchester Hosp. Man. Comm.
S E / & B	Selley Oak Hosp. Man. Comm.
S. G. H. S	St. Bartholomew's Hospital, London.
S M / H M C	St. George's Hospital, London.
S O / H M C	St. Thomas's Hospital, London.
St. / B H	Middlewood Hospital, Sheffield.
St. G / H	United Cambridge Hospitals.
S T H	West Bromwich Hosp. Man. Comm.
S / 27	Willows Francis Pharmaceutical Products, Ltd.
U C / H	Walsall Hosp. Man. Comm.
W B / H M C	Wolverhampton Hosp. Man. Comm.
W F	West Suffolk Hosp. Man. Comm.
W H / M C	
W H / M C	
W S / H M C	

Chapter 32.Foreign Security Perforations.

Just as Great Britain were the pioneers of adhesive postage stamps, so too, were they the originators of security perforation. The value of this process was quickly recognised by other countries. The first of these was Belgium where perforated initials and designs were sanctioned in 1872. In 1878, the governments of Denmark, France, Germany and Switzerland also approved their use.

It was not until 1908 that the U.S.A. decided to permit their use. Meanwhile, the various states and countries of the British Empire had been using security perforations for some time, many of them the work of Joseph Sloper and Son. The Malay States, Hong Kong, Ceylon and India are prolific in them.

Many governments adopted the process for official uses. The Australian States, Canada and certain South American countries employed dies for governmental use and also for various ministerial departments.

For the specialist who wishes to collect a "theme", there is ample scope, particularly with regard to railways. Just as in Britain, many foreign countries' railway companies used perforation dies and the U.S.A. is notable in this respect.

Perforation has been employed by some countries to increase philatelic revenue, rather than to afford protection. Hungary, from 1921 to 1924, issued current stamps with a triangle of holes punched in them (See Fig. 6.). For stamps without this perforation a premium had to be paid. Other countries reversed this procedure and charged a premium for stamps with punctures. Italy went one stage further and perforated stamps which they sold at a discount to approved groups. These in turn could sell the stamps, or use them, at face value, retaining the profit made. Stamps sold or used at philatelic exhibitions have also been punctured. These include the "crosses of the Netherlands, the French Airmail stamp perforated, "E.J.P.A. 30", the Italian Airmail perforated, "R.F.P.V. 46" and the "G.M.A.B.A." of Switzerland.

Geometric designs abound in most countries and many pictorial designs also exist. One French die depicted a cow complete with all appendages !.

In the U.S.A., where many giant companies exist with innumerable branches, great ingenuity has been displayed in indicating the particular branches at which a stamp was used. This has mostly taken the form of the "extra perforation" which means that one or more extra holes were inserted at various parts of the design. One of the best examples of this practice was employed by the General Electric Company which used a die bearing a large "G" with a smaller enclosed "E". Here an extra hole was introduced opposite one of the holes in the "G". As the "G" consisted of 19 holes, this gave 19 positions in which the extra hole could be placed; by the addition of a second hole the permutation of these 19 possible positions could be extended to give a vast number of possible alternatives.

There were also the "Schermaks", referred to in Chapter 23, which similarly gave a great number of possible distinguishing dies. Here are a few interesting examples of foreign "design" perforations.



Fig. 1.
Germany.



Fig. 2.
Hungary.



Fig. 3.
U. S. A.



Fig. 4.
U. S. A.

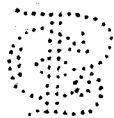


Fig. 5.
Austria.



Fig. 6.
Hungary.

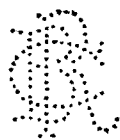


Fig. 7.
Roumania.



Fig. 8.
Denmark.



Fig. 9.
Gibraltar.
2/- 1904.

Chapter 33.Perforation Machines & their Operation.

The discovery of perforation by machine was made years before its application to postage stamps for security purposes. As early as 1846, Henry Archer, a London businessman of Irish extraction was experimenting with mechanical means of separating postage stamps. His first two machines were failures. They produced roulettes gauged about $11\frac{1}{2}$. His third machine produced a perforated stamp rather than a rouletted one and, after a great amount of difficulty, involving modifications and repairs, he finally arrived at a quite successful model. He submitted his plans to the Postmaster General and, after approval, these were purchased in 1853. From the plans new machines were constructed by David Napier & Sons and installed at Somerset House where further trials were carried out before bringing into general use for stamps in January 1854.

Very probably, Sloper had access to, or had worked on these machines and they, possibly, gave him the idea for his own later inventions.

The general principle applied to all perforation machines is the same. A metal pin, or a number of pins, is to be thrust through a sheet, or sheets, of paper at a desired point, passing through the paper into a corresponding hole or recess in the bed of the machine. If that hole be open at its lower end, the piece of paper removed by the pin will be thrust down through the hole and should drop into a receptacle beneath. This is the principle applied to the common office punching machine used for filing purposes.

It will be immediately obvious that, as the number of pins increases, so will the need for exact register of pins and holes and, because of the greater force required, it is necessary to reduce the number of sheets being perforated to avoid damage to the delicate pins.

Keeping these elemental facts in mind, it will be obvious that, should the holes in the "female" die be obstructed, the small piece of displaced perforation will not be able to fall through into the receptacle and that the pins of the "male" die will not be able to drive fully home and will thus become distorted and eventually break, resulting in "blind" holes.

The simplest types of machines are hand operated and consist of a heavy base with a broad apron for feeding the stamps generally a half sheet (or a sheet folded vertically in half) into the "throat" where perforation takes place. An overhanging arbor is secured to one side of the machine into which a handle is pivotted so that, by pulling it down, the male die is thrust downward through the paper into the female die in the bed. The stamps are perforated one row at a time and the number of dies employed at each operation may vary from one to twelve according to the type and model of the machine.

Electrically operated and treadle machines are also employed which have the same basic features except that the arbor is supported on vertical columns at both sides of the machine. These machines will accommodate full width sheets.

Rotary cylinder machines for high speed work are also available in which the male dies are situated on one circumference of the cylinder which revolves in contact with, under pressure, another cylinder containing the female dies, the whole machine being synchronised so that male and female dies meet with perfect precision at each revolution of the cylinders.

Multiple-die machines are arranged so as to present one die on each normal size stamp on a sheet. If larger sized stamps are passed through the machine, two dies will probably appear on each stamp.

It will be quite apparent that where folded sheets are perforated, one half of the sheet will reveal normal perforations while the other half will have reversed dies. Similarly, if the sheets are folded in half vertically and then again in half horizontally, the result will be a quarter sheet with normal perforations, a quarter reversed, a quarter inverted and the remaining quarter inverted and reversed. Pairs or strips including stamps from either side of the folds will produce "mirror" dies.

Privately operated machines produce more defective dies and reversed dies than those produced by the machine makers who exercise much greater care in the production of their work.

When Joseph Sloper first set out to produce a "security perforator" he was confronted with the problem of producing a machine to puncture not just in straight lines, like the stamp separating machines, but in an intricacy of letters, figures and designs for dating railway tickets and cancelling cheques. His original machine of 1858, (Patent No. 1985/58) consisted, it is believed, of a roller carrying the male dies which coincided with the female dies in the bed and employing a stripper to enable the sheets, which tended to stick at the point of puncture, to be removed from the bed. His patent of 1868 (No. 2741/68) improved and modified by the patent of 1869 (No. 643/69) had interchangeable heads to permit a choice of designs, etc. The stripper was attached to the bed at both ends instead of only at one end as in the earlier models.

Sloper's son, Edward, in 1893, patented another machine bearing an assortment of dies on an horizontal wheel so that the operator could select any die he wished.

Foreign machine are still, basically, of the same designs as the above but the dies are usually arranged in multiples of five, ten, etc to correspond to the sheets of 100 generally in use.

In the United States the Schermak Perforator Company produced a coil dispensing machine which both perforated a design into the stamps and also cut separating slots into the sides of the stamps at one operation. (See Chapter 23)

Chapter 34.Check List of Great Britain stamps known to
have been Perforated.*(Arrangement & Numbering according to Stanley Gibbons
Specialised Stamp Catalogue of Great Britain.)*1868-1880. 1d red Plate Numbers. S.G. 43-44.*Plates.*

74.	123.	165.	205.
76.	124.	166.	206.
78.	125.	167.	207.
79.	127.	168.	208.
80.	129.	169.	209.
86.	130.	170.	210.
87.	131.	171.	211.
89.	132.	172.	212.
90.	133.	173.	213.
92.	134.	174.	214.
93.	135.	175.	215.
94.	136.	176.	216.
95.	137.	177.	217.
96.	138.	178.	218.
97.	139.	179.	219.
98.	140.	180.	220.
99.	141.	181.	221.
100.	142.	182.	222.
101.	143.	183.	223.
102.	144.	184.	224.
103.	145.	185.	225.
104.	146.	186.	
105.	147.	187.	
106.	148.	188.	
107.	149.	189.	
108.	150.	190.	
109.	151.	191.	
110.	152.	192.	
111.	153.	193.	
112.	154.	194.	
113.	155.	195.	
114.	156.	196.	
115.	157.	197.	
116.	158.	198.	
117.	159.	199.	
118.	160.	200.	
119.	161.	201.	
120.	162.	202.	
121.	163.	203.	
122.	164.	204.	

*The absence of a number
from this list does not
imply non-existence
but merely indicates
that no die has yet
been reported on that
number.*

*Note: Plate Numbers lower than 100 are extremely scarce. Stamps
punctured with a single hole should be treated with great
reserve, as many of these come from Victorian ornaments in
the shape of "snakes" made of stamps.*

1868-9. 2d Blue. (Thick white lines) S.G. 45.

Plate 12.

1869-1880. 2d Blue. (Thin white lines) S.G. 46-47.

Plates.

13.

14.

15.

1870-1880. 1/2d Rose-red. S.G. 48-49.

Plates.

1.

8.

13.

3.

9.

14.

4.

10.

15.

5.

11.

19.

6.

12.

20.

1870 - 1880. 1 1/2d Rose-red. S.G. 51-52.

Plates.

(1)

3.

Error of lettering. "O 2 P : P - C" instead of "C - P: P - C"

Plate.

(1)

Punctured doubly, "Glyn".

SURFACE - PRINTED.

1875 - 1876. 2 1/2d Rosy Mauve. Anchor watermark. S.G. 138-140.

Plates. (Blue paper)

1.

3.

Plates. (White paper.)

1.

2.

3.

1876 - 1880. 2 1/2d rosy-mauve. Orb watermark. S.G. 141.

Plates.

3.

7.

11.

15.

4.

8.

12.

16.

5.

9.

13.

17.

6.

10.

14.

1880-1881. 2 1/2d Blue. Orb watermark. S. G. 142.

Plates.

17.

19.

20.

18.

1881-1883. 2 1/2d Blue. Crown watermark. S.G. 157.

Plates.

21.

22.

23.

1867-1873. 3d Rose. (Large white corner letters) Spray watermark.

Plates.

S.G. 102-103.

5.

6.

7.

8.

9.

10.

1873-1881. 3d Rose. (Large coloured letters) Spray watermark.

Plates.

S.G. 143-144.

11.

15.

18.

12.

16.

19.

14.

17.

20.

1881-1883. 3d Rose. Crown watermark. S.G. 158.

Plates. 20. 21.

1883. Printings in Purple surcharged "3d" in carmine. S.G. 159.

Plate. 21.

1868-1876. 4d Vermilion. Watermark Large Garter. (Large white corner letters) S.G. 93-95.

Plates. 11. 12. 13. 14.

1876-1877. 4d Vermilion. Large Garter watermark. (Large coloured corner letters) S.G. 152.

Plates. 15.

1877-1880. 4d Sage-green. Watermark Large Garter. S.G. 153.

Plates. 15. 16.

1880. 4d Grey-brown. Watermark Large Garter. S.G. 154.

Plate. 17.

1880-1883. 4d Grey-brown. Watermark Crown. S.G. 160.

Plates. 17. 18.

1869-1872. 6d Lilac. (No Hyphen) Spray watermark. Large white corner letters. S.G. 108-9.

Plates. 8. 9.

1872. 6d Chestnut. Watermark Spray. S.G. 122-124.

Plates. 11. 12.

1873-1874. 6d Grey. Watermark Spray. Large white corner letters. S.G. 125.

Plates. 12.

1874-1881. 6d Grey. Watermark Spray. Large Coloured corner letters. S.G. 146-147.

Plates. 13. 14. 15.
16. 17.

1881-1883. 6d Grey. Watermark Crown. S.G. 161.

Plates. 17. 18.

1883. Printings in purple surcharged "6d" in carmine. S.G. 162.

Plate. 18.

1876. 8d Orange. Watermark Large Garter. S.G. 156/a.

Plate. 1.

1867-1877. 9d Straw. Watermark Spray of Rose. S.G. 110-111.

Plate. 4.

1867-1877. 10d Red-brown. Watermark Spray. S.G. 112-114.

Plate. 1.

- 1867-1873. 1/- Green. Watermark Spray. Large White Corner Letters. S.G. 115-117.
Plates. 4. 5. 6.
7.
- 1873-1880. 1/- Green. Watermark Spray. Large Coloured Corner Letters. S.G. 148-150.
Plates. 8. 9. 10.
11. 12. 13.
- 1880-1881. 1/0 Orange-brown. Watermark Spray. S.G. 151.
Plate. 13.
- 1881-1883. 1/- Orange-brown. Watermark Crown. S.G. 163.
Plates. 13. 14.
- 1867-1880. 2/- Blue. Watermark Spray. S.G. 118/120/a/b.
Plate. 1.
1880. 2/- Brown. Watermark Spray. S.G. 121.
Plate. 1.
- 1867-1882. 5/- Rose. Watermark Maltese Cross. S.G. 126-127.
Plates. 1. 2.
- 1882-1884. 5/- Rose. Watermark Large Anchor. S.G. 130/134.
Plate. White Paper. 4.
Blue Paper. 4.
- 1883-1884. 10/- Grey-green. Watermark Large Anchor. S.G. 131-135.
Plate. White paper. 1.
Blued paper. 1.
- 1878-1882. £1 Brown-lilac. Watermark Maltese Cross. S.G. 129.
Plate. 1.
- 1882-1884. £1 Brown-lilac. Watermark Large Anchor. S.G. 132; 136.
Plate. White paper. 1.
Blued paper. 1.
- 1880-1880. Watermark Crown. S.G. 164-9.
1d deep green.
1d pale green.
1d Venetian red.
1½d Venetian red.
2d pale rose.
2d deep rose.
5d indigo.
1881. 1d Lilac. (Die 1) 14 dots in each corner. S.G. 170-177
1d lilac.
1d pale lilac.

1881. 1d Lilac. (Die 2). 16 dots in each corner. S.G. 172-174.

1d lilac.
1d bluish lilac.
1d deep purple.
1d mauve.

1883 -1891. High Values. Watermark Anchor. S.G. 175-183a.

	(a) Blued Paper.	(b) White Paper.
2/6 lilac.	+	+
2/6 deep lilac.	---	+
5/- Rose.	---	+
5/- Crimson.	---	+
10/- Ultramarine.	+	+
10/- Cobalt.	+	---
10/- Pale Ultramarine.	---	+

1884. Watermark 3 Imperial Crowns. S.G. 185.

£1 Brown-lilac.

1888. Watermark 3 Onbs. S.G. 186.

£1 Brown-lilac.

1891. Watermark 3 Crowns. S.G. 212.

£1 Green.

1883-1884. Watermark Crown. S.G. 188-196.

1½d lilac.
2d lilac.
2½d lilac.
3d lilac.
4d dull green.
5d dull green.
6d dull green.
9d dull green.
1/- dull green.

1897-1900. "Jubilee" Issue. S.G. 197-214.

½d vermilion.
¾d green.
1½d purple & green.
2d green & red.
2½d purple on blue.
3d purple on yellow.
4d green & brown.
4½d green & carmine.
5d purple & blue. (Duty Plate 2)
6d purple on rose-red.
9d purple & blue.
10d purple & carmine.
1/- green.
1/- green & carmine.

Edward VII. Please note that no attempt has been made to make exact shade comparisons in these issues. The more contrasting shades have been recorded and the nearest Gibbons' number has been given.

1902-10. Printed by De La Rue & Co. Perf. 14.

S.G.

215. 3d dull blue-green.
 216. 3d blue-green.
 217. 3d pale yellow-green.
 218. 3d yellow-green.
 219. 1d scarlet.
 220. 1d bright scarlet.
 221. 1½d dull purple & yellow-green.
 222. 1½d slate-purple & yellow-green.
 223. 1½d dull purple & green. (Chalky paper)
 224. 1½d slate-purple & green. (Chalky paper)
 225. 2d yellow-green & carmine.
 226. 2d grey-green & carmine.
 227. 2d green & carmine. (Chalky paper)
 228. 2d deep green & carmine. (Chalky paper)
 229. 2d pale blue-green & carmine. (Chalky paper)
 230. 2½d deep bright blue.
 231. 2½d pale bright blue.
 232. 3d dull purple on orange-yellow.
 232a. 3d deep purple on orange-yellow.
 232b. 3d pale reddish-purple on orange-yellow.
 233a. 3d dull reddish-purple on lemon. (Chalky paper)
 233b. 3d pale purple on lemon. (Chalky paper)
 234. 3d purple on lemon. (Chalky paper)
 235. 4d pale green & grey-brown.
 236. 4d green & chocolate-brown. (Ordinary & Chalky papers)
 238. 4d deep green & chocolate-brown. (Chalky paper)
 239. 4d brown-orange.
 240. 4d pale orange.
 241. 4d orange-red.
 242. 5d purple and blue.
 243. 5d dull purple & blue. (Chalky paper)
 244. 5d slate-purple & blue. (Chalky paper)
 245. 6d pale dull purple.
 246/8. 6d dull purple. (Ordinary & Chalky papers.)
 247. 6d reddish purple. (Chalky paper)
 249. 7d grey-black.
 249a. 7d deep grey-black.
 250/2. 9d dull purple & blue. (Ordinary & Chalky papers)
 251/3. 9d slate-purple & blue. (Ordinary & Chalky papers)
 254/5. 10d dull purple & carmine. (Ordinary & Chalky papers)
 256. 10d dull purple & scarlet. (Chalky paper)
 257/8. 1/- green & carmine. (Ordinary & Chalky papers)
 259. 1/- green & scarlet. (Chalky paper)
 260/2. 2/6 dull purple. (Ordinary & Chalky papers)
 261. 2/6 reddish purple. (Chalky paper)
 263. 5/- carmine.
 264. 5/- deep carmine.

1902-10 (Continued)

- S.G.
 265. 10/- ultramarine.
 266. £1 green.

1911. Printed by Harrison & Sons. Perf. 14.

267. ½d dull yellow-green.
 268. ½d dull green.
 269. ½d deep dull green.
 270. ½d pale bluish-green.
 271. ½d bright green.
 272. 1d rose-red.
 273. 1d deep rose-red.
 274. 1d rose-carmine. (known with Shepherd's Bush Exhibition postmark & punctured, "S.B / Ex.)
 275. 1d aniline-pink. Golden reflections under quartz-lamp.
 275a. 1d aniline-rose. Golden reflections under quartz-lamp.
 276. 2½d bright blue.
 277. 3d dull purple on lemon.
 278. 4d bright orange.

1911. Printed by Harrison & Sons. Perf. 15 x 14.

- 279a. ½d green.
 280. 1d rose-red.
 281. 1d rose-carmine.
 283. 2½d bright blue.
 284. 2½d blue.
 285. 3d dull purple on lemon.
 285a. 3d grey on lemon. (BASS)
 286. 4d bright orange.

1911-13. Somerset House Printings. Perf. 14.

287. 1½d pale reddish-purple & yellow-green.
 288. 1½d purple & green.
 289. 1½d slate-purple & green.
 290. 2d dull green & red.
 291. 2d dull green & carmine.
 292. 2d grey-green & carmine.
 293. 5d reddish-purple & bright blue.
 294. 5d purple & bright blue.
 295. 6d royal purple.
 296. 6d bright magenta. (Chalky paper)
 297/301. 6d dull purple. (Ordinary & Chalky papers)
 298. 6d reddish-purple.
 299/303. 6d deep plum. (Ordinary & Chalky Papers.)
 300. 6d blackish-purple.
 305. 7d slate-grey.
 306/7a. 9d purple & blue.
 308. 9d blackish-purple & bright blue.
 309. 10d dull purple & scarlet.
 310. 10d dull purple & aniline-pink.
 311. 10d dull purple & carmine.

1911-13. (Continued)

312. 1/- deep green & scarlet.
 313. 1/- green & scarlet.
 314. 1/- green & carmine.
 315. 2/6 dull purple.
 316. 2/6 reddish-purple.
 317. 2/6 blackish-purple.
 318. 5/- carmine.
 319. 10/- bright ultramarine.
 320. £1. deep green.

KING GEORGE V1911-12. Watermark Imperial Crown. Perf. 15 x 14.

Die A.

321. ½d pale yellow-green.
 322. ½d yellow-green.
 323. ½d bluish-green.
 327. 1d deep rose-red.
 328. 1d carmine.

Die B.

324. ½d yellow-green.
 325. ½d green.
 326. ½d bluish-green.
 329. 1d carmine.
 330. 1d pale carmine.
 331. 1d rose-pink.
 332. 1d scarlet.

1912. Watermark Royal Cypher (Simple) Die B. Booklet stamps.
Perf. 15 x 14.

334. ½d pale green.
 335. ½d green.
 336. 1d scarlet.
 337. 1d bright scarlet.

1912. Re-drawn. Watermark Imperial Crown.

338. ½d deep green.
 339. ½d green.
 340. ½d yellow-green.
 341. 1d bright scarlet. (Exists with Shepherd's Bush Exhibition
postmark & puncture, "S.B / Ex.")
 342. 1d scarlet.
 343. 1d aniline-scarlet.

1912. Watermark Royal Cypher (Simple) Perf. 15 x 14.

344. ½d green.
 345. 1d scarlet.

1912. Watermark Royal Cypher. (Multiple) Perf. 15 x 14.

346. $\frac{1}{2}$ d green.
 a. No Cross to Crown.
 347. $\frac{1}{2}$ d bright green.
 348. $\frac{1}{2}$ d pale green.
 349. 1d bright scarlet.
 350. 1d scarlet.
 a. No Cross to Crown.

1912-22. Watermark Royal Cypher (Simple). Perf. 15 x 14.

351. $\frac{1}{2}$ d green.
 352. $\frac{1}{2}$ d bright green.
 353. $\frac{1}{2}$ d deep green.
 354. $\frac{1}{2}$ d yellow-green.
 356. $\frac{1}{2}$ d blue-green.
 357. 1d bright scarlet.
 358. 1d scarlet.
 359. 1d pale rose-red.
 360. 1d carmine-red.
 362. $1\frac{1}{2}$ d red-brown.
 363. $1\frac{1}{2}$ d chocolate-brown.
 364. $1\frac{1}{2}$ d chestnut.
 365. $1\frac{1}{2}$ d yellow-brown.
 366. 2d orange-yellow. Die 1.
 367. 2d reddish-orange. Die 1.
 368. 2d orange. Die 1.
 369. 2d bright orange. Die 2.
 370. 2d orange. Die 2.
 371. $2\frac{1}{2}$ d bright ultramarine.
 372. $2\frac{1}{2}$ d blue.
 373. $2\frac{1}{2}$ d deep dull blue.
 374. 3d reddish-violet.
 375. 3d violet.
 376. 3d bluish-violet.
 377. 3d pale bluish-violet.
 378. 4d deep grey-green.
 379. 4d grey-green.
 380. 4d pale grey-green.
 381. 5d brown.
 382. 5d yellow-brown.
 383. 5d bistre-brown.
 384. 6d dull purple. (Chalky paper)
 385. 6d reddish-purple. (Chalky paper)
 386. 6d deep reddish-purple. (Chalky paper)
 387. 7d pale olive.
 388. 7d deep olive.
 389. 7d sage-green.
 390. 8d black on yellow.
 391. 8d black on yellow-buff. (Granite paper)
 392. 9d agate.
 393. 9d deep agate.
 393a. 9d olive-green.
 393b. 9d pale olive-green.

1912-1922. (Continued)

394. 10d turquoise-blue.
 394a. 10d deep turquoise-blue.
 395. 1/- pale bistre-brown.
 396. 1/- olive-bistre.

1913. Printed by Waterlow Bros., & Layton. Perf. 11 x 12.

399. 2/6 deep sepia-brown.
 400. 2/6 sepia-brown.
 401. 5/- rose-carminé.
 402. 10/- indigo-blue.

(Note: No copies of the £1.S.G.403/4 have yet been reported with perforations.)

1915-18. Printed by De La Rue & Co. Perf. 11 x 12.

405. 2/6 deep brown.
 406. 2/6 chestnut brown.
 407. 2/6 brown.
 408. 2/6 grey-brown.
 409. 5/- bright carminé.
 412. 10/- blue.
 413. 10/- pale blue.

1918-30. Printed by Bradbury Wilkinson & Co. Ltd. Perf. 11 x 12.

- 413a. 2/6 brown.
 414. 2/6 chocolate-brown. (Exists with Telegraphic punctures)
 415. 2/6 red-brown.
 415a. 2/6 pale-brown.
 416. 5/- rose-red. (Exists with Telegraphic punctures)
 417. 10/- dull grey-blue. (Exists with Telegraphic punctures)

1924-26. Watermark Royal Cypher. (Multiple Block) Perf. 15 x 14.

418. ½d green.
 a. Watermark sideways.
 419. 1d scarlet.
 a. Watermark sideways.
 420. 1½d chestnut.
 421. 2d orange. Die 2.
 422. 2½d blue.
 423. 3d violet.
 424. 4d grey-green.
 425. 5d yellow-brown.
 426. 6d purple. (Ordinary & Chalky papers)
 427. 9d olive-green.
 428. 10d turquoise-blue.
 429. 1/- bistre.

1934-36. Photogravure printings by Harrison & Sons. Perf. 15 x 14.

(Note: The 1d & 1½d values may be found in three varying sizes and the ½d & 1d in two sizes.)

439. ½d green.
 a. Watermark sideways.
 440. 1d scarlet.
 a. Watermark sideways.
 441. 1½d red-brown.
 442. 2d orange.
 443. 2½d ultramarine.
 444. 3d violet.
 445. 4d deep grey-green.
 446. 5d yellow-brown.
 447. 9d deep olive-green.
 448. 10d turquoise-blue.
 449. 1/- bistre-brown.

1934. Re-Engraved.

450. 2/6 chocolate.
 451. 5/- bright rose-red.
 452. 10/- indigo.

King Edward VII.1936.

457. ½d green.
 458. 1d scarlet.
 459. 1½d red-brown.
 460. 2½d ultramarine.

King George VI.1937-47.

462. ½d green.
 a. Watermark sideways.
 463. 1d scarlet.
 a. Watermark sideways.
 464. 1½d red-brown.
 a. Watermark sideways.
 465. 2d orange.
 a. Watermark sideways.
 466. 2½d ultramarine.
 a. Watermark sideways.
 467. 3d violet.
 468. 4d grey-green.
 469. 5d brown.
 470. 6d purple.
 471. 7d emerald-green.
 472. 8d bright carmine.
 473. 9d deep olive-green.
 474. 10d turquoise-blue.
 474a. 11d plum.
 475. 1/- bistre-brown.

1939-48. High Values.

476. 2/6 brown.
 476a. 2/6 green.
 477. 5/- red.
 478. 10/- indigo.
 478a. 10/- ultramarine.

(Note: No specimen of the £1 brown S.G. 478b has yet been recorded)

1941-2. Paler colours.

485. ½d pale green.
 486. 1d pale scarlet.
 a. Watermark sideways.
 487. 1½d pale red-brown.
 488. 2d pale orange.
 a. Watermark sideways.
 489. 2½d light ultramarine.
 a. Watermark sideways.
 490. 3d pale violet.

1950-51. Colours changed.

503. ½d orange.
 504. 1d light ultramarine.
 a. Watermark sideways.
 505. 1½d pale green.
 a. Watermark sideways.
 506. 2d pale red-brown.
 a. Watermark sideways.
 507. 2½d pale scarlet.
 a. Watermark sideways.
 508. 4d light ultramarine.

1951. "Festival" High Values.

509. 2/6 yellow-green. x
 510. 5/- red. x
 511. 10/- ultramarine. x
 512. £1 brown. x

Queen Elizabeth 11.1952-54. Watermark Tudor Crown.

(Note: As most Elizabethan issues are only just being recorded with punctures, the following lists indicate by means of (x) where such dies are known.)

515. ½d orange. x
 516. 1d ultramarine. x
 517. 1½d green. x
 a. Watermark sideways.
 518. 2d red-brown. x
 a. Watermark sideways.
 519. 2½d carmine. Type 1. x
 a. Watermark sideways.
 b. Type 2. (Booklets)
 520. 3d deep lilac. x
 521. 4d ultramarine. x
 522. 5d brown. x
 523. 6d reddish purple. x

1952-54. (Continued)

524.	7d bright green.	x
525.	8d magenta.	x
526.	9d bronze-green.	x
527.	10d prussian-blue.	x
528.	11d brown-purple.	x
529.	1/- bistre-brown.	x
530.	1/3 green.	x
531.	1/6 grey-blue.	x

1955-58. Printed by Waterlow & Son. Watermark St. Edward's Crown.

536.	2/6 black-brown.	x
537.	5/- rose-red.	x
538.	10/- ultramarine.	x
539.	£1 black.	x

1958. Printed by De La Rue & Co. Watermark St. Edward's Crown.

536a.	2/6 black-brown.	x
537a.	5/- rose-red.	x
538a.	10/- ultramarine.	x
539a.	£1 black.	x

1955-58. Watermark St. Edward's Crown.

540.	1d orange-red.	x
541.	1d ultramarine.	x
542.	1 $\frac{1}{2}$ d green.	x
a.	Watermark sideways.	
543.	2d red-brown.	x
a.	Watermark sideways.	
544b.	2d light red-brown.	x
c.	Watermark sideways.	
544.	2 $\frac{1}{2}$ d carmine. Type 1.	x.
a.	Watermark sideways.	
b.	Type 2.	x
545.	3d deep lilac.	x.
b.	Watermark sideways.	
546.	4d ultramarine.	x
547.	5d brown.	x
548.	6d reddish-purple.	x
a.	deep claret.	x
549.	7d bright green.	x
550.	8d magenta.	x
551.	9d bronze-green.	x
552.	10d prussian-blue.	x
553.	11d brown-purple.	x
554.	1/- bistre-brown.	x
555.	1/3 green.	x
556.	1/6 grey-blue.	x

1957. "Graphite" lined issue. St. Edward's Crown watermark.

561.	½d orange-red.	x
562.	1d ultramarine.	x
563.	1½d green.	x
564.	2d light red-brown.	x
565.	2½d carmine-red. Type 2.	x
566.	3d deep lilac.	x

1958-64. Watermark Multiple Crowns.

570.	½d orange-red.	x
a.	Watermark sideways.	
k.	Chalky paper.	
571.	1d ultramarine.	x
a.	Watermark sideways.	
572.	1½d green.	x
a.	Watermark sideways.	
573.	2d light red-brown.	x
a.	Watermark sideways.	
574.	2½d carmine. Type 2.	x
a.	Watermark sideways. Type 1.	
b.	Type 1. Upright watermark.	
k.	Type 2. Chalky paper.	
l.	Type 2. Sideways umk.	
575.	3d deep lilac.	x
a.	Watermark sideways.	
576.	4d ultramarine.	x
577.	4½d chestnut.	x
578.	5d brown.	x
579.	6d deep claret.	x
580.	7d bright green.	x
581.	8d magenta.	x
582.	9d bronze-green.	x
583.	10d prussian-blue.	x
584.	1/- bistre-brown.	x
585.	1/3 green.	x
586.	1/6 grey-blue.	x

1958-61. "Graphite" lined issue. Multiple Crowns watermark.

587.	½d orange-red.	
588.	1d ultramarine.	
589.	1½d green.	
590.	2d light red-brown.	
591.	2½d carmine-red. Type 2.	
592.	3d deep lilac.	
593.	4d ultramarine.	
594.	4½d chestnut.	

1959-62. De La Rue Printings. Watermark Multiple Crowns.

595.	2/6 black-brown.	x
596.	5/- rose-red.	x
597.	10/- blue.	x
598.	£1 black.	x

1962-8. Bradbury Wilkinson Printings. Watermark Multiple Crowns.

595a.	2/6 black-brown.	x
596a.	5/- rose-red.	x
597a.	10/- bright ultramarine.	x
598a.	£1 black.	x

1959. "Phosphur-Graphite" issue. Watermark St. Edward's Crown.

599.	½d orange-red.
600.	1d ultramarine.
601.	1½d green.
605.	2d light red-brown.
606.	2½d carmine-red. Type 2.
607.	3d deep lilac.
608.	4d ultramarine.
609.	4½d chestnut.

1960. "Phosphur" issue. Watermark Multiple Crowns.

610.	½d orange-red.
a.	Watermark sideways.
611.	1d ultramarine.
a.	Watermark sideways.
612.	1½d green.
a.	Watermark sideways.
613.	2d light red-brown. (1 band)
a.	2 bands.
614.	2½d carmine-red. Type 2. (2 bands)
a.	Type 2. (1 band)
b.	Type 1. (1 band)
615.	3d deep lilac.
a.	Watermark sideways.
616.	4d ultramarine.
616a.	4½d chestnut.
617.	6d deep claret.
618.	1/3 green.
618a.	1/6 grey-blue.

1968. New designs.

--	½d brown orange.	
--	1d bronze-green.	x
--	2d red-brown.	x
--	3d purple.	x
--	4d olive-brown.	x
--	5d	
--	7d	
--	8d	
--	10d.	

1968. High Values.

--	2/6.
--	5/-
--	10/-.
--	£1.

COMMEMORATIVES

Recorded punctures are marked (x). In 1964 the Security Endorsement & Perfor Society of Great Britain had a die produced for their own use. As it is possible that this die could be used to produce perforated stamps not otherwise recorded, I have indicated these where they exist by (P)

1924. Wembley Exhibition.

430. 1d scarlet. x
431. 1½d brown. x

1925. Wembley Exhibition.

432. 1d scarlet. x
433. 1½d brown. x

1929. Postal Union Congress.

434. ½d yellow-green. x
a. Watermark sideways.
435. 1d scarlet. x
a. Watermark sideways.
436. 1½d purple-brown. x
437. 2½d blue. x
438. £1 black. x

(One known copy with die,
"B W / & Co".)

1935. Silver Jubilee.

453. ½d green. x
454. 1d scarlet. x
455. 1½d red-brown. x
456. 2½d blue. x

1937. Coronation.

461. 1½d marone. x (Pearl in Orb variety known)

1940. Penny Postage Centenary.

479. ½d green. x
480. 1d scarlet. x
481. 1½d red-brown. x
482. 2d orange. x
483. 2½d ultramarine. x
484. 3d violet. x

1946. Victory Issue.

491. 2½d ultramarine. x
492. 3d violet. x ("7 Berry" variety known)

1948. Silver Wedding.

493. 2½d ultramarine. x
494. £1 indigo. (Not yet reported)

1948. Olympic Games.

495. 2½d ultramarine. x
496. 3d violet. x
497. 6d bright purple. x
498. 1/- brown. x

1949. Universal Postal Union.

499.	2½d ultramarine.	x
500.	3d violet.	x
501.	6d bright purple.	x
502.	1/- brown.	x

1951. Festival of Britain.

513.	2½d scarlet.	x
514.	4d ultramarine.	x

1953. Coronation.

532.	2½d carmine-red.	x
533.	4d ultramarine.	x
534.	1/3 deep yellow-green.	x
535.	1/6 deep grey-blue.	x

1957. Scout Jamboree.

557.	2½d carmine-red.	x
558.	4d ultramarine.	x
559.	1/3 green.	(Not yet recorded)

1957. 46th Inter-Parliamentary Union Conference.

560.	4d ultramarine.	x
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1958. Commonwealth Games.

567.	3d deep lilac.	x
568.	6d reddish-purple.	x
569.	1/3 green.	(Not yet recorded)

1960. General Letter Office.

619.	3d deep lilac.	x
620.	1/3 green.	(Not yet recorded)

1960. European Postal & Telecommunications Conference.

621.	6d bronze-green & purple.	x
622.	1/6 brown & blue.	x

1961. Post Office Savings Bank.

623.	2½d black & red.	(Not yet recorded)
624.	3d orange-brown & violet.	(Not yet recorded)
625.	1/6 red & blue.	(Not yet recorded)

1961. European Postal & Telecommunications Conference.

626.	2d orange, pink & brown.	(Not yet recorded)
627.	4d buff, mauve & ultramarine	(Not yet recorded)
628.	10d turquoise, green & blue.	(Not yet recorded)

1961. 7th Parliamentary Conference.

629.	6d purple & gold.	(Not yet recorded)
630.	1/3 green & blue.	(Not yet recorded)

1962. National Productivity Year.

631. 2½d green & red. x
 a. Phosphur band.
 632. 3d blue & violet. x
 a. Phosphur bands.
 633. 1/3 red, blue & green. 8
 a. Phosphur bands.

1963. Freedom from Hunger.

634. 2½d crimson & pink. x
 a. Phosphur band.
 635. 1/3 brown & yellow. (Not yet recorded)
 a. Phosphur bands.

1963. Paris Postal Conference.

636. 6d green & mauve. (Not yet recorded)
 a. Phosphur bands.

1963. Nature Week.

637. 3d multicolour. x
 a. Phosphur bands.
 638. 4½d multicolour. (Not yet recorded)
 a. Phosphur bands.

1963. Lifeboat Conference.

639. 2½d multicolour. x
 a. Phosphur band.
 640. 4d multicolour. (Not yet recorded)
 a. Phosphur bands.
 641. 1/6 multicolour. x
 a. Phosphur bands.

1963. Red Cross Centenary.

642. 3d red & lilac. x
 a. Phosphur bands.
 643. 1/3 red, blue & grey. (Not yet recorded)
 a. Phosphur bands.
 644. 1/6 red, blue & bistre. (Not yet recorded)
 a. Phosphur bands.

1963. Trans-Pacific Telephone Cable.

645. 1/6 blue & black. x
 a. Phosphur bands.

1964. Shakespeare Festival.

646. 3d multicolour. (Not yet recorded)
 a. Phosphur bands.
 647. 6d multicolour. (Not yet recorded)
 a. Phosphur bands.
 648. 1/3 multicolour. (Not yet recorded)
 a. Phosphur bands.
 649. 1/6 multicolour. (Not yet recorded)
 a. Phosphur bands.
 650. 2/6 deep purple-brown. (Not yet recorded)

1964. Geographical Congress.

651. 2½d multicolour. | (Commercial punctured not yet
a. Phosphur band. recorded)
652. 4d multicolour. (Not yet recorded)
a. Phosphur bands.
653. 8d multicolour. (Not yet recorded)
a. Phosphur bands.
654. 1/6 multicolour. (Not yet recorded)
a. Phosphur bands.

1964. Botanical Congress.

655. 3d multicolour. | (Commercial punctured not yet
a. Phosphur bands. recorded)
656. 6d multicolour. (Not yet recorded)
a. Phosphur bands.
657. 9d multicolour. x
a. Phosphur bands.
658. 1/3 multicolour. x
a. Phosphur bands.

1964. Forth Road Bridge.

659. 3d multicolour. (Not yet recorded.)
a. Phosphur bands.
660. 6d multicolour. x
a. Phosphur bands.

1965. Winston Churchill.

661. 4d black & brown. (Not yet recorded)
a. Phosphur bands.
662. 1/3 black & grey. x
a. Phosphur bands.

1965. 700th Anniversary of British Parliament.

663. 6d olive. x
a. Phosphur bands.
664. 2/6 grey. (Not yet recorded)

1965. Salvation Army.

665. 3d multicolour. | (Commercial punctured not yet
a. Phosphur bands. recorded)
666. 1/6 multicolour. (Not yet recorded)
a. Phosphur bands.

1965. Sir John Lister.

667. 4d black, brown & blue. (Not yet recorded)
a. Phosphur bands.
668. 1/- blue, black & violet. (Not yet recorded)
a. Phosphur bands.

1965. Arts Festival.

669. 6d orange & black. (Not yet recorded)
a. Phosphur bands.
670. 1/6 violet & black. (Not yet recorded)
a. Phosphur bands.

1965. Battle of Britain.

671. 4d multicoloured. (Spitfires)
 a. Phosphur bands.
 672. 4d multicoloured. (Pilot)
 a. Phosphur bands.
 673. 4d multicoloured. (Wing Tips)
 a. Phosphur bands.
 674. 4d multicoloured. (Dornier)
 a. Phosphur bands.
 675. 4d multicoloured. (Hurricanes)
 a. Phosphur bands.
 676. 4d multicoloured. (Swastika Marking)
 a. Phosphur bands.
 677. 9d multicoloured. (Antiaircraft Battery)
 a. Phosphur bands.
 678. 1/3 multicoloured. (St. Paul's)
 a. Phosphur bands.

1965. Opening of Post Office Tower.

679. 3d multicoloured.
 a. Phosphur bands.
 680. 1/3 multicoloured.
 a. Phosphur bands.

1965. United Nations Anniversary.

681. 3d black, orange & blue.
 a. Phosphur bands.
 682. 1/6 black, purple & blue.
 a. Phosphur bands.

1965. Telecommunications Union.

683. 9d multicoloured.
 a. Phosphur bands.
 684. 1/6 multicoloured.
 a. Phosphur bands.

1966. Robert Burns.

685. 4d multicoloured.
 a. Phosphur bands.
 686. 1/3 multicoloured.
 a. Phosphur bands.

1966. Westminster Abbey 900th Anniversary.

687. 3d black, brown & blue.
 a. Phosphur bands.
 688. 2/6 black.

1966. Landscapes.

689. 4d black, green & blue.
 a. Phosphur bands.
 690. 6d black, emerald & blue.
 a. Phosphur bands.
 691. 1/3 black, yellow & blue.
 a. Phosphur bands.
 692. 1/6 black, orange & blue.
 a. Phosphur bands.

1966. World Football Cup.

693. 4d multicoloured.
 a. Phosphur bands.
 694. 6d multicoloured.
 a. Phosphur bands.
 695. 1/3 multicoloured.
 a. Phosphur bands.

1966. Birds of Britain.

696. 4d multicoloured. (Black-Headed Gull)
 a. Phosphur bands.
 697. 4d multicoloured. (Robin)
 a. Phosphur bands.
 698. 4d multicoloured. (Blue Tit)
 a. Phosphur bands.
 699. 4d multicoloured. (Blackbird)
 a. Phosphur bands.

1966. England - World Cup Winners.

700. 4d multicoloured.

1966. Technology.

701. 4d multicoloured.
 a. Phosphur bands.
 702. 6d multicoloured.
 a. Phosphur bands.
 703. 1/3 multicoloured.
 a. Phosphur bands.
 704. 1/6 multicoloured.
 a. Phosphur bands.

1966. Battle of Hastings.

705. 4d multicoloured. Tapestry Section 1.
 a. Phosphur bands.
 706. 4d multicoloured. Tapestry Section 2.
 a. Phosphur bands.
 707. 4d multicoloured. Tapestry Section 3.
 a. Phosphur bands.
 708. 4d multicoloured. Tapestry Section 4.
 a. Phosphur bands.
 709. 4d multicoloured. Tapestry Section 5.
 a. Phosphur bands.
 710. 4d multicoloured. Tapestry Section 6.
 a. Phosphur bands.
 711. 6d multicoloured. Tapestry Section 7.
 a. Phosphur bands.
 712. 1/3 multicoloured. Tapestry Section 8.
 a. Phosphur bands.

1966. Christmas Issue.

713. 3d multicoloured.
 a. Phosphur bands.
 714. 1/6 multicoloured.
 a. Phosphur bands.

1967. European Free Trade Association.

715. 9d multicoloured.
 a. Phosphur bands.
 716. 1/6 multicoloured.
 a. Phosphur bands.

1967. British Wild Flowers.

717. 4d multicoloured. (Hawthorn & Bramble)
 a. Phosphur bands.
 718. 4d multicoloured. (Morning Glory)
 a. Phosphur bands.
 719. 4d multicoloured. (Ox-Eye Daisy, etc.)
 a. Phosphur bands.
 720. 4d multicoloured. (Bluebell, etc.)
 a. Phosphur bands.
 721. 9d multicoloured. (Dog Violet)
 a. Phosphur bands.
 722. 1/9 multicoloured. (Primrose)
 a. Phosphur bands.

1967. British Paintings. (All Phosphur) No watermark.

737. 4d multicoloured. (Master Lambton) +
 738. 9d multicoloured. (Mare & Foals)
 739. 1/6 multicoloured.

1967. Sir Francis Chichester.

740. 1/9 multicoloured.

1967. British Discovery & Invention.

741. 4d multicoloured. (Radar Screen)
 742. 1/- multicoloured. (Penicillin Mould)
 743. 1/6 multicoloured. (Jet Engine)
 744. 1/9 multicoloured. (Television)

1967. Christmas Issue.

745. 3d multicoloured. (Adoration of the Shepherds.)
 746. 4d multicoloured. (Madonna & Child)
 747. 1/6 multicoloured. (Adoration of the Shepherds)

1968. British Bridges.

758. 4d multicoloured. (Tarr Steps)
 759. 9d multicoloured. (Aberfeldy)
 760. 1/6 multicoloured. (Menai)
 761. 1/9 multicoloured. (M4 Viaduct)

1968. Commemoratives.

- 4d multicoloured. (Trades Union Congress)
 — 9d multicoloured. (Votes for Women)
 — 1/- multicoloured. (Royal Air Force.)
 — 1/9 multicoloured. (Captain Cook)

1968. British Paintings.

- 4d multicoloured.
 — 1/- multicoloured.
 — 1/6 multicoloured.
 — 1/9 multicoloured.

1968. Christmas Stamps.

- 3d multicoloured.
- 9d multicoloured.
- 1/6 multicoloured.

REGIONAL ISSUEChannel Islands.

(a) General Issue. 1948.

- C 1. 1d red.
C 2. 2½d blue.

(b) Guernsey. 1958-67.

- GU 1. 2½d red. /
GU 2. 3d lilac. +
p. One phosphur band.
GU 3. 4d blue.

(c) Jersey. 1958-67.

- JE 1. 2½d red. /
JE 2. 3d lilac. /
p. One phosphur band.
JE 3. 4d blue.
p. Two phosphur bands.

Ile of Man. 1958-67.

- JM 1. 2½d red.
JM 2. 3d lilac.
JM 3. 4d blue.
p. Two phosphur bands.

Northern Ireland.1958-67.

- NI 1. 3d lilac. /
p. One phosphur band.
NI 2. 4d blue. +
NI 3. 6d purple.
NI 4. 9d bronze-green.
NI 5. 1/3 green.
NI 6. 1/6 blue.

Scotland. 1958-67.

- S 1. 3d lilac. +
p. Two phosphur bands.
pa. One phosphur band.
S 2. 4d blue.
p. Two phosphur bands.
S 3. 6d purple. +
p. Two phosphur bands.
S 4. 9d bronze-green.
S 5. 1/3 green.
p. Two phosphur bands.
S 6. 1/6 blue.

Wales & Monmouthshire. 1958-67.

- | | | |
|------|------------------------|---|
| W 1. | 3d lilac. | + |
| | p. One phosphur band. | |
| W 2. | 4d blue. | |
| W 3. | 6d purple. | + |
| | p. Two phosphur bands. | |
| W 4. | 9d bronze-green. | |
| W 5. | 1/3 green. | |
| W 6. | 1/6 blue. | |

Acknowledgements & References.

My sincere thanks and gratitude are due to the following who have contributed so much to make this work possible. Without their help, such an exhaustive study would not have been possible.

the late Charles Bein.	K. Rymer-Young, Esq.,
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W. O. Hawkins, Esq., (Chairman	"British Philatelist")
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Capt. H. T. Jackson.	Miss M. Thornton.
J. Nelson, Esq.,	the late Hugh Vallencey.

I would also like to acknowledge the help which the following works have given me and to recommend their use by students wishing to delve deeper into this subject.

Seymour. Stamps of Great Britain. Part 2.
 Brummel. Post Office Numbers.
 Whitacker's Almanack.
 Morley's Stamp Catalogue. (1888 edition)
 Gibbon's Specialised Stamp Catalogue. Great Britain. Part 1.
 British Railways (Pre-Grouping) Atlas & Gazetteer. 3rd edn.
 Robson Lowe's Encyclopaedia. Part 1.
 The West End Philatelist.
 Stamp Magazine.
 Stamp Collecting.
 Philatelic Magazine.
 Linn's Weekly Stamp News.
 The Catalogues of the Security Endorsement & Perforation Society of Great Britain.

Some mention, too, must be made to the numerous Year Books, Directories etc., which had to be referred to; to the Chambers of Commerce, Town Clerks and other local government officials whose courteous treatment of often puzzling and frequently insistent enquiries has solved many a knotty problem or confirmed or refuted a nebulous theory concerning some possible identification; and also to Secretaries, Managing Directors, etc., of many firms who have searched their long dead files in an effort to help us, we owe grateful thanks.

It is to the total effort of all these individuals and the information obtained from the works referred to that we owe all we know today concerning our study. For my own part, it was just fortunate that I happened to be in a position, as a stamp dealer, to obtain and inspect much material which the average collector could not have met with in such a brief period of time. In the 14 years which have elapsed since I first awakened to the significance of security printing and perforation I have had many thousands of these stamps through my hands. At a rough estimate, I have inspected over 50,000 perforated 1d Plate

Numbers; about 70,000 1d lilacs of 1880-1; about 10,000 Surface Printed Plate Numbers and, I should think, about 100,000 other later issues. As my real interest in these stamps was in the period to 1883, I have not paid particular attention to the more modern material and, it is in that field, that the efforts of the members of the Security Endorsement and Perforin Society of Great Britain have been particularly valuable.

To each and every one of all the individuals who have given any help, no matter how small, I take this heartfelt opportunity of saying, "Thank you, all, very much."

C. Jennings.

Chronological Table of Developments in Security Printing
and Perforation.

1841. Pen-cancelling introduced.
1855. Advertising Rings added to Postal Stationery.
1856. Draft Stamps overprinted on Face.
1858. Sloper's first Patent for Perforation Machine.
1859. Oxford Union Society overprints issued, on face of stamps.
1867. Firms granted permission to underprint.
1868. Sloper's second patent for Perforating machine.
1868. Sloper granted permission to perforate postage stamps.
1869. Oxford Union Society instructed to overprint, on back of stamps.
1869. Sloper's third patent issued.
1869. First full-name perforations.
1870. Oxford Union Society underprints issued.
1870. First overseas perforations by Sloper.
1870. Sloper perforated cancellations for postcards inaugurated.
1870. Foreign Bill & Inland Revenue stamps first perforated.
1872. Sloper patent improvements & modifications.
1872. Sloper's original patent expired.
1872. Belgium sanctioned perforation for security reasons.
1873. Great Eastern Railway underprints issued.
1873. Eden Fisher founded his business.
1873. Controversy over use of Full Names.
1873. Hancock's business founded.
1875. Sloper moves from Walbrook House to King William St.
- 1876-7 Sidney Allchin founds business.
1877. Poundage to Stamp Vendors revoked.
1878. Sloper becomes a Postmaster.
1878. Sloper moves from 6 & 7 to 20 King William St.
1878. Denmark, France, Germany & Switzerland sanction perforated stamps for security use.
1879. Limitation of Poundage.
1880. Board of Trade punctures first issued.
1882. Privilege of underprinting withdrawn by Post Office.
1883. Death of Sidney Allchin.
- 1883-4. Braham founds business.

1886. Braham censured by Post Office.
1886. Initial Perforating Co., takes over Hancock's business.
1887. First U.S. machine produced.
1890. Death of Joseph Sloper.
1890. Chambers of Commerce request special common perforation.
1892. Death of Hancock.
1894. Advertising rings around embossed stamps on postal stationery abolished.
1894. Merchants' Memorial to P.M.G. regarding non-negotiable stamps.
1895. Office of Works punctures issued.
1897. Slopers' censured by Post Office.
1898. Initial Perforating Co., fails and is struck off.
1903. Underprinting revived.
1908. U.S.A. sanctions use of perforated initials, etc.
1914. Slopers' move to 22, Budge Row.
1919. Post Office orders puncturing of High Values for Telegraphic use.
1919. Free postage privilege for Oxford Union Society members withdrawn.
1921. Hungary issues "Premium" punctures.
1924. Department of Scientific & Industrial Research issues perforated stamps.
1930. Airmail Exhibition perforated stamps issued by France.
1937. First pamphlet on "Spifs" issued by Hugh Vallencey.
1937. Slopers' publish first official history of their Firm.
1941. Slopers destroyed by enemy action. Budge Row offices bombed.
1941. Slopers move to New Bridge St. offices.
1941. War Time provisional perforations in use.
- 1944-7. Charles Bein writes articles to "West End Philatelist" giving particulars of "Spifs".
1956. C. Jennings' articles on "Security Endorsements" appear in "Stamp Collecting".
1957. Security Endorsement & Perfin Society of Great Britain founded.
1967. "Handbook of British Perfins" by John S. Nelson published.
1967. Catalogue of Official Perfins of Gt. Britain compiled by Mary E. Thornton published.
1968. "The History of British Security Stamps" by C. Jennings completed.

APPENDIX 1.

Detailed Charts of Line-Engraved Dies.

The Half-Penny Plate Numbers. Registered 29th June 1870 to
27th June 1879.

	7	3	4	5	6	8	9	10	11	12	13	14	15	19	20	Reported Plate Unknown
A Co.																x
AAA / g																x
A / B & Co														x	x	
AMAM													x			
AFC / & Co.													x			
A. K / & S									x							
AN / g / SL																x
A & S																x
B																x
B & Co. (One stop)								x			x					
B & Co. (Two stops)											x					
B / & Co.																x
B (First "B" reversed)				x												
B..B / & Co.																x
B / C & Co.														x		
B.D / & Co. (Stop)		x	x	x												
BD / & Co. (No stop)										x						
B & L / H				x												
B. N		x														
BRYCE																x
B.T				x												
B. S / L												x				
BW / & S															x	
C & B								x								
C C														x		
c (Anchor) c									x							
C. E. P									x							
C & G / B								x								
C. J. H / & S																x
Cn Co			x					x						x	x	
COWAN											x					
COPY / C														x		
C. S																x
C / S & Co																x
CURRIE																x
C. W. S (8:16:10)					x								x	x	x	
C / S & /				x									x			
D & Co. (1 stop)																x
D & S									x	x	x					
D T & F (No stop)	x	x														
D. T & F (Stop)				x												
E of D			x													
F / B & Co.								x								
F / Brs													x			
F. H / & C																x
F & /													x			

	1	3	4	5	6	8	9	10	11	12	13	14	15	19	20	Reported. Plate Unknown
P & K / A																X
R. H. C									X							
R S H												X				
R & S / L (Amp. 111)		X														
R S W												X				
S & Co. / B																X
S B / D				X							X					
S / C L C / S												X				
S. H / & S			X													
S & J					X											
S M S / & T (No stops)									X							
S. M. S / & T. (Stops)				X												
S. S			X						X	X						
S T / & B					X								X			
STOTT / & Co.									X	X	X					
T & Co.															X	
T & Co. / H				X												
533 / T. H														X		
T. T / & Co.														X		
V & V												X				
W & A / G																X
W B											X					
W & C P											X					
W. C / & W																X
W. H												X				
W. R																X
W. R / & Co. (over 2 stamps)			X													

120 DIES
160 PLATES

One Penny Red. (Plate Numbers) Plates Registered 1st to 7th March 1864.

	71	72	73	74	76	78	79	80	81	82	83	84	85	86	87
C & B / SOHO (10mm spacing)															x
C. D. / & Co.		x													
C. J. H. / & S						x									
C S / L / SA ("S" 13 pins)															x
G W R (10:16:11)				x	x										
M B / & Co.															x
N. E															
R. W. / & Co.							x		x						
V S / & Co. (Amp. 7- no stop)										x					
V S / & Co. (Amp 171- no stop)											x				
W T / C & S				x											
. (Doubtful)	x														

One Penny Red. (Plate Numbers) Registered 17th March 1864 to 16th April 1866.

	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102
BSAVS															x
B. S. / & Co.															x
C & B / SOHO (10mm spacing)															
C P / & Co. (No stop)									x	x			x	x	x
C S / L / SA (13 pin "S")															
D. H. / & Co						x									
E U P I N / M A G L (5 pins high)															x
E U P I N / M A G L (4 pins high)															x
E W & S															x
F S C (in diamond)						x									
F & S / M									x						
G E R (Echelon)						x							x	x	x
G & J / B															x
G W R (10:13:11)															x
G W R (10:16:11)	x	x			x					x		x	x	x	x
J. C. / & Co. / B															x
J & R / M (8:14:14/15)															x
J & G / Ox St															x
L. F. / & S													x		
M B / & Co.															x
MOON / Rt St										x					

	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102
N J C / H O L / S O N (3 sides of square)															x
P. G / & Co.															x
R. A. C.														x	
R & S / M. E.										x		x	x	x	
R S W			x												
R. W T & Co.														x	
SCOTT / Bros.														x	
S. H / & S					x										
S. P / & Co.										x		x		x	
S. S / S. S										x				x	
ST / & B (11 th 71 pins 11 th 7 pins)											x				
STOTT / & Co.															x
533 / T. H.										x					
TRAVERS (20 mm.)					x					x					x
V. S / & Co. (Amp. T with stop)		x	x							x	x			x	x
W T / C & S (Doubtful)						x								x	

One Penny Red. (Plate Numbers) Registered 8th August 1866 to
12th May 1868.

	103	104	105	106	107	108	109	110	111	112	113	114
A & Co.	x											
B & Co / B & L								x				
B & Co / L & B				x						x	x	x
B & Co.									x	x		
B. B / & Co.								x				
B. B / & Co.				x					x			
B. B. Co / T. S				x								
B. D / & Co.							x					
B & L / L			x									
B. S / & Co.										x		
B. T								x	x		x	
B & T		x		x	x		x		x			x
C & B (-SOLD 10 ¹ / ₂ mm spacing)	x	x	x	x		x		x	x	x	x	x
C. G. H / & S	x					x						
C. N / & C							x					
C. P / & Co.												x
C. S / S. A / L				x				x	x	x	x	
C. S / S. A / L				x	x	x						
D & Co / F. L						x					x	x
L. H / & Co.						x				x		
D. N / & Co.									x		x	
D. T & F									x			
D. W. S											x	
E. E. Y							x	x				

	103	104	105	106	107	108	109	110	111	112	113	114
EUPIN / MAGL (5 pins high)			x	x	x			x	x	x		x
EUPIN / MAGL (4 pins high)				x	x				x		x	
F. G / & Co.				x				x				
F. H / & C				x							x	
F & J				x								
F S C (in diamond)				x								
F. S / L				x								
F & S / M										x	x	
G & Co. / Sx Sx									x		x	
G E R (Echelon)	x	x	x	x	x		x	x			x	x
G & J / P												
G L & Co					x							
GLYN			x				x					
G W R (70:16:71)	x	x	x	x	x	x	x	x	x	x	x	x
G W R (10:13:17)	x			x	x			x	x	x	x	x
H & Co.				x								
H & Co. / 2. C. S							x					
H & C (Amp. 1a)				x							x	
H / C & Co.			x									
H. C. R / & Co.			x									
HEARN						x	x					
H. G T E						x						
HUTH				x	x						x	
J. C T & Co. / B				x				x	x	x	x	
J & R / M (Amp. 171 8:14:14 / 17)	x			x	x			x	x	x	x	x
J & R / M (Amp. 17 8:16:14 / 17)			x		x			x				
J. B / T & Co.				x	x		x					
J. C								x				
J. G T & Co. (Amp. 17)											x	
J & G / Ox St.					x	x						
J & G / M					x				x		x	x
J & J / B & G												x
J. R / Co.				x								
J. K / & S					x			x				
J. M / & S								x	x			
J. P / & / Co. M	x											
J. T / M					x		x		x	x	x	
KEEN / & Co.				x					x		x	
KENT				x								
KUHNER							x				x	
L B & L					x							
M A W								x	x	x		
M B / & Co							x	x			x	
M. B / M					x							x
M B W								x	x			
Mc N T M T & Co.					x							
MOON / Rt. St.					x				x			

	115	116	117	118	119	120	121	122	123	124	125	127
BASS								x		x		x
B B / & Co										x		
B. B / & Co.				x	x	x	x			x	x	x
B. B / Co (6 pin "o")				x	x			x		x		
B. B / Co (8 pin "o")			x		x							x
B. B / & Co			x									
B. B Co. / C. S					x	x	x	x		x		
B / C & Co.						x		x				
B. D / & Co. (Stop)										x		
B D / & Co. (No stop)								x				
BAVGS	x		x									
B & F / L			x			x						
B G / C L								x		x		
B R D / Co						x		x				
B & L / H						x			x	x	x	
B. N			x		x			x			x	
B S / & Co			x									
B. T (Stop)					x	x	x	x		x	x	
B & T	x		x		x		x			x	x	
B V & Co. L						x		x				
B / W & Co. (Amp. 171)												x
C & Co (No stop)			x					x				
C / & Co. / B										x		
C. A. E. S						x		x	x	x		x
C A M / R Y S				x	x		x				x	
C. B. B. T										x		
C & B / SOHO (10mm spacing)	x	x	x	x	x	x	x	x	x	x	x	x
c (Anchor) c										x		
C. D / & Co.	x			x						x	x	
C & G / B						x						
C. J. H / & S	x				x							
C. M / & C									x			
C. N / & C	x											
C & No.										x		
C n Co			x	x					x			
C O R Y / C				x								x
COX										x		
C P / & Co (No stop)		x		x		x			x	x		
C & P / L			x	x		x						x
C / S & Co.								x				x
C. S. B										x		
C. S / S. A / L (no stop to "L")		x	x	x		x			x		x	
C S / S A / L (No stops)			x	x	x	x		x	x	x	x	x
C S / S A / L (Stop to "L")								x				
C. T. S / & Co.						x						
CURRIE				x								
D & Co / F L					x							
D / C & Co.				x						x		
D. H / & Co.			x			x	x			x	x	
D & J (Serifs)							x					

	115	116	117	118	119	120	121	122	123	124	125	127
D. M / & S (Amp. 11)					x							x
D. N / & Co.										x		
D & S										x		
D. S / & L								x				
D. T & F (Stop after "L")			x			x	x	x				
D. W. S										x		
E & E										x		
E L E y						x					x	x
E of D									x			x
E / P J N K							x					
E I P I N / M A S L												
(5 pins high)	x		x	x		x						
E I P I N / M A S L												
(4 pins high)				x	x				x	x	x	x
E W & S												x
F. G / & Co.							x					
F. H / & C				x		x		x	x	x		
F & J												
F. P / C. L							x			x		
F & S (73 pin "S")									x			
F & S (11 pin "S")									x		x	
F S C (in Diamond)									x			
F. S / L					x							
F & S / M			x	x	x	x	x					x
F / T & B							x					
G (12)	x											
G. A. S / & Co.			x									
G & / A W									x			
G E R (Echelon)	x	x	x	x	x	x	x	x		x	x	x
G. E. R								x				
G & G / P			x	x								x
G & G / B										x	x	
G L & Co.			x			x	x	x		x		
G L Y N			x		x	x	x	x				x
G. N. 5												
G. P / & Co. (6 pin "O")									x			
G. P. L							x				x	
G. S. S / Co. Ltd.			x	x	x	x	x	x	x	x	x	
G U G L D / & Co.				x								
G. W / & Co.										x		
G W R (10:16:17)	x	x	x	x	x	x	x	x	x	x	x	x
G W R (10:13:11)		x	x	x	x	x	x	x	x	x	x	x
H & Co. / 2. C. S												
H. A. A					x						x	
H. B / & Co.			x									
HB / 2. Q. S. P										x		
H & C (Amp. 117)										x		
H & C (Amp. 1a)								x	x			x
H / C & Co.									x		x	
H E A R N					x							

	115	116	117	118	119	120	121	122	123	124	125	127
H. H / S & M										x		
H S E B (No stop)											x	
H. S E B (Stop)					x	x		x		x	x	
H & S / K										x		
H & S / L				x				x	x			
H U T H					x				x			x
H U T T O N								x		x		
H. W / C					x		x					
H Y A M												
J. C / & Co. T B	x		x	x	x	x		x	x			x
J E						x						
J. H. S / & Co.											x	
J & R / M (8:14:14/17 Amp 111)	x	x	x	x	x	x	x	x	x	x	x	x
J & R / M (8:14:14/15 Amp.111)						x		x	x	x		x
J & R / M (8:16:14/17 Amp.11)									x		x	
J. B / T & Co.									x			
J. C	x	x	x			x						
J & G / Ox St			x	x	x	x					x	x
J & G / M							x			x		
J & J / B & G					x	x			x			x
J. R / Co.												
J. K / & S			x	x		x		x		x		x
J. M / & S							x			x		
J. P / & / Co. M						x						
J. S			x									x
J S & Co. (No stop)						x						
J. S & Co. (stop)						x						
J. T / M			x	x		x	x			x	x	x
J & W / C & Co.					x		x	x		x	x	x
K E E N T / & Co.		x			x	x		x	x		x	
K E E N T										x		
K U H N E R				x							x	
L A C Y							x					
L B & S C R								x				
L D B						x						
L E T T S / L O N D O N							x					
L E T T S							x					
L. F / & S								x			x	
L M Co.									x			
L & S / 52										x		
L S & C						x						
L / W & Co. (Amp.11)						x						
L / W & Co. (Amp.111)						x						
M A W								x			x	
M B / & Co.	x				x		x			x		
M (Script) / Bros.								x				
M. B / M					x	x					x	x
M B W			x	x	x			x	x			
M & C								x				
Mc J			x	x		x	x	x	x		x	

B. D / & Co. (Stop)									x			x
B D / & Co. (No stop)						x			x	x		x
B & F / L						x						
B G / C L						x			x	x		x
B & H						x						
B J R D												x
B J R D / Co	x								x			x
B & L / H								x		x		
B & L / L						x			x			
B. N						x			x	x		x
B & S (13 pin "S" Amp. 111b)									x			
B. S / & Co.	x	x				x		x	x	x	x	x
B & S / L						x						
B & S / y										x		
B. T (Stop)		x	x		x	x	x	x	x	x	x	
B & T	x		x	x	x	x	x	x	x	x	x	x
B V & Co. L						x						
B / W & Co. (Amp. 111)				x								
C & Co. (No stop)		x	x					x		x	x	x
C. A. E. S	x					x						
C A M / R Y S	x		x			x			x	x		x
C. B. B. T	x					x						
C / B. R. P										x		
C & B / S O H O (10 1/2 mm spacing)	x	x	x	x	x		x	x	x	x	x	x
C & B / S O H O (7 1/2 mm spacing)												x
C C / Co. (8:8/8:6)									x			
C. C. A									x			
c (Anchor) c						x				x		
C. D / & Co.		x				x			x		x	
C. D. R												x
C. J. H / & S											x	
C. M / & Co.												x
C. M / & C												x
C n Co								x	x	x	x	x
C. N / & C						x						
C O R Y / C	x	x				x				x		x
C O W A N									x			
C O X						x				x		x
C P C						x						x
C P / & Co. (No stop)	x		x			x				x		
C & P / L			x					x			x	
C / S & Co.						x						x
C. S / & H						x			x			x
C. S / S. A / L (No stop to "L")		x					x	x		x	x	x
C S / S A / L (Stop to "L" - 8:13/13:10/9)				x			x		x	x		x
C S / S A / L (No stops 8:10/10:10/7)	x	x			x			x	x	x	x	x
C S / L / S A (8:13/ 7/13:10)						x				x		x

129 130 131 132 133 134 135 136 137 138 139 140

C / S & T											x			
C. W. W / & Co.							x	x						
D. B (11:15 Large)							x			x				
D / C & Co.										x				
D & F														x
D. H / & Co.	x	x	x				x		x	x	x	x	x	x
D. M & S										x				
D. M / & S (Amp. 11)			x								x			x
D. M / & S (Amp. 1)														x
D. N / & Co.	x			x										x
D. N. H														
D. S / & L							x							
D. T & F (No stop)							x	x					x	x
D. T & F (Stop) $\frac{3}{4}$	x						x			x	x	x	x	x
D / W							x							x
D. W. S							x							
E & E							x							
E. F											x			
E. K / & A														x
E. L E Y	x						x			x	x			
E. of L							x							x
E. / P J N K														x
E. T. S											x			
E. U. P I N / M A J L (4 pins high)			x		x					x	x			x
E. W & S							x							
E. W / & S													x	
F. B / & Co. (Stop- large letters)							x							
F / B rs.							x					x		x
F. G / & Co.											x	x		x
F. H / & C	x			x	x	x	x			x	x			x
F & J				x			x			x				
FOX							x							x
F. P / C. L							x			x	x	x		x
F & S (11 pin "S")			x				x			x	x			x
F. S C (in diamond)							x							x
F & S / M			x	x										
F / T & B	x													x
F & T / L														
G (12)								x						
G & Co. / Sx St													x	x
G. A. W / & Co.														
G. B / & Co (No stop)								x						x
G. B / F								x						
G. B. L / L								x						
G. B. S / B W														x
G. E. R	x			x			x			x	x	x		x
G. H / & Co.														x
G. H. F / & Co.								x						
G. H / W Co.											x	x		
G & G / B									x					
G. L & Co		x					x					x		x

129 130 131 132 133 134 135 136 137 138 139 140.

GLYN	x	x				x			x	x	x	x
T. N. 5	x											
T. P. / & Co. (6 pin - "0")	x								x			
T. P. L								x				
T. R. / S												x
T. S. / & Co.												x
T. S. & Co.												x
T. S. S. / Co. Ltd.	x										x	x
GWR (10:16:11)	x	x	x		x	x	x	x	x	x	x	x
GWR (10:13:11)	x	x	x	x	x	x		x	x	x	x	x
G. W. W												x
H (no serials)							x					
H & Co. / 2. C. S		x					x					
H. A. A	x	x	x					x				
H. B (2 stops - 11 pin "H")												x
H & C (Amp. 1a)	x	x										
H & C (Amp. 1)							x			x		
H / C & Co.	x										x	x
HEARN	x											
H. G. / L												x
H. H. / & Co. (Stop)										x		
H / K & S										x		x
H & P												x
H P P / & R												x
H R B												x
H & S (Amp. 111a)							x					
H & S (Amp. 111 - 11 pin "H")										x		x
H & S (Amp. 111 - 12 pin "H")										x		x
H S B												x
H S E B (No stop)		x								x		
H. S E B (Stop)	x	x	x									
H & S / L									x			
H & T												x
HUTH	x	x						x	x	x		x
HUTTON							x					
HV / & Co.												x
HYAM						x						
JBHL									x			
J. C. / & Co. / B	x								x	x		x
J. A. S. / & Co.	x						x					x
J & R / M (Amp. 111 - 8:14:14/15)							x		x	x		x
J & R / M (Amp. 111 - 8:14:14/17)	x	x	x	x		x	x		x	x	x	x
JAFFE							x					x
J. B. / & S												x
J. B. / T & Co.	x	x										x
J. C. W. / B												x
J. D. / & S							x					x
J. G. / & Co. (Amp. 11)					x		x		x	x		

J & G / Ox St.			x	x					x			
J & G / M				x					x			
J & H / G									x			
J & J / B & G	x		x						x	x	x	x
J. R / Co.			x									x
J. K / & S		x				x			x		x	x
J. L / & Co												x
J. M / & S	x											
J. P												x
J. P / & / Co. M						x						
J. R (Series)								x				
J. S	x											
J. T M						x			x	x		
J. T / M (9:8/17)		x				x	x		x	x	x	x
J. W						x						
J & W / C & Co.		x					x	x	x	x	x	x
K E N T / & Co.						x			x	x		x
K E N T			x			x			x		x	
K & H (Amp. 1)										x		
L A N G										x		
L B & S C R						x						
L. B. W						x						x
L / C & S												x
L D B										x		
L E T T S / L O N D O N	x											
L E T T S												x
L. G / & Co.												x
L & S / 52		x							x	x		
L. S. C						x						
L S & C	x		x			x						x
M A P L E						x						
M A W							x			x		
M B / & Co.												x
M (Script) / Bros.										x		
M. B / M			x			x				x	x	x
M B W	x	x	x	x		x		x	x		x	x
M & C						x						x
Mc J	x	x				x		x	x	x	x	x
M / J & Co.						x						
M O O N / Rt St.		x										
M R O S E						x						
M & S						x			x			x
M S / & D									x	x		
M / T & Co.									x			
M N										x		
N. C. W / Co.						x				x		
N N / N N			x		x				x	x		
N & P	x											
N S & N	x											x
N S / & N						x						
O	x					x			x			x
O B C												x
O & M						x						

141 142 143 144 145 146 147 148 149 150 151 152

AW / B (in Circle)								x		x		
B & Co. (1 stop)						x		x				
B & Co. (2 stops)									x			
B & Co / B & L				x		x	x	x	x			x
B & Co / L & B			x		x		x	x	x		x	x
BASS					x	x				x		
B & Co										x		
BB / & Co												x
B..B / & Co.									x		x	x
B. B / & Co.	x	x		x	x			x		x	x	
B. B / Co. (8 pin "o")				x								
B. B Co. / C. S								x			x	
B & C						x						
B / C & Co.								x	x	x		
B & C / M					x					x		
B & D						x						
B. D / & Co. (Stop)										x		
BD & Co. (No stop)					x	x				x		
B. E. Co									x	x		
BEAVGS							x	x				
B & F								x		x		
B & F / L			x				x	x			x	
BG / CL		x			x		x	x			x	
BH & H							x					
BIRD					x							
BIRD / Co											x	
B & L / H				x				x	x		x	x
B. N		x	x		x			x	x	x	x	
BRUCE										x		
B & S (Amp. 111b -13 pin "5")							x					
B. S / & Co.					x		x	x		x		
B & S / L						x						
B. T (Stop)		x	x		x	x	x	x		x		
BT (No stop)			x									
B & T	x	x	x		x	x	x	x		x	x	x
B. T. T							x					
B. V & Co. L			x							x	x	
B / W & Co. (Amp. 111)						x						
BW / & Co.	x											
C & Co (No stop to "o")			x		x		x	x		x		x
C / & Co. / B										x		
C. A. E. S					x				x	x	x	x
CAM / RYS	x			x			x	x				
C. B. B. T			x					x	x			
C / B. R. P								x				
C & B / SOHO (10 1/2 mm spacing)	x		x		x		x	x	x	x	x	
C. C. A							x			x	x	
C & C						x						
c (Anchor) c						x	x	x	x	x		
C. L / & Co.									x			x
C. E. W / Co. L						x	x					

141 142 143 144 145 146 147 148 149 150 151 152

F. H / & C								x				x
F & G								x				
FOX							x			x	x	
F. P / C. L			x		x	x	x	x		x		x
F & S (71 pin "S")						x	x		x	x		
F S C (in Diamond)			x			x				x		
F & S / M						x		x	x			
F / T & B						x			x			
F & T / L						x						
G (15)												
G & Co. / Sx St.			x									
G. A. W / & Co.						x			x			
G. B						x						
G B / & Co (No stop)	x									x		
G B / F										x		
G. B. L / L									x			
G E R	x	x			x				x			
G. H. W										x		
G H / W Co.								x				
G & G / B						x	x			x		
G L & Co.			x	x			x		x	x	x	x
G L Y N		x			x	x	x	x	x	x	x	x
G. N. 5					x							
G O B / C											x	
G. P. L							x	x				
G. S. S / Co. Ld.	x				x	x	x		x	x		x
G. W / & Co.	x	x	x	x	x	x	x	x	x	x	x	x
G W R (10:16:11)	x	x	x	x	x	x						
G W R (10:13:11)	x	x	x	x	x	x					x	
H (No serifs)										x		
H & Co. / 2. C. S								x				
H. A. A			x				x					
H. A. J							x					
H. B (12 pin "H")								x		x		
HB / 20 S P										x		
H. B / & S						x						
H & C (Amp. 1.)			x		x							
H / C & Co.			x	x	x	x	x	x	x	x		x
H E A R N							x		x			
H / E & S											x	
H. H / & H							x					
H / K & S								x				
H & M										x		
H & P							x			x		
H. S								x				
H & S (Amp. 111 -11 pin "B")							x				x	
H S B							x			x		
H. S E B (Stop)					x				x			
H & S / K							x					
H & S / L							x					
H U T H				x	x			x	x	x	x	

141 142 143 144 145 146 147 148 149 150 151 152

S. G. H. S										x		
S. H. W / B											x	
S & G								x				
S & L												x
S & M										x		
S M / & Co (no stop)		x							x	x		
S & / Mc D		x	x		x	x		x	x	x	x	x
S. M / M		x					x					
S. P / & Co.		x	x	x		x	x	x	x	x	x	x
S & S (Amp. 111 15 pin "S")							x		x	x		x
S & S (Amp. 111 13 pin "S")										x		
S & S (Amp. 11 11 pin "S")							x					
S. S					x					x		
S. S / S. S		x			x		x		x	x	x	x
ST / & B (11 pin "S" 7 pin "T")						x	x		x		x	x
S. T / & B (11 pin "S" 8 pin "T")	x	x		x		x		x				
STOTT / & Co.										x		x
S. W / G		x										
SW & U				x								
T (10 - no serifs)							x					
T & Co.								x				
T. B (Large die)											x	
T. B / & Co.					x							
T. C. & / M. Co. L							x	x	x			
533 / T. H		x			x		x	x	x	x		
T. J. A / 463					x	x						
TRAVERS (20mm)	x	x		x	x	x				x	x	
TRAVERS (25mm)						x				x	x	
TR & S / R									x	x	x	
T. W. S / & Co.										x		
V & Co.			x					x	x		x	x
VH							x					x
V. S / & Co. (Amp. 1-stop)	x					x		x				
V. S / & Co. (Amp. 11- stop)				x								
VS / & Co. (Amp. 111- no stop)							x	x				
WAD E											x	
W & A / G										x		
W. B / & Co. (Stop- 16 pin "W")								x				
WB & S							x					
WBW / B					x				x	x		
W & C						x				x		
W & C P								x		x		
W. D / & Co.										x		
W & F / B						x						
W. F / & S												
W. G / & Co.	x											
WGA / & Co.										x		

B. N						x	x	x	x		x	x	
B N C R										x			
B R Y C E								x					
B & S (Amp. 1.)								x					
B & S (Amp. 2.)								x					
B & S (Amp. 3.)			x					x					
B. S / & Co.		x	x	x				x				x	x
B & S / L			x					x					
B. T (Stop)							x						x
Crown over B. T (Forgery?)												x	
B & T	x		x	x				x	x				x
B V & Co. L								x					
B / W & Co. (Amp. 3)							x						
B. W. B					x								
C & Co (No stop to "o")			x	x	x		x			x	x	x	
C & Co. (2 stops to "o")				x	x					x	x	x	
C. A. E. S		x											
C A M / R Y S	x	x	x	x			x						x
C. B. B. T			x	x						x			
C & B / S O H O (10mm spacing)			x							x		x	
C & B / S O H O (7mm spacing)													
C. C. A				x	x			x	x	x	x	x	x
C & C		x						x					
c (Anchor) c		x						x					
C. D / & Co.			x					x					
C & J											x		
C. M / & C		x			x								
C n Co	x			x					x		x	x	
/ N. H							x				x		
C O R Y / C				x							x		
C O W A N												x	
C O X										x			
C P C			x					x					x
C P / & Co. (No stop)	x							x					
C. P / & Co. (Stop)				x									
C & P / L												x	
C / S & Co.			x	x			x	x	x	x			
C S & Co.													x
C. S / & H			x									x	
C S / L / S A (8:70/7/9:10)			x						x				
C S / L / S A (8:13/7/13:10)	x				x	x	x	x			x	x	
C S / S A / L (No stop to "L")			x		x	x		x	x		x		x
C S / S A / L (Stop to "L")				x				x	x	x	x	x	
C / S & T		x			x	x			x	x			x
C. T. S / & Co.		x							x	x			
C U R R G E										x			x
C. W. S										x			
C. W. W / & Co.									x				x

153 154 155 156 157 158 159 160 161 162 163 164.

O			x	x	x	x			x	x		x
OBC				x	x			x				
P/B & Co. (14 pin "B")				x	x						x	x
PB/ & Co.					x				x	x		x
P&C/B					x		x					
P.C/L					x		x					
P.G/N.T						x					x	
P&K/A								x				
R & Co (no stop-13 pin "R")						x		x				x
RCH											x	
Rd. / EVANS / & Co.							x					
R/F & Co.						x						x
R&G/G									x			
RGS						x						
R.H / & Co. (11 pin "H")									x			x
R Mac A / & Co.						x						
R&M									x			
ROSE / & Co.			x			x	x				x	x
R&S/B						x						
R&S/L (Amp.1.)					x					x		
R&S/L (Amp.3.)												x
R&S/M					x	x					x	x
R&S/M.L		x	x		x	x	x	x		x	x	x
RSW								x	x			
R.T / & Co. (Stop)						x	x			x		
RT / & Co. (No stop)						x	x					
RT/S					x							
R&W						x				x		
R.W / & Co.						x					x	
S & Co. / B		x										
S.B / & Co.								x	x			
SB/D					x	x						
S&F								x				
S.G.H.S												
S.H.W/B											x	
S&L							x	x	x	x		x
S.M / & Co. (Stop-Amp.1-10 pin "S")											x	
S.M / & Co. (Stop-Amp.4-series-2 stops to "o"-18 pin "S")												
S & Mc D		x			x	x	x	x	x	x		x
S.M/M								x				
S.M.S / & T												x
S.P / & Co.		x							x	x		
S&S (Amp.3-15 pin "S")		x			x		x		x			x
S&S (Amp.3-13 pin "S")		x			x							
S&S (Amp.3-11 pin "S")							x		x			
S.S					x			x				x
S&S/B (14:16:14/13)										x		
S.S/S.S		x						x				
SS&H										x		
ST / & B (11 pin "S"-7 pin "T")		x					x					

D T & F (No stop)	x		x				x		x	x		x		
D. T & F (Stop)	x						x							
D V L								x						
D / W							x	x					x	
D. W. S			x	x				x			x			
E. A. L							x							
E. A / & / W. G							x							
e D e											x			
E & E									x					
E. E / N													x	
E + G								x						
E & K													x	
E. K / & A													x	x
E. L / & E											x	x		
E. L E G							x	x			x		x	
E. M / & S	x													
E of D			x					x						
E / P J N K									x		x			
E. P. Co.									x					
E. R (in triangle) / L											x			
E. S											x			
E. S & S								x						
E. T. S									x					
E. W								x						
E & W / J D Co.								x					x	
E. W & S											x	x		
E. W / & S				x							x		x	
F / B & Co.				x	x	x								
F. B / & Co. (Stop large die)				x				x			x			
F. B / M	x			x			x				x			
F / Brs.	x			x			x	x	x	x	x	x	x	x
F. E. G											x			
F. G / & Co.								x		x		x		
F. H / & C								x					x	
F / J & K								x						
F. M. A / Co.														x
FOX				x	x		x	x	x	x	x	x	x	x
F P Co.							x	x						
F. P / C. L	x	x	x	x			x	x	x		x	x		x
F. P / & N									x					
FRY / & / SONS										x				
F & S	x	x	x		x		x	x	x	x	x		x	x
F S C (in diamond)							x	x	x				x	
F / T & B					x									
F & T / L						x							x	x
F. W / & Co. (no stop to "o")														x
F. W / & Co. (Stop to "o")												x		
F. W. R / & Co.									x		x			
G (12)							x							
G & Co.									x					
G & Co. / Sx St.				x										
G. A / & Co.							x		x					x

165 166 167 168 169 170 171 172 173 174 175 176 177 178.

G & / A W							x	x						
G. B						x								
G B / & Co (no stop)			x	x	x	x	x	x		x	x		x	
G. B / & Co. (stop)	x					x		x						
G B / L						x								
G. B. L / L						x								
G E R														x
G. E. R						x	x			x	x	x	x	
G F / & Co.								x						
G. H. P / & Co.	x													
G. H. W						x	x			x			x	
G H / W Co.										x	x	x		
G. J / & S							x							
G & J / B	x		x			x				x	x		x	
G & L			x							x				
G L & Co.		x	x			x		x	x	x	x	x		x
G L Y N	x		x		x	x	x	x	x	x	x		x	
G. M / & Co.														x
G O B / C	x													
G. P / Co. (6 pin "o")			x											
G. P. L						x								
G R / S										x	x			
G. S & Co.	x		x											
G. S / & Co.	x													
G. S. S / Co.Ld.	x													
G & W					x									
G. W / & Co.	x						x				x			
G W R (10:16:11)x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
H (No serifs)							x						x	
H (Serifs)							x							
H & Co. / 2. C. S					x									
H. A. A							x		x					
H A C A & Co.										x				
H. A / & Co.										x				
H. B (2 stops 11 pin "H")								x		x	x		x	
H. B / & Co. (1 stop)			x							x				
H & C (Amp. 3)							x	x						
H & C (Amp. 1)					x									
H / C & Co.	x	x		x	x					x			x	
H E A R N										x			x	
H / E & S											x			
H & G (11 pin "H")													x	
H. H / & Co (Stop)	x				x	x	x							
H H / & Co (no stop)							x							
H. H / H												x	x	
H / K & S							x			x				
H. N / & Co.		x		x				x		x				

	165	166	167	168	169	170	171	172	173	174	175	176	177	178
J. D / & S (Serif to "gn")										x				
J. D / & S (No serif to "gn")													x	
J / G & Co.													x	
J. G / & Co. (Amp. 2)						x			x					
J & G / Ox St.										x	x			x
J & G / T												x		
J. H / & Co.													x	
J. H. Co. / L							x						x	
J & H / G		x					x			x			x	
J. H. S / B										x				
J. G / N. C								x						
J & J. C Co.							x	x	x	x	x	x	x	x
J. K / & S Co.		x			x									
J. L. B												x		
J. L / & Co.							x							
J. L / & Co.						x				x				
J. M / & S						x		x						
J. M & S	x						x							
J. no. S.		x												
J. P / & Co. M	x		x	x	x			x			x			
J. R (no serifs)								x		x				
J. R / Co.								x						
J. R & Co. (no serifs)												x		
J. R & Co. (serifs)						x								
J. R / & Co.										x				
J. S							x							
J. S B / & Co.		x												
J. S / P Co.										x				
J. S. S & S.										x				
J. T										x				
J. T M	x	x	x				x	x		x			x	
J. T / M (9:8:17)		x	x	x			x	x						
J. T & S													x	
J. W										x		x		
J. W / C & Co.	x	x	x	x	x	x	x	x	x	x	x	x	x	x
J. W D / S										x				
J. W / & S									x					
J. W & S / C Co.							x							
K E E N T / & Co.					x			x		x				x
K E E N T		x						x		x				x
K & H	x							x						
K (Fancy) HH					x			x						
L A C Y					x									
L A N G							x				x			x
L. B							x							
L & B										x				
L B & L						x						x	x	
L B & S C R	x								x		x			
L. B. W			x											
L D B								x			x			

	165	166	167	168	169	170	171	172	173	174	175	176	177	178
P (in Shield)							x							
P & Co. (Amp. 3)							x							
P / B & Co.													x	
P B / & Co.				x			x	x		x			x	
P & C / B			x				x					x		
P. C / L										x	x	x		x
P. D / & Co. (13 pin "D")														
P & G / X St.							x		x					
P. G / & Co.								x						
P. G / N. T							x	x						
P & K / A							x							
P. P. R / & Co.											x			
P & S / B								x						
P S / & H							x							
P S N / Co.												x		
P & W										x				
P & W M												x	x	
R & Co. (13 pin "R")								x						
R. B (Large)		x												
R. B (2 stops)													x	
R C & Co.			x											
R. C. Co. / L								x						
R & C / M							x							
R D / & Co.		x												
R de C / & Co. (12 pin "R")										x				x
R / F & Co.			x											x
R & G / G												x		
R. G / N										x			x	
R. M / & Co.										x				
R M H / & S										x				
R & N													x	
R O S E / & Co.							x							
R. P. M								x						
R R / & Co.							x	x	x	x		x		
R S / & B									x					
R S H													x	
R & S / L (8 pin "L")												x		
R & S / L (10 pin "L")													x	
R & S / M	x				x	x	x	x	x	x		x	x	
R & S / M. L	x		x		x	x	x	x	x	x	x			
R S W	x					x	x			x				
R. T. C							x							
R. T / & Co. (Stop)	x			x					x	x	x		x	x
R T / & Co. (no stop)									x				x	
R T / S							x							
R & W							x	x					x	
R Y L A N D S										x				
S & Co. / B								x		x				
S & Co. / L									x					
S & A / B											x			
S A L T				x			x				x			x

	165	166	167	168	169	170	171	172	173	174	175	176	177	178
S & C										x				
S / C L C / S							x							
S. C. O							x						x	
S D B / & S / M				x										
S & F					x		x							
S. F / & Co. (1 stop)							x		x	x			x	
S. F / & Co. (2 stops)										x				
S F & Co.							x							
S. G. H. S										x				
S H & H										x				
S. H / & S									x					
S. H. W / B									x					
S & L	x		x		x	x								
S M / & Co. (no stop)							x	x						
S. M / & Co. (Amp. 1 1 stop to "o"; 10 pin "S" with 1 stop)							x							
S. M / & Co. (Amp. 4 2 stops to "o"; 18 pin "S" with stop)							x							
S & / Mc D	x	x	x	x		x	x	x	x		x	x		
S. M / M					x						x			
S. M. S / & T		x	x	x		x	x	x		x		x		x
S P														x
S. P / & Co.		x				x	x	x		x	x	x		
S & S (Amp. 3; 13 pin "S")							x	x	x					
S & S (Amp. 3; 15 pin "S")							x	x	x					
S & S (Amp. 3; 11 pin "S")	x	x	x	x	x	x	x	x		x		x		
S. S	x		x	x	x	x	x	x		x	x	x	x	x
S S & Co.												x		
S / S & Co.										x				
S. S / S. S		x		x				x						
S S & H													x	
S T / & B (11 pin "S"; 7 pin "T")			x	x	x	x		x	x	x			x	x
S T O T T / & Co.										x				
S & U										x				
S U R							x						x	
S & W										x				
S. W / & Co.						x								
S W & U					x							x		
S W & / U					x				x					
T (10 pins)									x					
T & Co.		x	x							x	x			
T & B (Amp. 3.7)						x							x	
T. B / & Co.							x							
T / B & Co.					x									
T. C. & / M. Co. L		x												
T / F & Co.							x							
5 3 3 / T. H				x			x						x	
T 9 T E	x									x				
T N							x							

	165	166	167	168	169	170	171	172	173	174	175	176	177	178
TNS (7:15:13)							x							
T R A V E R S (25mm)	x	x	x		x	x	x			x			x	x
T R & S / R							x	x					x	
T S			x							x				
T S / & Co.		x	x								x			
T. T / & Co.										x			x	
T. T / Jr.		x												
T. V / & S O N S	x													
T. W. S / & Co.			x			x							x	
T. W. T / & Co.			x											
U & S			x											
V & Co.										x				
V. S / & Co. (Amp. 1.)		x			x	x		x		x	x	x		
V S / & Co. (Amp. 3; no stop)										x			x	x
V & V													x	
W & A / G								x				x		
W B / & Co. (15 pin "W")						x								
W. B / & Co. (Stop; 16 pin "W")							x			x				
W B & S										x				
W B / S Co.										x				
W. B / S Co. (Stop)										x				
W B W													x	
W & C						x	x			x				
W & C P														x
W / C & S (Amp. 3.)											x			
W. C. S														x
W. D / & Co.		x											x	
W D / L			x											
W G A / & Co.	x			x						x				
W / H & Co.													x	
W H J T E L E Y							x							
W. H. R													x	
W. H. S / S							x				x	x	x	
W H (W ?) / & Co.		x												
W J L / L J N G						x								
W J B / & S														x
W M L / S & C							x							
W M S	x													
W M & S										x				
W. R / & Co. (16 pin "W")										x				
W. S. B						x						x		
W & S / B	x		x					x		x	x	x		
W. W / & Co.			x							x				
W. W. (17 pin "W's")	x			x		x	x	x	x	x		x		
W. W. (21 pin "W's")	x				x									
W & W / B													x	
W. W. C			x			x				x				
Y							x						x	
Y B / & S												x		
.				x								x		

	165	166	167	168	169	170	171	172	173	174	175	176	177	178
• • • • •														
L												x		
⚓		x												

One Penny Red Plates. Registered from May 15th 1875 to Feb. 19th 1876.

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
A & Co.	x			x	x						x	x		x
A. Co.			x				x			x		x	x	x
A. A							x							
A B B / Co.								x						
A B & S												x		
A C / & L													x	
A D A M								x			x			x
A D C L														x
A & G				x		x		x	x			x		x
A. G. S / & Co.						x		x	x			x	x	x
A. H			x											
A. J. C												x		
A. K / & S			x											
A & N / C. S. L	x	x	x		x	x	x	x	x	x	x	x	x	x
A N / g / S L													x	
A W / B (in circle)									x					x
B												x		x
B & Co. (1 stop)														x
B & Co. (2 stops)								x				x		
B / & Co.			x									x		
B & Co. / B & L	x		x				x			x		x		x
B & Co. / L & B										x				x
B & Co. / M			x							x				
B A S S	x	x	x	x	x	x	x	x	x		x		x	x
B / & Co.			x											
B & Co.	x		x				x					x		x
B. B / & Co.												x		
B. B / & Co.	x								x			x		
B. B / Co.							x							
B B / & H						x		x						
B b / Co.			x											
B & C				x										
B / C & Co.										x		x		x
B & C / M											x	x		
B. D / & Co. (Stop)			x		x	x					x	x		
B D / & Co. (no stop)		x	x	x	x	x				x				x
B. D / Ld.			x											
B E A V G S			x									x		
B & F														x
B & F / L				x	x	x	x		x		x			x
B G / C L	x	x	x	x	x	x		x	x	x	x		x	x
B H & H		x	x	x	x	x	x			x				x
B. H. S					x									
B J R D		x	x			x			x					x

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
B. J. S / & Co.									x					
B & L											x			
B & L / H	x					x	x			x				
B & L / L														x
B & L / N												x		
B. M / & Co.					x								x	
B. N	x		x		x	x		x	x			x	x	x
B N C R			x	x										
B R G C E						x								
B & S (Amp. 2.)													x	
B & S (Amp. 3; 11 pin "5")												x		
B & S (Amp. 3b; 13 pin "5")														
B S / & Co.					x		x		x				x	
B S / L	x	x	x	x	x	x	x	x	x	x	x	x	x	
B & S / L	x		x	x			x		x			x		x
B. S. W						x								
B & S / y							x							
B & T	x								x			x		
B. T. T								x						
B V & Co. L			x											
B / W & Co. (Amp. 1.)													x	
B / W & Co. (Amp. 3.)			x											
B. W. B														x
B W / H								x						
B W / & S													x	
C & Co (No stop)	x								x					
C & Co. (2 stops)				x		x						x		
C / & Co.								x	x					
C / & Co. / B	x													
C & Co. / M									x					
C. A. E. S													x	
C A G N E	x							x						
C A M / R Y S	x		x			x		x				x	x	
C & B						x								x
C. B. B. T			x			x								
C & B / S O H O (7mm spacing)	x		x		x	x	x	x	x	x	x	x		
C & C (Anchor) e				x				x	x		x	x		
C. C. B / & Co.			x		x	x						x		
C C B / & Co.						x								
C. E. W / Co. L								x						
C. F / B								x						
C. F R Y / & Co.								x						
C. H. P / & Co.									x				x	
C A N / W B						x								
C K / & J										x				
C. M / & C		x												
C n Co				x			x			x		x	x	
C. N / & C	x													
C / N. H	x				x							x		x

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
E L E Y					x				x					x
E of D		x												x
E P Co.				x			x							
E R (in triangle)														
/ L												x		
E S														x
E T S			x											
E & W / J D Co.						x								x
E W & S		x										x	x	
E W / & S	x					x			x	x			x	
F / B & Co.						x	x	x						
F B / & Co. (no stop)												x		
F B / & Co. (stop)						x			x		x		x	x
F B L									x					
F / Bros.			x	x	x	x		x	x				x	x
F / Bros.									x	x			x	
F C / L						x								
F E G						x								x
F G / & Co.			x										x	
F & G / L						x								
F H / & C	x								x			x		
F / H & Co.													x	x
F J S / & Co.												x	x	x
F O X	x	x	x		x	x	x	x	x	x	x	x	x	x
F P / C L	x		x				x		x			x	x	
F P / & N								x				x	x	
F R Y						x						x		
F R Y / & Co.								x						
F R Y / & S O N S			x					x						
F & S (13 pin "5")						x								
F & S (11 pin "5")	x					x				x				
F S C (in diamond)			x			x								
F & T / L			x	x				x			x	x		
F W / & Co. (no stop to "o")	x													
F W / & Co. (stop to "o")									x					
F W B / & Co.														x
F W G / B					x	x								x
F W R / & Co.							x							
G (12 pins)						x								
G & Co.			x											
G & Co. / Sx St.										x				
G & Co. / W						x								
G A / & Co.											x			
G B												x		
G B / & Co. (no stop)	x		x	x	x	x	x	x	x			x	x	x
G B / & Co. (Stop)	x					x								
G B / L					x									
G B L / E						x								
G E R	x													
G E R			x		x	x		x			x	x		x

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
Mc J	x	x	x					x			x		x	x
Mc ST														
M / G. W. R	x				x	x								x
M / G & Co.						x								
M & N / M			x		x									x
M & P / L (Amp. 3.)														x
M. R / & Co.												x	x	
M & S	x	x	x		x	x	x	x	x	x	x	x	x	x
M & S / B														x
M S & Co.									x					
M S / & D	x							x		x			x	
M S & L	x	x			x	x	x	x			x	x	x	x
M. T / C														
N												x		
N & Co.					x									
N C / & Co.		x												x
N. C. S / & C								x						x
N. C. S / L						x		x						
N. C. W / Co.		x												
N. G. T / & S								x	x					
NN / NN	x		x	x				x					x	
N / S. D												x	x	x
NS & N						x								
NS / & N											x			x
O			x			x								
O. B.			x											
O / C (between bars)										x				
O & F			x											
O & M														x
P & Co. (Amp. 3.)									x		x			
P & B						x								
P. B / & Co. (Stop)													x	
P B / & Co. (no stop)		x			x									
P & C / B													x	
P. C. / L.	x		x			x		x		x		x	x	
P. D / & Co. (Amp. 3; 11 pin "L")										x				
P. D / & Co. (Amp. 3; 7 pin "L")						x								
P. G										x				
P & G / O. S. E.												x		x
P. J / N. T						x							x	
P & K / A			x			x							x	
P O C H J N		x												
P. S / N. C			x					x						
P S N / Co.							x	x						
P & W							x					x		
P & W M						x						x		x
P. W. B / & Co.									x					
R & Co. (13 pin "R")						x				x				
Ralli (Script)								x	x			x		
R. B (Small die)		x							x					
R. B (2 stops)									x				x	

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
S. M / & Co. (Amp. 1; 18 pin "S"; 2 stops to "O")	x										x			
S & / Mc D	x		x			x	x		x		x			
S. M. O	x											x		
S. M. S / & T (13 pin "S")						x		x				x	x	x
S. P / & Co.		x						x			x	x		
S P & Co.							x							
S & S (Amp. 3; 15 pin "S")	x	x			x	x		x						
S & S (Amp. 3; 13 pin "S")														
S. S	x	x	x	x	x		x		x	x		x	x	x
S S & Co.										x				
S. 4 / & S														x
ST / & B (11 pin "S"; 7 pin "T")	x		x				x		x			x		
ST / & S						x								
STOTT / & Co.			x			x		x				x		
S & W (Amp. 3b.)			x											
S. W / & Co.						x								
T B (Small die)								x						
T & B (Amp. 3.)												x		
T. B / & Co.	x													
T / B & Co.						x								
T. B / B								x		x				
T. B / M				x		x								
T. C. & / M Co. L											x			
T. C / & S	x													
T & C / P G										x				
T & H													x	
T J T E													x	
T. J. S. S / & Co.						x							x	
T N													x	
TR A V E R S (25 mm)						x			x			x	x	
T. S										x				
T & S													x	
T S / & Co.			x											
T. T / & Co.			x			x								
TUCKE / BROS				x										
T. V / & SONS														x
T. W. S / & Co.	x				x					x			x	
V. A													x	
V. M / & C					x				x					
V. S / & Co. (Amp. 1)	x													x
V S / & Co. (Amp. 3)						x						x		
W												x		
W & A / G		x	x		x	x		x						
W B									x					
W B & S			x			x						x		x

	179	180	181	182	183	184	185	186	187	188	189	190	191	192
W B / S Co.	x				x							x		
W. B / S Co. (Stop)										x	x		x	
W & C			x		x	x		x						x
W & C P						x						x		
W / C & S (Imp. 2.)						x								
W. D / E												x		
W D / F	x							x	x	x				
W. H / Co. / S. N. (15 pin "W")												x		x
W. H / P. L	x					x							x	x
W. H. S / & S							x							
W J T / Co.												x		
W M						x								
W M L / S & C													x	x
W & R														x
W. R / & Co. (15 pin "W")			x								x	x	x	
W & S / B	x	x						x	x					
W. T / & Co.														x
W. T. C / B			x									x		
W. W (17:17)					x									
W. W (21:21)						x								
W & W / B				x				x						
W. W. C	x					x								
W. W / & S									x					
y						x								
y. H / E	x													
.				x	x			x		x				
.												x	x	

Penny Red Plate Numbers. Registered Sept. 2nd 1876 to Sept. 8th 1877.

	193	194	195	196	197	198	199	200	201	202	203	204	205	206
A & Co.												x		x
A. Co.			x		x	x							x	
A & Co. / S								x						x
AA / Co.	x			x				x						
A / B & Co.								x						
ABB / Co.				x						x				
AB & S	x									x				
AC / & L				x					x					x
ADAM				x				x						
ADCL				x				x				x		
AFC / & Co.													x	
A & G	x		x				x	x		x			x	x
A. G. S / & Co.	x			x		x	x	x	x		x	x	x	x
A. H	x													
A. K / & S			x	x	x				x	x		x	x	
A. M Co.				x			x							
A & N / C. S. L	x	x	x	x	x	x	x	x	x	x	x	x	x	x
AN / 2 / S L			x							x				

	193	194	195	196	197	198	199	200	201	202	203	204	205	206
B. T						x		x				x		
B & T	x				x			x				x		
B. T. T														
B V & Co. L							x							
B / W & Co. (Imp. 7.1)		x			x					x				
B / W & Co. (Imp. 3.)		x	x									x	x	
B. W. B					x				x	x				
BW / & S				x		x	x			x		x	x	
C & Co (No stop)														x
C & Co. (1 stop)							x							
C & Co. (2 stops)		x						x						
C / & Co.									x					
C / & Co. / B													x	
C & Co. / M						x						x	x	x
C A G N E						x		x	x	x				x
C A M / R Y S		x	x	x					x	x		x	x	x
C & B			x	x		x				x	x			x
C B / & C		x												
C / B & C						x								
C / B & Co.					x									
C. B. B. T	x		x		x	x	x							
C & B / S O H O (7 1/2 mm spacing)	x		x	x		x		x	x	x	x		x	x
C. B / N				x								x		
C & C			x	x	x	x	x				x	x	x	
c (anchor) c	x					x		x		x	x		x	
C. C. B / & Co.								x		x				
C. C. W / Co. L						x								
C. F S / & Co.		x												
C & G / B								x					x	
C & M			x										x	
C. M / & Co.							x							
C. M / & C		x												
C n Co				x			x							
C / M. H					x									
C O R Y / C					x	x		x				x		
C O W A N							x							
C O X	x		x	x	x	x	x	x	x	x	x	x	x	
C P C						x								
C P / & Co. (no stop)						x								
C. R. Co.									x					
C / S & Co.	x	x		x	x	x	x	x				x		x
C S / & Co. (no stop)				x										
C. S / & Co. (stop)									x			x		
C. S / & H					x	x		x		x	x	x		
C & S / L			x											
C S / L / S H (8:10 / 7 / 9:10)	x							x						
C S / L / S H (8:13 / 7 / 13:10)	x	x	x	x	x	x	x	x	x	x		x	x	x
C. S. P / Co.					x		x	x		x	x		x	
C. T. S / & Co.				x							x			

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C. U. A						x								
CURR J E	x		x	x				x	x			x	x	
C. W. S (8:17:13)		x				x		x		x				
D (6 1/2 mm)		x							x					
D & Co. (1 stop)				x										
DB (11:15; no stop)	x			x							x			
D. B (11:15; stop)		x											x	
D. B / B										x				
D & C										x				
D / C & Co.												x		
D. C. A						x								
de J / & Co.													x	
D & E			x					x						
de (in) G								x	x					
D & F	x	x	x	x	x	x	x	x			x		x	
D. H / & Co.		x												
D & G (11:14:7)							x			x		x		
D & G (12:12:7)							x			x				
D. M / & S (Amp. 7.)			x	x		x		x	x	x	x			x
D. N. H						x								
D / R & Co.		x										x		
D & S	x	x												
D. S / A	x													
D. S / & L		x			x					x				
D / S & S	x							x					x	x
DSS										x				
DT & F (no stop)	x				x	x						x		
D / W					x	x		x			x			x
D. W. S	x	x			x							x		x
E & A C								x						
E. A / & W. G	x	x												
e D e			x			x						x		
E. E / N									x		x			x
E & F				x						x				x
E. H. V							x							
E & K				x										
E. K / & A						x								
L & E					x				x		x			
L & G					x		x	x			x			
L / V E				x										
of D						x							x	
P / B			x											
/ P J N K		x					x		x			x		x
P. S			x											
R (in triangle)														
/ L										x			x	
E. S				x										
E. S / & Co.		x		x										
S & S									x			x		
W						x								
& W / J D Co.						x								
S & W						x				x				
W / & S								x						

	193	194	195	196	197	198	199	200	201	202	203	204	205	206
F. B / & Co. (Stop)	x			x										
F. B / & Co. (Stop)	x			x										
F. Bros.				x									x	
F. Bros.	x	x		x	x		x	x	x					x
F. C. F.														x
F. C. / & S								x						
F. E. G.			x	x										
F. G. G.								x						
F. G. / & Co.										x	x			
F. H. / & Co.				x						x	x			
F. H. & Co.		x								x				
F. J. S. / & Co.		x		x			x		x					
F. J. X	x	x		x		x	x	x	x	x		x	x	x
F. P. C. L.	x					x	x	x	x		x	x	x	x
F. P. / & N	x		x			x	x	x						x
F. P. / & S										x				
F. R. Y	x		x										x	
F. S. C. (in diamond)			x	x						x			x	
F. S. / L													x	
F. T. / L	x		x					x						
F. W. / & Co. (no stop to "o")				x										
F. W. B. / Co.					x									
F. W. B. / & Co.					x							x		
F. W. G. / B			x								x			
F. W. H. / & Co.			x										x	x
F. W. R. / & Co.			x	x			x		x		x			
G. (12 pins)				x										
G. & Co.				x	x		x							
G. & Co. / Sx Sts					x									
G. B	x													x
G. B. / & Co. (no stop)	x	x	x	x	x			x		x				
G. B. / & Co. (stop)						x								x
G. B. / F									x					
G. B. / L			x											
G. & D							x						x	
G. E. R	x	x	x	x	x	x	x	x	x	x	x	x	x	
G. E. S								x			x			
G. & H			x											
G. H. P. / & Co.	x	x	x	x	x					x				
G. H. W. / B									x					
G. & G. / B	x	x	x	x										
G. L. & Co.		x						x	x		x	x	x	
G. L. Y. N							x	x	x	x	x	x	x	
G. M. / & Co.				x				x	x					
G. O. B. / C							x							
G. P. / & Co. (6 pin "o")					x									
G. P. / & Co. (4 pin "o")					x									
G. R. / S							x							
G. S. / & Co.	x													
G. W. / A			x				x							
G. W. / & Co.									x				x	
G. W. L												x		

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G W R (10:16:11)	x	x	x	x	x	x	x	x	x	x	x	x	x	x
H (No serifs)	x		x	x	x	x	x				x	x		x
H (Serifs)				x										x
H. A / & Co.				x										
H B (No stop-17 pin "H")														
H. B (Stop-12 pin "H")							x	x		x				
H. B (2 stops-17 pin "H")		x					x	x						
H. B (3 stops)				x	x									
H. B / & Co.								x		x	x			x
H B & Co.													x	
H / B & Co.							x							
HB / S O A P							x					x		
H. B / & S												x		
H / C & Co.	x		x				x					x		
H. D / & Co.			x											
H. E / & Co. (12 pin "H")				x									x	
H. E / & Co. (11 pin "H")	x			x										
H E A L				x			x			x		x		x
H E A R N			x											
H & G (12 pin "H")							x			x				x
H & G (11 pin "H")									x			x		
H. G / & Co.				x										
H. G / L					x						x			
H G / Co. W										x				
H. H / & Co. (Stop)							x							
H H / & Co. (No stop)						x								
H & H / L														
H & J														x
H / K & S	x							x				x	x	
H & L									x					
H. L / W				x			x							
H. M / & S			x										x	
H. M & S							x							
H N / C							x							
H. N / & Co.	x							x						
H N & S			x	x				x	x	x				
H & P	x			x	x		x	x			x			
H. P / & S	x									x				
H. R / & Co.				x										
H & S (Amp. 3.)					x									
H & S (Amp. 2.)	x			x				x						
H & S (Amp. 3-12 pin "H")				x										
H & S (Amp. 3-11 pin "H")				x			x							
H. S / & Co.											x			x
H S B	x							x						
H S E B (No stop)	x			x	x	x		x	x			x		x
H & S / K		x			x									
H. S. K / & Co.			x						x	x	x			
H & S / L						x								
H U T H			x					x		x				
H U T T O N										x				
H V / & Co.			x				x				x			
H. W / & Co.									x					

	193	194	195	196	197	198	199	200	201	202	203	204	205	206
J. B / & Co. Ld.								x				x		
J B H L													x	
J. C / & Co. / B	x							x				x		
J. F. O (5 pin "1411")	x													x
J. F. O (7 pin "1911")													x	
J H S / & Co.										x		x		
J & R / M (8:14:74/15)	x	x	x	x	x	x	x	x	x	x	x	x	x	x
J & R / S												x		
J R V J N E				x										
J. S / & Co.														x
J A F F E	x					x	x	x		x	x	x	x	x
J. B / & B			x	x										
J. B / B Co.									x					
J. B & Co.			x			x		x	x		x			x
J. / B & Co.									x					
J. B. L & Co.						x								
J. / C & Co.			x						x					
J. C / B		x												
J. C. M			x						x					
J. D & S				x	x	x								x
J / D & S (No serial to "1911")			x	x	x	x		x			x		x	
J. D / & S (Serial to "1911")								x		x				
J. / G & Co.											x			
J. G / & Co. (Imp. 2.)				x						x				
J. G / & Co. (Imp. 3.)	x						x							
J. & G / Ox St.							x						x	
J. & G / M			x											
J. H / & Co.	x													
J. H Co. / L	x		x						x				x	x
J. H & H / G	x	x				x	x							
J. H. L / S		x												
J. H. L / B				x								x		
J. H. / B S			x											
J. H & / J. C	x	x	x			x	x		x			x		x
J. J. R / Co.			x	x	x									
J. & S						x								
J. K / & S													x	
J. K / & S Co.			x								x			
J. L / B & Co.	x													
J. L. M / S & Co. M			x								x			
J. M. P / S & Co.		x												
J. P / & Co.		x												
J. R. / M	x													
J. R. S & Co.						x								
J. S & Co.				x										
J. S / S & Co.	x								x					
J. S & Co.														
J. T M		x	x	x								x		

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T & S				x										
W / C & Co.	x	x	x	x					x		x			
W D / S				x	x				x					
W / S									x					
W H G T E						x								
W & S / C				x				x	x					
E E N T / & Co.	x			x							x	x	x	
E E N T (Fancy) H H					x									
K. J. / & Co.				x					x					
K & K														
K. M. / & Co. / M							x							
K. P. / & Co.								x						
L A C y		x												
L & B				x					x					x
L B & S C R	x				x	x						x		
L B / & S C R	x			x					x					
L B & T										x				
L & C / D						x		x					x	
L D B							x		x					
L d M / C						x					x			
L E H & C												x		
L. G. A / Co.		x		x						x			x	
L. G. / & Co.	x					x	x						x	
L & H														
L J G H T					x	x								
L. N. L										x				
L O A N E									x					
L & S / 66				x									x	
L. S. C	x		x	x	x	x	x	x	x	x	x	x	x	x
L S & C						x								
M & Co. (Amp. 3.)												x		
M & Co. (Amp. 2.)									x				x	
M A P L E		x					x	x	x					
M / B & Co.						x								
M (Script) / Bros.	x							x						
M. B / M												x		
M. B W	x			x		x	x		x	x	x	x	x	x
M. C				x						x				x
M & C	x													
Mc G	x	x	x	x	x	x	x	x		x		x	x	
Mc S. L	x													
M / J H & Co.				x			x						x	
M / H N / M					x									
M & R / & Co.					x	x								
M. R M / & Co.										x				
M R P / L	x													
M & S	x		x	x	x	x	x	x	x	x	x	x	x	x
M & S	x					x								
M S	x			x		x	x	x	x	x		x	x	

	193	194	195	196	197	198	199	200	201	202	203	204	205	206
R. J. Co.										x			x	
R. J. R / & Co.				x										
R. & N		x						x					x	
R. O S E / & Co.									x					
R. P					x									
R. R / & Co.	x			x							x			x
R. S / B				x										
R. S H						x								
R. & S / L (9 pin "L")				x										
R. & S / L (7 pin "L")			x										x	
R. & S / L (5 pin "L") x														
R. & S / M	x		x	x	x	x	x	x	x	x		x	x	x
R. & S / M. L						x						x		
R. T. C	x													
R. T / & Co. (no stop)							x							
R. T / S				x								x		
R. & W														x
R. W R	x													
R. Y L A N D S								x						
S / Bros.						x								
S & Co. / B														x
S & H / B	x		x											
S. B / & Co.				x						x				
S. B / & Co.	x	x										x		x
S. B. L										x				
S. C / DOCK / Coy.					x					x				
S. C L C / S	x			x			x				x	x	x	
S. C O												x		
S. C / W. S													x	
S. D B / & S / M			x			x	x		x					
S & F	x					x		x				x		x
S. F / & Co.	x	x	x	x	x	x	x	x	x	x	x	x	x	x
S. F & Co.			x	x										
S. G. H. S	x												x	
S. H. W / B								x				x		
S & J							x							
S & L	x			x				x				x		
S. L / & Co.			x	x										
S. L / & S	x										x			
S. M / & Co. (Amp. 4.)							x	x						
S & Mc D	x				x		x		x					
S. M. O							x		x					
S. M. S / & T		x		x					x				x	x
S. P / & Co.	x			x					x				x	
S. P & Co.									x					
S & S (Amp. 3; 15 pin "S")	x		x										x	
S & S (Amp. 3; 13 pin "S")	x		x					x	x					x
S & S (Amp. 3; 9 pin "S")														x
S. S	x	x	x	x	x	x	x	x			x	x		
S S & Co.				x						x				

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W G A / & Co.												x		
W & H								x						
W / H & Co.												x		
W. H / P. L					x	x							x	
W. H. R								x		x		x		
W J L / L J N G						x								
W. J. S			x											
W. L														x
W M L / S & C		x						x	x					
W M S				x										
W & R												x		
W. R / & Co. (15 pin "R")														
W. S. B (15 pin "WM")	x												x	
W & S / B	x							x				x		
W. T / & Co.			x											
W / TURNER	x													
W & W / B							x							
W. W. C												x		
W / W H						x								
W. W / & S	x					x								
y				x										
• (Single pin)						x								
•• (3 pins)	x													

Penny Red Plates. Registered Nov. 12th 1877 to Jan. 11th 1879.

	207	208	209	210	211	212	213	214	215	216	217	218	219	220
A. Co.	x	x												
A & Co.						x					x			x
A. A		x												
A / B & Co.			x											
A. B / S										x				
A C / & L			x	x						x				
A D C L	x		x							x				
A F & Co. (in oval)							x					x		
A & G					x			x		x	x			
A. G. S / & Co.				x	x	x		x		x				
A. H						x			x					
A. J. C							x							
A / g & Co.							x							
A. K / & S				x		x								
A & N / C. S. L	x	x	x	x	x	x	x	x	x		x	x	x	x
A. R / & Co. (in circle)		x												
A & S (13 pin "S")					x									
A W / B (in circle)							x							
B						x			x			x		
B & Co. (1 stop)	x											x		
B & Co. (2 stops)		x			x	x		x				x		
B / & Co.	x													
B & Co. / B & L				x			x			x				

	207	208	209	210	211	212	213	214	215	216	217	218	219	220
C / S & Co.	-	-x	-	-x	-	-	-x	-	-x	-x	-	-	-	-x
C. S / & H	-	-	-x	-x	-	-	-	-	-	-	-	-	-	-
C. S / L / SA (8:13 / 7 / 13:10)	x	x	-	-	x	x	-	x	-	x	x	x	-	x
C. S. P / Co.	x	-	-	-	x	x	x	-	x	x	x	-	-	-
C. T. R / & Co.	-	-	-	-	-	-	-	-	-	-	x	-	-	-
C. T. S / & Co.	x	-	-	-	-	-	-	-	-	x	-	-	-	-
C. U. A	-	-	-	-	-	-	-	-	-	-	-	x	-	-
C. U. R. R. G. E	x	-	x	-	-	x	x	-	x	x	-	-	-	-
C. W. S (8:17:13)	-	-	-	-	-	-	-	-	-	-	x	-	-	x
D (6mm)	-	x	-	-	-	-	-	-	-	-	-	-	-	-
D. B (No stop; 72:15)	-	-	-	-	-	-	-	-	-	x	x	-	-	-
D. B (Stop-11:15 small die)	x	-	-	-	-	x	-	-	-	x	-	-	-	-
D. B (Stop-11:15 large die)	x	-	-	-	-	-	-	-	-	-	-	-	-	-
D. B / B	-	-	-	-	-	-	-	-	x	-	-	-	-	-
D / C & Co.	-	-	x	-	-	-	-	-	-	-	-	-	-	-
D & E	-	-	-	-	-	x	-	-	-	-	-	-	-	-
D & F	-	x	-	-	-	-	x	-	-	-	-	x	-	x
de (in) G	-	-	-	-	x	-	-	-	-	-	-	-	-	-
de P. R	-	-	-	-	-	-	-	-	-	x	-	-	-	-
D. H / & Co.	-	-	x	x	-	-	-	-	-	-	-	-	-	-
D. L & Co.	-	-	-	-	-	-	-	-	x	-	-	-	-	-
D. M / & S (Amp. 1.)	-	x	-	-	-	x	-	-	x	-	x	x	x	-
D. R / Ld.	-	-	-	-	-	-	-	-	x	-	-	-	x	-
D / R & Co.	-	-	-	-	-	x	-	-	-	-	-	-	-	-
D & S	-	-	-	x	-	-	-	-	-	-	-	x	-	-
D. S / & Co.	-	-	-	-	-	x	-	-	x	-	-	-	-	-
D. S / & L	-	-	-	-	-	-	-	x	-	-	-	-	-	-
D / S & S	-	-	-	-	-	-	-	-	-	x	-	-	-	-
D. T & F (no stop)	-	-	x	-	-	-	-	-	-	-	-	x	-	-
D / W	x	-	-	-	-	-	-	-	-	x	-	x	x	-
D. W. S	-	-	-	-	-	-	-	-	-	-	-	-	-	x
E. A / & W. G	-	-	-	-	-	x	-	-	-	-	-	-	-	-
e D e	-	x	-	-	-	-	x	-	x	-	-	x	-	-
E. E / N	x	-	x	x	-	x	-	-	-	-	-	-	-	-
E & F	x	-	-	-	-	-	x	-	-	-	-	-	-	-
E. L. E. Y	-	-	-	x	-	-	-	-	x	-	-	-	-	-
E. L. W	-	-	-	-	-	-	x	-	-	-	-	-	-	-
E of D	x	-	-	-	-	-	-	-	-	-	-	-	-	-
E P / B	-	-	-	x	x	-	-	-	-	-	-	-	-	-
E / P. G. N. K	-	x	-	-	-	-	-	x	x	-	-	-	-	-
E R (in triangle) / L	-	-	x	-	-	-	-	-	x	-	-	-	-	-
E. S	-	-	x	-	-	-	-	-	-	-	x	-	-	-
E & S	-	-	-	-	-	-	x	-	-	-	-	-	-	-
E. S / & Co.	x	-	-	-	-	-	-	x	-	-	-	-	-	-
E & W / P. D. Co.	-	-	-	-	-	-	x	-	-	-	-	-	-	-
F / B & Co.	-	-	-	x	-	-	-	-	-	-	-	-	-	-
F. B / & Co. (Stop)	-	-	-	-	-	-	-	-	x	-	-	-	x	-
F. B / & Co. (Stop-large die)	-	-	-	-	x	x	-	-	-	x	-	-	-	-
F / Bns.	-	-	x	-	-	-	-	x	-	-	-	-	-	-

	207	208	209	210	211	212	213	214	215	216	217	218	219	220
J. & S									x					
J. K / & S								x						
J. L							x			x		x		
J. L / & / Co.				x										
J. M. S / & Co. M				x				x		x				
J. P		x		x										
J. R / & / Co.								x						
J. S & Co.						x					x	x		
J. T													x	
J. T M			x					x			x			
J. W		x	x				x							
J. W / C & Co.						x	x			x				
J. W D / S		x					x							
J. K E E N T / & Co.										x				
J. K E E N T													x	
J. K (Fancy) / H H	x			x	x					x	x			
J. K & K				x	x									
J. L & B		x		x				x						
J. L B & S C R		x					x							
J. L B / & / S C R								x		x	x		x	x
J. L & C / D							x			x		x		x
J. L. G. A / Co.			x						x					
J. L. G. / & Co.										x				
J. L J G H T	x							x						
J. L O A N E	x				x									
J. L. S. C	x	x		x	x	x	x		x	x			x	
J. L V / P S			x							x				
J. M / Co.									x					
J. M H P L E			x	x			x					x		
J. M B														
J. M B / & Co.												x		
J. M (Script) / Bros.									x	x			x	
J. M B W														
J. M C							x			x				
J. M & C			x											
J. M c								x						
J. M / G. W. R				x										
J. M J S / F								x					x	x
J. M N				x										
J. M R M / & Co.						x	x							
J. M & S	x	x	x	x	x	x	x	x	x					
J. M S & L		x									x			
J. N B		x												
J. N C / & Co.				x										
J. N. C. S / L			x				x			x				
J. N N / N N								x						
J. N / S. D			x							x			x	
J. N S / & N									x			x		
J. O				x	x									
J. O. B				x	x									
J. O. N. H				x	x									
J. P. B / & Co. 15 pin		x	x	x					x			x		

	207	208	209	210	211	212	213	214	215	216	217	218	219	220
S F & Co.						x				x			x	x
S. G. H. S												x		
S. H. W / B							x							
S & J												x		
S & L												x		
S. L / & S		x									x		x	
S M / & Co. (no stop)										x				
S. M. S / & T														
(13 pin "S")	x	x	x					x				x		
S & / Mc D									x	x				
S. P / & Co.			x											
S. P. G.	x	x					x		x					
S & S (Amp. 3)														
15 pin "S"			x	x								x		
S & S (Amp. 3)														
14 pin "S"			x	x	x									
S & S (Amp. 3)														
13 pin "S"				x	x	x	x	x	x	x				
S. S		x	x		x	x	x			x			x	
S S & Co. / M						x								
S S & H					x									
S U	x													
S U R	x													
S & W (Amp. 37)								x				x		
S & W (Amp. 36.7)														
S W & / U							x					x		
T & Co.								x						
T & B (Amp. 3.7)														x
T. B / B							x							x
T & G / P. J					x									
T & H			x											
T. J. S. S / & Co.			x						x					
T N	x													
T. P / & S					x									
TR A V E R S (25mm)									x					
T R & S / R													x	x
T S / & Co.						x	x							
T. T / & Co.		x	x					x	x					x
T. W				x										
T. W. S / & Co.	x		x			x		x			x			
U T									x					
V. A														x
V. R. B											x			
V. S / & Co. (Amp. 1)														x
V S / & Co. (Amp. 3-														
no stop)					x			x		x				
W A L E			x											
W & A / G					x		x							
W. B (Stop)									x					
W. B / & Co. (Stop-														
16 pin "W")								x						
W B / S Co. (No stop														
16 pin "W")		x					x					x		

	207	208	209	210	211	212	213	214	215	216	217	218	219	220
W. B / S & Co. (Stop-18 pin "W")										x		x		
W & C							x							
W & C P				x										
W / C & S (Amp. 27)	x		x					x				x		
W & E W							x							
W. F / & S								x						
W. G / & Co. (Amp. 37)														x
W / H & Co.	x													
W. H / Co. / S. N				x										
W. H / P. L				x						x		x		
W. H. R											x			
W. J T H Y			x											
W. J T / Co.								x						
W. M	x													
W. M. C		x												
W. M L / S & C												x		
W. M S														x
W. R / & Co. (15 pin "W")							x							
W & S / B	x		x									x		
W. T / & Co.				x								x		
W. T. C / B							x							
W / W H											x			
W. W / & S		x												
W. Y E		x												
X L							x							
Y								x						
Y. H / E (Single pin)	x						x		x					
..... &														
..... &	x													
..... :														
..... :														
..... :								x						

	221.	222.	223.	224.	225.
A. Co.		x	x	x	
A D A M				x	
A D C L	x				
A & N / C. S. L	x	x	x		
B	x				
B & Co. (1 stop)	x				
B B / & H			x		
B & B / L			x		
B & C / M					x
B & H		x			
B J R D			x		
B & L / H		x			
B M		x			
B / W & Co. (Amp. 7.)					x
B / W & Co. (Amp. 2.)				x	
B W / & Co.				x	
B W / & S				x	
C & Co. / M				x	
C & B		x			
c (Anchor) c	x				
C. F	x				
C / S & Co.	x				
C S / L / S H (8:13/7/13:10)		x	x		
C. S. P / Co.		x			
C. T. S / & Co.	x				
C. U. A	x				
C U R R G E	x				
C. W. S (8:17:13)			x		
D B (No stop-12:15)				x	
de (in) G		x			
D & F		x	x		
D. H & Co.		x			
D. H / & Co.		x			
D / S & S		x			
D S S	x				
D T & F (no stop)			x		
e l e	x				
E W / & S	x				
F O X				x	
F. P / & N		x			
F. P / & S	x				
F. W / & Co. (Stop to "o")	x				
G B / & W		x			
G. E. S / B. W			x		
G. E. R				x	
G & G / B	x	x			
G. W / & Co.			x		
G W R (10:16:11)	x	x	x		x
H (No serifs)	x				
H A R E		x			
H. B / & Co.	x	x			
H. B / & S	x			x	

	221.	222.	223.	224.	225.
HEAL		x			
H.G.					x
H.S.K / & Co.				x	
J & R / M (Amp. 3-8:14:14/15)		x	x	x	
JAFFE	x				
J.B. & Co.				x	
J.C. & Co.			x		
J.C.P.		x			
J.E. & S.		x			
J.G. / B & G			x		
J.K. / & S.	x				
J.M. S / & Co. M	x	x			
J.R. & Co. (No serifs)				x	
J.S. / & Co.	x				
K & K					x
L.B. / & / S.C.R.		x	x		
L.G. / & Co.		x			
L.S.C.	x	x			
MAPLE		x	x		
Mc J	x				
M & N / M	x				
M & S		x		x	
M.S. & L	x				
N.C. S / L		x	x		
N.S. & N	x				
N.S. / & N	x				
O & Co.	x				
P & Co. (Amp. 3.)	x				
P.G.		x			
P.G. / Ox St.				x	
P.J. / N.T				x	
R / F & Co.	x				
R.S.W				x	
R.T.C.			x	x	
S.F. / & Co.			x		
S & L		x			
S.M. S / & T (13 pin "S")	x				
ST / & B (7 pin "T")	x				
T.B. & Co.	x		x		
T.C. & / M. Co. L			x		
T & H					x
T.R. / & Co.		x			
V.H. / & Co.			x		
W & A / G		x			
W & C			x		
W.E. / E			x		
W.G. P	x				
W & H			x		
W.H.N. / & Co.	x				
W.H. / & T	x				x
W.M.L. / S & C			x		
W.W. / & Co.	x				
. (Single pin)					x

One Penny-Half-penny Plate Numbers. Registered Oct. 1st 1870 to April 1874.

Two Penny Plate Numbers. Registered March 14th 1861 to March 14th 1876.

.....	One Penny Half-Penny.		Two Penny.					Reported Plate Unknown.
	1.	(2)	9.	12.	13.	14.	15.	
B & Co. / B & L							x	
B & Co. / L & B		x						
BASS		x				x		
EB / & Co.		x						x
EB & Co.				x			x	
B. B. Co. / C. S.								x
E. G. / C. L.						x	x	
B & L		x			x			
B. N.		x						
B. S. / & Co.						x		
BV & Co. L						x		
B / W & Co. (Amp. 3.7)		x				x		
B. W. B.		x						
C & Co. (2 stops)					x			
C & B / SOHO (10 1/2 mm spacing)	x							
C & B / SOHO (7 1/2 mm spacing)		x						
C. D. / & Co.				x				
C. E. P.				x			x	
C / (Rectangle) / H C							x	
C. J. H. / & S	x	x			x		x	
CORY / C		x				x		
COX							x	
C / S & Co.							x	
CS / SA / L (no stop-8:10/10:10/7)						x		
CS / L / SA (8:13/7/13:10)	x							
C. J. S. / & Co. (15 pins-6 1/2 mm)						x		x
L & Co. (1 stop)		x						
L & Co. / F. L.					x			
L. D. (11:15)							x	
LB / B		x						
L / C & Co.		x						
L & F		x						
L. R. / Ld.		x						
L & S		x					x	
L T & F (no stop)	x	x					x	
L. T & F (stop)	x				x			
E & K / J. Co.		x						
E of L		x						
E. S. / & Co.		x						
E S & S							x	
EU P I N / M H J L (5 pins high)						x		
E W & S					x			

	One Penny Half-Penny.		Two Penny.					Reported Plate Unknown.
	1.	(3)	9.	12.	13.	14.	15.	
F. G / & Co.					x			
F. P / C. L		x				x		
G & Co. / Sx St.		x						
G B / F							x	
G. B. L / L.							x	
G L Y N	x	x			✓	x	x	
G L Y N ("O. P. P. C" error)	x							
G W / & Co.							x	
G. W. L							x	
G W R (10:16:11)	x	x		x				
G W R (10:13:11)					x			
H / C & Co.						x		
H. E / & Co. (11 pin "H")		x						
H & G (11 pin "H")		x						
H & H							x	
H. H / & Co. (Stop)							x	
H. R / & Co.		x					x	
H. S / & Co.		x						
H S E B (no stop)								x
H. S E B (stop)						x		
H. S. K / & Co.		x					x	
H U T H	x				x	x	x	
J B H L							x	
J. H. S / & Co.	x	x					x	
J & R / M (Amp. 3 8:14:14 / 15)		x			x			
J & R / M (Amp. 2 8:14:14 / 17)	x							
J & R / M (Amp. 2 8:16:14 / 17)	x				x			
J. S / & Co.							x	
J Co. (Fancy)	x							
J B / Co. L								x
J & F H							x	
J & G / O. St.					x			
J & J / B & G						x		
J / R & Co. (no serif)		x						
J S & Co.								x
J T M		x					x	
J & W / C & Co.		x						
Ld M / C							x	
M & Co. (Amp. 3.)						x		
M A P L E		x					x	
M B / & Co.					x			
M. B / M					x			
M B W	x	x			x		x	
M / G. W. R							x	
M / J & Co.		x					x	
M & S		x					x	

	One Penny Half-Penny		Two Penny					Reported. Plate Unknown
	1.	(3)	9.	12.	13.	14.	15.	
N & Co.		x				x		
O & Co. (2 stops)		x						
O & Co (No stops)		x						
OBC						x		
P. B / & Co. (15 pin "B")						x		
PB / & Co. (no stop)						x		
P. J / N. T		x					x	
POCHIN		x						
P & W M	x							
Ralli (Script)		x						
R. B (Small die)		x						
R / F & Co.	x	x				x		
R & S / L (Amp. 1.)		x						
R & S / L (Amp. 3- 7 pin "L")		x						
R & S / M		x					x	
RWR							x	
S & Co.		x						
S. B / & Co.							x	
SH & H							x	
S. L / & Co.		x						
SM / & Co. (No stop)				x			x	
S. M / & Co. (Stop- Amp. 1-10 pin "S")							x	
S & / Mc D	x	x				x		
S. M. S / & T						x		
S. R / & Co.				x				
S. S							x	
SS & Co.								x
S. S / & Co.		x						
SS & H				x			x	
STOTT / & Co.				x				
S & W (Amp. 3.)				x				
T (10 pins-no serifs)				x				
T & Co.							x	
T & B (Amp. 2.)	x	x						
T & B (Amp. 3.)							x	
TRAVERS (20mm)				x				
TRAVERS (25mm)							x	
TR & S / R	x							
V S / & Co. (Amp. 7- no stop)				x				
W & Co.							x	
WGA / & Co.		x						
W. H / P. L							x	
W. H. R		x					x	
WMS		x						
W & S		x						

Twopenny Halfpenny Blue. Orb Watermark.

Crown Watermark.

Orb Watermark put to Press early 1880 to Oct. 11th 1880.

Crown Watermark put to Press February 3rd 1881 to June 9th 1881.

	Orb Watermark.				Crown Watermark.		
	17.	18.	19.	20.	21.	22.	23.
A & Co. / Ld.					x		
A. L. / & Co.	x						
A & N / C. S. L				x			x
A W / M					x		
B A S S						x	
B B / C F				x			
B / B & R			x				
B & C / M							x
B E A V G S					x		
B & H							x
B G R D							x
B & L					x		x
B & L / H		x		x			x
B & L / L						x	
B / W & Co. (Amp. 3.)					x		
B. W. B	x	x					x
C		x					
c (Anchor) c	x					x	x
C. C. B / & Co.			x				
C / N. H			x				
C O R Y / C			x			x	
C. R					x		
C. S / & Co.							x
C S / L / S A		x				x	
C / S S Co.				x			
C T / & Co.					x		
C U R R G E				x			
C. W. S (13 pin "SM")		x			x		
D. B (11:15)						x	
D. B (12:15)		x					
D / C & Co.				x			
D D / & B						x	
de J / & Co.							x
D & F		x			x		
D. F / & T					x		
D. G / P. S							x
D. N / & Co.							x
E & E				x			
E. L / & Co.				x			
E G / & Co.							x
E & / P S							x
E. S / & Co.						x	
F B / & Co.						x	
FOX			x				
F. W. H / & Co.							x
G & Co.				x			

Orb Watermark.

Crown Watermark.

	17.	18.	19.	20.	21.	22.	23.
GW/A							
C.W.L		x					
H.B (2 stops)					x		
H.B / & S							x
H & C						x	
H C / & Co.							x
H & G (Amp. 1.)							x
H & G (Amp. 3.)							x
H H & Co.							x
H H & N						x	
H.M / & S		x					
H & P (12 pin "H")		x					
H & P (11 pin "H")					x		
H.R / & Co.					x		
H.S							x
H & S							x
H.S.B			x				x
H.T.G					x		x
H.U.T.H					x		x
J.F.O							x
J.H.S / & Co.					x		x
J.R.V.G.N.E							x
J.A.F.F.E							x
J.B / & Co.		x	x				
J.C / & Co.						x	
J.D / & S		x					
J.L.B							x
J.R	x						
J & R / Mc G							x
J.T.M					x		
K						x	
K.J / & Co.	x						
L.A.C.y						x	
L & B						x	
L & R						x	
M.A.F							x
M / & Co.							x
M.A.P.L.E							x
M / Bros.	x						
Mc J		x					
M & S	x						
M.S & Co.	x		x				x
N.B	x						
N.C.W / Co.						x	
N & G							x
P & Co.			x				
P / Bros.							x
P.E / & Co. (15 pin "B")							x
P & C / B						x	
P.G / N.T							x
P.P / & Co.						x	
P.R / & Co.							x

	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.
C/S & T		x								
C.T.S / & Co.				x						
L.B (no stop)								x		
L.B (11:15 - Small die)										x
L.B (11:15 - Large die)										x
D.L / & Co.										x
L.M / & S				x						
E & E				x						
FOX						x				
F.P / C.L									x	
F.P.W										x
G & Co.									x	
T.A.W / Co.					x					
T.B.L / L									x	
GLYN	x				x					x
T.S.S / Co. Ld.		x								
H.A / & Co.										x
H / C & Co.	x	x				x				
H.H / & Co.						x				
H.R / & Co.						x	x	x		
H.S.K / & Co.										x
HUTH	x									
J.C / & Co. / B		x								
J.A.S / & Co.										x
J & R / M (15 pin "M")						x				
J.T.M				x						
J.W.I / S		x								
L.M / & Co.										x
M & S										x
M.S & Co.								x		
N.C.W / Co.							x			
P.G / N.T									x	
R.B (17:18)										x
R.C / & Co.				x						
R & M				x						
R & S / M.L					x					
R / R v G	x									
S / C.L.C / S									x	
S.F & Co.								x		
S.F / & Co.								x		
S.M / & Co. (no stop)						x		x		
S.S									x	
S.S / & Co.									x	x
T & Co.								x		
533 / TH							x			
T.W.S / & Co.										x
V.S / & Co. (Stop)	x									
WA / & G						x				
R & Co.				x						
I & S				x				x		
GL & Co.	x				x					

The Three penny Rose Values. With Large coloured letters.

Imperial Crown Watermark.

Put to Press from July 15th 1880 to January 1st 1883.

3d on 3d Surcharge.

	20.	21.	21.
A. A / Co.			x
B. B			x
B / & Co.		x	
B / W & Co. (Imp. T.)		x	
B. W. B		x	
C / S S Co.			x
C. T. S / & Co.			x
D. B (11:15 - small die)		x	
De C / & L			x
E & G B			x
F. L / & Co.			x
F. P. C. L		x	
F. P. W	x		
G. W. R			x
H & Co.		x	
H & P (12 pin "H")			x
H. R / & Co.	x		
H. S. K / & Co.		x	
H. W / & Co.		x	
J. F. O		x	
J & R / M		x	
J. B / & C		x	
J & W / C & Co.			x
K. J / & Co.			x
M. H / & C			x
M & S			x
N & P		x	
N & W			x
P. J / N. T		x	
R. B (13:14)		x	
S & F			x
S. L / & Co.			x
S M / & Co.		x	
S. P. G			x
S P S		x	
S & W		x	
T & Co.	x	x	
T. A / Co. L			x
T. W. S / & Co.	x		
Un / Co.			x
V S / & Co.			x
W & C		x	
W. M. P. / & Co.			x
W. W / U. P			x
A / B & Co.			x
C A			x
C H / F / C Co.			x
C & L			x

The Fourpenny Vermilion Values. With white corner letters.

Garret Watermark.

Put to press from March 17th 1868 to May 8th 1873.

	10.	11.	12.	13.	14.
C. D. / & Co.		x			
C. G. H. / & S			x	x	
G. L. / & Co.		x			
GLYN					x
HUTH				x	
H / C & Co.			x	x	
J. H. S. / & Co.				x	
L. N. / & Co.				x	
M & S					x
P. J. / N. T					x
R / F & Co.			x		
S M / & Co.			x	x	x
T & Co.			x		
B B Co. / C. S				x	x
C O R Y / C			x		

The Fourpenny Vermilion Values. With coloured corner letters.

Garret watermark.

Put to press from November 17th 1875 to October 23rd 1877.

	15.	16.
D & S	x	
G. W. L		x

The Fourpenny Sage-Green Values. With coloured corner letters.

Garret watermark.

Put to press from February 27th 1877 to October 23rd 1877.

	15.	16.
Bird.		x
C & Co.	x	
C & B / SOHO	x	
F & S	x	
GLYN	x	x
H & Co. / 2. C. S	x	
H & G (12 pin "H")		x
J R V J N E	x	x
J. T. M		x
N & Co.	x	
N. N / N. N		x
P. J. / N. T		x
R & S / M	x	
q / R v G	x	
S. F. / & Co.	x	x
S. M. / & Co.		x
S R & Co.		x

The Fourpenny Grey-Brown Values. With coloured corner letters.

Put to Press from June 10th 1880 to August 15th 1882.

	Garter Watermark.		Imperial Crown Wmk.	
	17.	17.	17.	18.
A N / J / S L	x		x	
B V Co L			x	
C & Co.			x	
C. J. H / & S			x	x
C S / L / S A				x
D. B (11:15)			x	
D. L / & Co.			x	
D. M / & S	x		x	
D. N / & Co.			x	
E. A. L			x	
E B / L				x
G. B. L / L	x		x	
G L Y N				x
H. D / & Co.			x	
H. S / & Co.			x	
H. S. K / & Co.	x			
H U T H			x	
J. B / & B				x
J. E / & Co.				x
J. W B				x
M A W				x
M S / & Co.				x
O & Co.			x	
O. C			x	
P. J / N. T			x	x
R. T. S				x
S. M / & Co.	x			
W. H. D			x	
W. M / & Co.				x
C / S S Co.			x	
L / C & Co.			x	
H. B L & Co.				x
R & Co.			x	

The Sixpenny Lilac Value. With white corner letters.

Spray Watermark.

Put to Press from June 21st 1867 to May 3rd 1870.

	6.	8.	9.
C. J. H / & S			x
H U T H			x
J. T. M		x	
M. B / M			x
S M / & Co. (No stop)			x
S. M / & Co. (Stop)		x	
C. D / & Co.	x		

The Sixpenny Chestnut & Buff Values. With white corner letters.

Sprey Watermark.

Put to Press from January 25th 1872 to October 30th 1872.

	11. Chestnut.	12. Buff.
C & B / S O H O		x
D / C & Co.	x	
G L Y N	x	
H / C & Co.	x	
H U T H	x	
T & Co.	x	

The Sixpenny Grey Value. With white corner letters. Watermark Spray.

Put to Press April 14th 1873.

	12.
B & Co.	x
G L Y N	x
H U T H	x
H. W / C	x
B / W & Co. (Imp 3)	x

The Sixpenny Grey Values. With coloured corner letters.

Spray Watermark.

Put to Press from December 11th 1873 to April 21st 1880.

	13.	14.	15.	16.	17.
A. L / & Co.				x	
B..B / & Co. (2 stops)		x			
B G / C L	x				
C. J. H / & S					x
C O R Y / C				x	
L L & Co.				x	
D. M / & S		x			
E. L / & Co.	x				
F. P / C. L		x	x		
G & L			x		
G L & Co.	x				
G L Y N		x			
H & Co. / 2 C. S		x			
H. A / & Co.			x		
H. D / & Co.			x		
H S B				x	
H U T H	x	x	x	x	
H. W / C		x			
J / M & S			x		
J & S		x			
J. T. M				x	

	13.	14.	15.	16.	17.
L & Co. / B				x	
M B W			x		
Mc G	x				
N. C. W / Co.					x
N S / Co.					x
O & Co.				x	
R. B (17:18)		x			
R Mac A / & Co.			x		
R. T. C					x
S (Mitre) g					x
S & g (13 pin "S")					x
S. L / & Co.					x
S M / & Co. (No stop)		x			x
S. M. S / & T				x	
S. P / & Co.			x		
S & S				x	x
T. T / & Co.				x	
W. B / S Co.				x	
A & Co. / Ltd.					x
c (Anchor) c	x				
C & L					x

The Sixpenny Grey & Provisional. With coloured corner letters.
Imperial Crown Watermark.

Put to Press from Jan 1st 1881 to Jan. 11th 1881.

	17.	18.	6d on 6d. (18)
A / B & Co.			x
A & N / C. S. L			x
B B / C F		x	
C. J. A / & S		x	
C. T / L		x	x
C / S S Co.		x	
E. B (11:15 - small die)			x
Fe C / & D		x	
D O / & Co.			x
H B S / Co.		x	
J. H. S / & Co.		x	
J. C / & Co.			x
J. B / & Co.			x
J S / & S	x		
L & Co. / E		x	
Mn STREETER (in arc)		x	
R. B (13:14)			x
R. E / & Co.			x
S & g (11 pin "S")		x	
S. L / & Co.		x	
S M / & Co. (No stop)	x		x
S & S	x		
S T / & B			x
Un Co	x		
CA			x

The Eightpenny, Ninepenny & Tenpenny Values.

8d Orange. Plate 1. Watermark Garter. Put to Press Sept. 11th 1876.
 9d Bistre. Plate 4. Watermark Spray. Put to Press Oct. 3rd 1867.
 10d Red-Brown. Plate 1. Watermark Spray. Put to Press March 22nd 1867.

	8d.	9d.	10d.
B. W. H	x		
C O X		x	
L. B (11:15)		x	
D & S		x	x
E. A. L		x	
E L / & Co.	x		
H. L / & Co.	x		
J. T. M			x
L / C & S	x		
L & S / 66	x		
M S & Co.	x		
O & Co.	x		
P. W. B	x		
R H / & S	x		
R & S / M. L		x	
9 / R v G	x		
S D B / & S / M		x	
S. M / & Co. (Stop)	x		
T. W. S / & Co.			x
B. W. B	x		
C. J. H / & S (72 pin "H")			x
D. M / & S (Stop)			x
D / S & S	x		
G L Y N	x	x	

The One-Shilling Value. With white corner letters. Green.
 Watermark Spray.

Put to Press from December 8th 1864 to November 11th 1872.

	4.	5.	6.	7.
B. B / & Co. (2 stops)	x			
C / B. R. P			x	
C & B / S O H O			x	
C. D / & Co.		x		
C O R Y / C	x			
G. L / & Co.	x			
G L Y N				x
J. S		x		
Mc J		x		
R & Co.			x	
R & S / M. L		x		
S M / & Co. (No stop)		x		
T & Co.				x

The One-Shilling Value - Green. With coloured corner letters.

Watermark Spray.

Put to Press June 10th 1873 to January 17th 1876.

	8.	9.	10.	11.	12.	13.
B. W. B		x	x			x
BASS		x				
B & L / L					x	
B. S / & Co.				x		
C. J. H / & S	x	x				
C & B / SOHO						x
CITY / Bk						x
L. B (11:15)						x
L. M / & S						x
D / S & S						x
L & S						x
de P. R						x
F. B / & Co.						x
GLYN		x				
H. R / & Co.			x			
H. S. K / & Co.					x	
HUTH			x			x
J. H. S / & Co.						x
GAFFE						x
M & S				x		
S. L / & Co.						x
SM / & Co. (No stop)		x	x			x
S. S / & Co.					x	
T	x					
533 / TH						x

One Shilling Value - Orange-brown. With coloured corner letters.

Watermark Spray.

Put to Press October 14th 1880.

	13.
A. E & Co.	x
L. B (11:15)	x
H / C & Co.	x
H. N. S	x
R. B (13:74)	x
S. P. G	x

One Shilling Values - Orange Brown. With coloured corner letters.

Watermark Imperial Crown.

Put to Press May 29th 1881.

	13.	14.
=====		
A & Co. / Ld.		x
A & Co. / S		x
A. E & Co.	x	
B. W. B		x
C. L / L		x
C. T. S / & Co.		x
E & S	x	
E & / P S		x
F S / W Co. / Ld.		x
F. T / & Co.		x
H & Co. / 2. C. S		x
H. B (2 stops)		x
H / C & Co.	x	
H. N. S	x	
H S B		x
J. M. S / & Co. / M	x	
L / C & S	x	
N. B	x	
R. B (13:14)	x	
R & S / M		x
S M / & Co. (No stop)		x
S & / Mc L		x
S. M. S / & T		x
T	x	
=====		

The Two Shillings Blue. Watermark Spray.

Put to Press April 10th 1867. Withdrawn 1880.

	1.
=====	
B. Brs.	x
D. S / & Co.	x
B. W. B	x
C & B / S O H O	x
C. J. H / & S (12 pin "H")	x
L / C & Co.	x
L & S	x
G. B. L / L	x
H. S. B	x
J. F. O	x
J. H. S / & Co.	x
S M / & Co. (No stop)	x
T	x
W & A / G	x
=====	

Recorded on every catalogued shade of Blue.

The Two Shillings - Brown. Watermark Spray.

Put to Press February 27th 1880. Withdrawn later in 1880.

										1.
L. M / & S										x
L & S										x
H. S. B										x
H. S. K / & Co.										x
R. B (17:18)										x

The Five Shillings Value. Watermark Maltese Cross.

Plate 1 Put to Press April 18th 1867.

Plate 2 Put to Press March 25th 1874.

										1.	2.
E & L / H										x	
EU' P' N / M H J L										x	
H. S. B										x	x
L / C & S											x

The Five Shillings Value. Watermark Anchor.

Plate 4. Put to Press November 25th 1882.

										Blued Paper.	White Paper.
C. G. H / & S (12 pin "H")											x
C. L / L											x
H. B & Coy.											x
H. S. B										x	
R. B (17:18)											x

The Ten Shillings Value. Watermark Maltese Cross.

Plate 1. Put to Press August 6th 1878.

										1.

Not, so far, recorded.

The Ten Shillings Values. Watermark Anchor.

Plate 1. Put to Press in February 1883.

	Blued Paper.	White paper.
=====	=====	=====
B & Co.	x	
H. S. B	x	x
-----	-----	-----
=====	=====	=====

The One Pound Values. Watermark Maltese Cross.

Plate 1. Put to Press August 6th 1878.

=====	1.
H U F H	-x-
-----	-----
=====	=====

The One Pound Values. Watermark Anchor.

Plate 1. Put to Press in December 1882.

	Blued Paper.	White Paper.
=====	=====	=====
H. S. B	x	x
-----	-----	-----
=====	=====	=====

The Five Pounds Values.

Plate 1. Watermark Anchor. Put to Press March 21st 1882.

	Blued Paper.	White Paper.
=====	=====	=====
-----	-----	-----
=====	=====	=====

A L L E N D A

3d Rose. Watermark Crown. Plate 20. C. W. S (16 pin "W")

3d on 3d purple. F. W. H / & Co. (11 pin "H")

6d Grey. Watermark Spray. Plate 17. C S C

6d Grey. Watermark Crown. Plate 17. G. B. L / L

NOTE. The above were reported too late to be included in the listings. Other late reports have been added to the end of the alphabetical listings of each value, so are not in the proper position in these lists.

Appendix 3.

Check List of Identified Users and Presumed Users.

1868 - 1883

<u>lie.</u>	<u>Identification.</u>	<u>Confirmed by Evidence.</u>	<u>Presumed.</u>
A. A	Atlas Assurance Co.		x
A A / Co.	Allied Assurance Co.		x
A B / & Co.	Allen Bros & Co. London & Liverpool.	x	
A. B / S	Atkinson Bros., Sheffield.	x	
A D A M	J & J Adam, Ltd. London.	x	
A D C L	Alexander's Discount Co., Ltd. London.		x
A E (Diphthong)	Anglo-Egyptian Bank, Ltd.	x	
A & G	Abstainer & General Assurance Co.	x	
A. G. S / & Co.	Arthur Guinness, Son & Co., Ltd., Dublin.	x	
A. H	Alfred Herbert Ltd., Coventry.		x
A. J. C	Allied Insurance Co., Ltd. London.		x
A & N / C. S. L	Army & Navy Co-Operative Society, Ltd., London.	x	
A N / J / S L	Junior Army & Navy Society Ltd., London.	x	
A & P	Aveling & Porter, Rochester.		x
A & S	Allsop & Son, Ltd. Burton-on- Trent.		x
B Bros..	Baring Bros., Ltd., London.		x
B / Bros.			
B & Co. / B & L	Baker & Co., London & Bristol.		x
B & Co. / L & B			
B A S S	Ratcliff & Gretton, Ltd., Burton- on-Trent.	x	
B B / & Co.	Barry Bros., & Co. Liverpool.		x
B. B / & Co.	Baker, Baker & Co., Bristol.		x
B B / C F	Burgoyne Burbidges (Chemist's Friend) Co., Ltd. London. E. 8.	x	
B / C & Co.	Barries Craig & Co., Newcastle- on-Tyne.	x	
B & C / M	Bexanddle & Co., Ltd. Manchester.		x
B D / & Co.			
B. D / & Co.	Brown Davis & Co., Ltd. London.		x
B. E. Co.	British Engine Boiler & Electrical Insurance Co., Ltd.		x
B & F / L	Barclay & Fry, Ltd., London.		x

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
B G / C L	Budenburg Gauge Co., Ltd., Manchester.		x
B & H	Bourne & Hollingworth, Ltd., London.		x
B. H Y A M / & / S O N	B. Hyam & Son, Ltd., London.	x	x
B J R D	Wm. Bird & Co., London. E.C.		x
B & L / H	Bailey & Leatham, Ltd. Hull.	x	
B M	Bank of Montreal. London.		x
B. M / & Co.	Brunner, Mond & Co., Northwich.		x
B N C R	Belfast & Northern Counties Railway.	x	
B. N. Z	Bank of New Zealand. London.	x	
B O V E Y	John Bovey & Co., Ltd. Cardiff.		x
B. T	Brown & Tause, Ltd. Dundee.		x
B & T	Butler & Tanner, Ltd. Frome.		x
B. S	British & Foreign Bible Society, London.		x
B. S / & Co.	Brown, Shipley & Co., Ltd. London. E.C. 2.	x	
B V & Co. L	Bolckow, Vaughan & Co., Ltd., Middlesborough.		x
B. W. B	B.W. Blydenstein & Co., Ltd., London. E.C. 4.	x	
C. A. E. S	Church Army Evangelical Society.		x
C A M / R Y S	Cambrian Railways.	x	
C B / & C	Cooper, Box & Co., Ltd., London.		x
C / B & C			x
C / B & Co.			x
C. B / B	Cadbury Bros., Ltd. Birmingham.		x
C / B. R. P	Cork & Black Rock Passage Railway, Ireland.	x	
C & B / S O H O	Crosse & Blackwell, Ltd., Soho, London.	x	
C C	Copestake, Crampton & Co., Ltd., London.		x
C & C	Cluttons & Co., London. S.W.		x
c (Anchor) c	Clark & Co., Anchor Thread Works, Paisley.	x	
C / D & Co.	Charles Devaux & Co., Ltd., London.		x
C. D. / & Co.			x
C. D. R	Chatham & Dover Railway.		x
C. F	County Fire Assurance Ltd.		x
C. F / B	C. Fry & Co., Ltd. Bristol.		x
C. F R Y / & Co.			
C / (Rectangle) / H C	Copestake, Hughes, Crampton & Co., Ltd. London.	x	
C. F. H / & S	Chas. J. Hambro & Sons, London.	x	

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
C. K / & S	Chas. Kynaston & Sons, Ltd.	x	
C. L / L	Credit Lyonnais, Ltd. London.		x
C. M / & Co.	Charles Morgan & Co., Ltd.		x
C. M / & C	London.		x
C. n Co	Carron Co., Ltd. London. E.C.		x
C. O R Y / C	Wm. Cory & Son, Ltd. Cardiff.	x	
C. O R Y / L	Cory Bros., Ltd. London.	x	
C. O X	Cox & Co., Ltd. (Bankers) London.	x	
C. R A M E R	J. B. Cramer & Co., Ltd. London.	x	
C. S	Copstake, Moore, Crampton & Co., Ltd., London.		x
C / S & Co.			
C. S / & Co.			
C. S / & Co.	Thomas Cook, Sons & Co., Ltd.		x
C. S & Co.	London. E.C. 4.		x
C & S / L	Geo. Cohen, Sons & Co., Ltd. Leeds.		x
C. S / L / S A	Civil Service Supply Association,		
C. S / S A / L	Ltd., London.	x	
C / S & T	Crocker, Sons & Turner, Ltd.,		x
	London.		
C. T. S / & Co.	Chas. Tennant, Sons & Co., Ltd.,	x	
	London.		
C. U. A	Commercial Union Assurance Co.		x
C. W. S	Co-operative Wholesale Society,	x	
	Ltd.		
C. W. W	C & W Walker, Ltd., Donnington,	x	
	Newport, Shropshire.		
D & Co.	Davis & Co., Ltd., London.		x
D & Co.			
D & Co. / F. L	Dent & Co., Fetter Lane, London.	x	
D. B	Deutsche Bank, Ltd., and		
D. B	District Bank, Ltd. London.		x
D. B / B	Docker Bros., Ltd. Birmingham.		x
de (in) G	H. de Grouchy, Ltd. Jersey. C.I.	x	
D & F	Debankam & Freebody, Ltd.		x
	London.		
D & J	Denton & Jutsum, Ltd., London.		x
	E.3.		x
D. L. O	David Oveh, Ltd., Cardiff.		x
D. M / & S	David Midgeley & Sons, Ltd.,		x
D. M & S	Manchester.		x
D. N / & Co.	David Nicholson & Co., Ltd.		x
D & S	Wm. Dawson & Sons, Ltd. London.	x	
D S S	Drabble & Sanderson, Ltd.,		x
	Sheffield.		

Die.	Identity.	Confirmed.	Presumed.
E & F	Elder & Flyffe, Ltd., London.		x
E L & E	Evans, Lescher & Evans, Ltd., London.		x
E L E Y	Eley Bros., Ltd. London.	x	
E M / & S	E. Marriage & Son, Ltd. Colchester.		x
E of D	Earl of Dudley's Estates, Ltd., Worcestershire. (Collieries, etc)	x	
E P / B	E. P. Barrus, Ltd. London.		x
E / P G N K	E & E Pink, Ltd., Bradford. Yorks.		x
E P Co.	E. Posselt & Co., Bradford. Yorks.	x	
E. S / & Co.	Edmund Schuller & Co., London, E.C.3.		x
E S & S	Edward Sanders & Son, Ltd. London.		x
E U' P' N / M A G L	Morgan Bros., Ltd., London.	x	
E. W	Ellerman's Wilson Line. Hull.	x	
E & W / G D Co.	East & West India Dock Co., London.	x	
E W & S	Edward Webb & Sons, Ltd., Royal Seed Establishment, Woldsley, Stourbridge.	x	
F / B & Co.	F. Braby & Co., Ltd., London.		
F B / & Co.	E.C.4.		x
F. B / & Co.	Faire Bros., & Co., Ltd., Leicester.		x
F / Bros.	Fassett & Johnson, Ltd., London.		x
F & J	G.C. Fox & Co., Falmouth.	x	
F O X	Foster, Porter Co., Ltd. London.	x	
F. P. C. L	Footman, Pretty & Nicholson, Ltd., Ipswich.	x	
F. P / C. L	Faubel Phillips & Sons, Ltd., London.		x
F. P / & N	J. S. Fry & Sons, Ltd., Bristol.	x	
F. P / & S	Frederick Schwann, Ltd. Leeds.		x
FRY	F.W. Harmer & Co., Ltd. Norwich.	x	
FRY / & Co.	Gwynne & Co., Essex St. London.	x	
FRY / & / S O N S	G. & A. Witt & Co., Liverpool.		x
F. S / L	Grace Bros., Ltd. London. E.C.3.		x
F. W. H / & Co.	Geo. Brettle & Co., Ltd., London.		x
G & Co / Sx St.	Gensun Bank of London, Ltd.	x	
G & / A W	A. de Grouchy Ltd. Jersey, C.I.	x	
G. A. W / & Co.			
G. B			
G B / & Co.			
G. B / & Co.			
G. B. L / L			
G ("de" in centre)			

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
G E R	Great Eastern Railway.	x	
G. E. R	G.H. Fletcher & Co., Liverpool.		x
G. H. F / & Co.	Geo. Hitchcock Williams & Co., St. Paul's Churchyard, London.	x	
G. H. W Co.	General Life & Fire Assurance.		x
G L F	Glyn Mills & Co., Ltd., London.	x	
G L Y N	Geo. Payne & Co., Portsmouth.		x
G. P / & Co. G	(Name unknown) 1 Bedford St., London. W. 1.	x	
G R & Co.	Great Southern & Western Railway, Scotland.		x
G S R	Henry Glover, Son & Co., Ltd., London.		x
G. S & Co.	Goole Steamship Co., Ltd. Goole.	x	
G. S / & Co.	Great South Western Railway, Ireland.	x	
G. S. S / Co. Ld.	Great Western Railway.	x	
G / S W R			
G W R			
H. A. A	Hyam A. Abrahams & Sons, London.		x
H. B / & Co.	Houlder Bros., & Co., Ltd. London.	x	
H B / S O A P	Hudson Bros., Ltd.		x
H C / & Co.	Henry Clarkson & Co., Leadenhall St., London. E.C. 2.	x	
H / C & Co.	Heal & Sons, Ltd. London.	x	
H E A L	Hopkins, Gilkes & Co., Ltd. London.		x
H. G / L	H & G Simonds, Ltd., Reading.	x	
H & / G S	J. S. Holt & Moseley, Ltd., London & Leeds.		x
H & M	Her Majesty's Office of Works.	x	
Crown / H M O W	Harvey, Nicholls & Co., Ltd. Birmingham.		x
H. N / & Co.	Huntley & Palmer, Ltd. Reading.	x	
H & P	Hurst & Sons, Ltd. London.		x
H & S	Hong Kong & Shanghai Bank, Ltd.	x	
H S B	Hanson, Son, Evison & Barter, Ltd., London.	x	
H S E B	James Humphries & Sons. Kiddermminster.	x	
H. S E B	H. S. King & Co., Ltd. London.	x	
H & S / K	Freck. Huth & Co., Ltd. London.	x	
H. S. K / & Co.	J. Hutton & Son, Ltd., London.	x	
H U T H	Geo. Hitchcock Williams & Co., London.		x
H U T T O N	Hazell, Watson & Viney, Ltd. London.	x	
H. W / C	B. Hyam & Sons, Ltd., London.	x	
H. W / & V	Henry Barnes, 2 Queen St. Place, London. E.C.	x	
H Y A M			
H B / 2 Q S P			

== Die. == == Identity. == == Confirmed. Presumed.

J. C / & Co. / B	Inde Coope & Co., Ltd., Burton-on-Trent.	x	
J. C / L	Inde Coope & Co., Ltd., London.		x
J. F. O	Indemnity Fire Office, Ltd.		x
J / G N R	Great Northern Railway of Ireland.	x	
J & R / M	J & R Morley, Ltd. London.	x	
J R V J N E	Irvine's Shipbuilding & Dry Dock Co., Ltd.	x	
J s (Monogram)	Joseph Sloper & Sons, Ltd. London.		x
J A F F E	Jaffe Bros. & Co., Ltd. Dundee.	x	
J. B / & Co.	J. Batt & Co., Ltd., Old Broad St., London. E.C.		x
J. B / Co. L	John Bennet Lawes & Co., Ltd. London. E. 3.		x
J. B / & S	J. Bibby & Son, Ltd., Liverpool.		x
J B & S			
J C & / S O N S	Joseph Causton & Sons, London.		x
J. C / & S			
J. C. B / & Co.	J.C. Bailey & Co., London.	x	
J D & S	Joseph Dixon & Son, Ltd. Sheffield.		x
J. D / & S	J. Defries & Sons, 147 Houndsditch, London.	x	
J / D & S			
J G / S O N S	J. Gieve & Sons, Portsmouth.		x
J. H. S / B	Jonathan Hill & Sons, Bristol.	x	
J & / J. C	J & J Colman, Ltd. Norwich.	x	
J. K / & S	John Kyraston & Sons, Ltd. Dundee.	x	
J. S	James Spicer & Sons, Ltd. London.		x
J. S / & Co.	James Shoolbred & Co., London.		x
J T / & S			
J. T / & S	John Taylor & Sons, Ltd., Newgate St., London.		x
J / T & S			
J & W / C & Co.	J & W. Campbell & Co., Glasgow.		x
J W D / S	J.W. Dickinson & Son, Ltd. London.		x
J. W / & S	James Watkin & Son, Northampton.	x	
J & / J. C	J & J. Cash, Ltd. Coventry.		x
Jno. S	John Smith's Tadcaster Brewery, Ltd.		x
J & G / Ox St.	Jackson & Graham, Oxford St. London.	x	
J. W	James Williamson. Lancaster.	x	

Die.	Identity.	Confirmed.	Presumed.
KEEN / & Co.	Keen, Robinson & Co., Ltd., London.	x	
KENT	G.B. Kent & Sons, Ltd., London.	x	
K & K	King & King, Ltd., Southsea.	x	
K & K / R	Kelsall & Kemp, Ltd., Rochdale.	x	
K. M / & Co. / M	Kendal Milne & Co., Manchester.	x	
KUHN ER	Henry Kuhner, Ltd. London.	x	
LB & L	Laker, Beaumont & Lake, London, W.C.	x	
LACY	Lacy & Sons, Smithfield, London.	x	
L. B	Linen Bank, Ltd. Belfast.		x
L & B	Lambert & Butler, Ltd. London.		x
LB & SCR	London, Brighton & South Coast Railways.	x	
LB / & / SCR	London, Brighton & Tilbury Railway.		x
LB & T	London, Brighton & Tilbury Railway.		x
LDB	Landport Drapery Bazaar, Ltd., Portsmouth.	x	
LETTIS / LONDON	Letts, Ltd., (Diaries) London.		x
LETTIS	Letts, Ltd., (Diaries) London.		x
L. F	Law Fire Insurance Society, Ltd., London		x
L. G. A / Co.	London Guarantee & Accident Assurance Co.	x	
LIGHT	London Gas Co., Ltd.		x
Ln HL	The London Hospital, Whitechapel.		x
L. S. C	Leaf, Sons & Co., Ltd. London.		x
LS / & C	Leaf, Sons & Co., Ltd. London.		x
L / W & Co.	Lumb, Wanklyn & Co., London.		x
MA PLE	Maple Ltd., (Furnishers) London.	x	
M (Script) / Bros.	Mander Bros., Ltd. Wolverhampton.	x	
M / B R Y	Midland & Black Rock Passage Railway, Ireland.	x	
MBW	Metropolitan Board of Works.	x	
Mc J	Malcolm Mc Intyre & Co., London.	x	
M / G. W. R	Midland & Great Western Railway, Ireland.	x	
MM	Municipal Mutual Insurance Co.,		x
MOON	Moon, Ltd. Regent St., London.		x
M & P / L	Mc Vitie & Price, Ltd. London.		x
M R M / & Co.	M.R. Meyer & Co., London.		x
M. R / & S	Malcolm Ross & Sons, Ltd., Manchester.	x	
MS / & D	Moses, Son & Davis, Ltd., London.		x
MS & L	Manchester, Sheffield & Lincolnshire Railway.	x	

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
M. T / C	Modern Transport Co., Liverpool.		x
N B R	Neath & Brecon Railway.		x
N. C. S / L	N. Corah & Sons, Ltd. Leicester.		x
N H C	N. Heydemann & Co., Ltd. Bradford.		x
N J H T / M A J L	Morgan Bros., Ltd., London.	x	
N & P	Murdin & Peacock, Ltd., London.	x	
N / S. D	National Safe Deposit, Ltd. London.		x
O	A. Oppenheimer & Co., London.		x
O & Co. #	Oetzmann & Co., Ltd. London.		x
O & Co			
O. B	Ottoman Bank, Ltd. London.		x
O B C	Ottoman Banking Corporation, London.		x
O & M	Osborne & Mercer, Ltd. London.		x
O / S & Co.	Oppenheimer, Sons & Co., London.		x
Crown / O. W	Her Majesty's Office of Works.	x	
P. C / L	Potter & Clark, Ltd., London.		x
P. D / & Co.	Parke Davis & Co., Ltd., Hounslow.		x
P & G / Ox St	Parkins & Gotto, Oxford St. London.	x	
P. J / N. T	Pryce Jones, Ltd., Newtown, Monmouthshire.	x	
P. P. R / & Co.	P. P. Rodacanachi & Co., London.		x
P. S / G. B	Pharmaceutical Society of Great Britain, Ltd., London.	x	
P. S / N. C	Pacific Steam Navigation Co., Ltd., Liverpool.	x	
P S N / Co			
P. S / N Co.			
P & T	Philip & Tacy Ltd., London.		x
R C H	Royal Chelsea Hospital, London.		x
R. A. C	Royal Assurance Co., Ltd. London.		x
Ralli (Script) #	Ralli Bros., Ltd., London.	x	
R. B			
R. B			
R. B / & Co.	Rosing Bros., & Co., London.		x
R G S	Royal Geographical Society.		x
R H / & S	Ruston, Hornby & Son, Ltd., Grantham.		x

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
R Mac A / & Co.	Robt. MacAndrew & Co., Ltd., London.		x
R & S / L	Rylands & Sons, Ltd., London and Manchester.	x	
R & S / M			
R & S / M. L	Richard Twining & Co., Ltd., London.		x
R. T / & Co.			
RT / & Co	Religious Tract Society, London.		x
RT / S			
RYLANDS	Rylands Bros., Ltd., Warrington.		x
ROSE	Sir W. A. Rose & Co. London.	x	
ROSE / & Co.			
S / Bros.	Stringer Bros., Ltd. West Bromwich.		x
S. A	Sun Alliance Insurance Co.		x
SALT	Sir Titus Salt, Sons & Co., Ltd., Saltire, Shipley, Yorks.	x	
SANDERS /	Sanders & Son, Ltd., Bath.	x	
& SON / BATH			
SB / D	Stringer Bros., Ltd., Dudley.	x	
S. C / W. S	Scottish Wholesale Society. (Co-operative)		x
S. E / & / Co.	Smith Elder & Co., Ltd., London.		x
S & F	Silber & Fleming, Ltd., London.		x
S. F. O	Southern Fire Office, London.		x
S. G. H. S	Seamens' Greenwich Hospital Society.	x	
S. H / & S	S. Hanson & Son, Ltd., London.		x
S & J	Spean & Jackson, Ltd., Sheffield.	x	
S (Mitre) J	Sweet & Maxwell, Ltd., London.		x
S & M			
SM / & Co.	Samuel Montague & Co., Ltd., London.		x
S. M / & Co.	Stewart & Macdonald's Ltd., Glasgow.	x	
S & / Mc D			
S. M / & Co. (Amp. 4a)	Schwann, Modera & Co., Ltd., London.		x
S. M. O	Standard Marine Insurance Co.		x
SM S / & T	S. Mawson & Thompson, Ltd., London.		x
S. M. S / & T	Sharp, Perrin & Co., Ltd., London.		x
S. P / & Co.			
S P & Co.	Society for the Propagation of the Gospel.	x	
S. P. G			
S & S (13:15)	Shaw & Sons, Ltd., Fetter Lane, London.		x
S & S (15:15)	Sutton & Sons, Ltd., Reading.	x	
SS & Co. / M	Schill Bros., Ltd., Manchester.		x
S & S / B	Sanders & Son, Ltd., Bath.		x
S. S / S. S	Stafford, Smith & Smith, Ltd., London.		x
ST / & B	Spencer, Turner & Balders, Ltd., London.	x	
S. T / & B			
S. C	Samuel Copestake, Moore Crampton & Co., Ltd. London.	x	
SC / DOCK / Coy.	Surrey Commercial Dock Co.	x	

<u>Die.</u>	<u>Identity.</u>	<u>Confirmed.</u>	<u>Presumed.</u>
T & B	Teede & Bishop, Ltd. Stratford.		x
T. C / & S	Thos. Cook & Son, Ltd., London.		x
T. H. B	Truman, Hanbury & Buxton, Ltd.		x
T. J. A / 463	T. J. Allman, Oxford St. London.	x	
T. P / & S	Thos. Poulter & Sons, Ltd., London.		x
TR A V E R S	Jos. Travers & Son, Ltd. London.	x	
T R & S / R	Thos. Robinson & Sons, Ltd., Rochdale.	x	
T & S	Toogood & Sons, Ltd. Southampton.		x
T / T & Co.	Taylor, Turncliffe & Co., Ltd.		x
T. T / & Co.	Stoke-on-Trent.		x
T. V / & / S O N S	Thos. Venables & Sons, Ltd. London.		x
T. W. S / & Co.	Thos. Wilson, Sons & Co., Ltd. Hull.	x	
T. C / M. Co. L	Telegraph Construction & Maintenance Co., Ltd.	x	
533 / T H	Thomas Holloway, 533 Oxford St. London.	x	
U. M. A / Co.	Ulster Marine Assurance Co., Belfast.		x
U. M. A / C C	Ulster Marine Assurance Co., Cork.		x
U. M / J. Co.	United Mercantile Insurance Co.		x
V. A	Vickers-Armstrong, Ltd., Newcastle-on-Tyne.		x
V H	Van Houten, Ltd., London.		x
V S / & Co.	Vickers, Sons & Co., Ltd., London.		x
V. S / & Co.			x
W A D E	Richard Wade, Sons & Co., Ltd., Hull.	x	
W. A. G	W & A. Gilbey, Ltd., London.	x	
W & A / G			
W B	Wallach Bros., Ltd. London.		x
W B / S Co.	William Brakett, Sons & Co., Ltd. London.		x
W. B / S Co.			x
W / C & S	W. Chillingworth & Sons, Ltd., London.		x
W. H / Co. / S. N	West Hartlepool Steam Navigation Co., Ltd.	x	
W H J T E L E Y	William Whiteley, Ltd., London.	x	
W. H. S / & S	W. H. Smith & Sons, Ltd. London.	x	
W & H	Walker & Hall, Ltd. Sheffield.		x

Die.	Identity.	Confirmed.	Presumed.
W J L / L J N G	Willings' Bill Posting Service, Ltd. London.	x	
W. M / & Co.	Welch, Margetson & Co., Ltd., London.		x
W. R & Co.	William Rogers & Co., Ltd., Sheffield.		x
W. R / & Co.	William Rogers & Co., Ltd., Birmingham.		x
W & S	Church of England Children's Society. (Walls & Strays)		x
W & S / B	Wallis & Steerens, Ltd., Easingstone.		x
W. T / & Co.	Wiggins, Teape & Co., Ltd., London.		x
W. T. C / B	White, Tonkins & Courage, Ltd., London.		x
W. W	William Whiteley, Ltd., London.		x
W. W. C	A. W. White & Co., Portsmouth.	x	
W. W. / U. P	William Whiteley's Universal Providers, Ltd., London.	x	
W J B / & S	W. J. Barron & Sons, London.		x
W. R	Wirral Railway Co., Cheshire.		x
W H E E N	Richard Wheen & Sons, London. S.E.	x	

NOTE: Those dies indicated as "confirmed" are those actually seen by me with identifying names attached. Those indicated as "presumed" are dies reported to me by fairly reliable correspondents but which I have not seen personally. They also include some dies identified in Charles Bein's collection for which there is now no other verification.

For identification of dies later than 1883 the reader is referred to the listings of the Security Endorsement and Perfor Society of Great Britain which may be obtained from the Secretaries.

I append for those collectors who might find it of interest the list of users of Sloper's dies contained in their Handbook, "A History of J. Sloper & Co.'s Stamp Security Service" published about 1939.

Alliance Assurance Co., Ltd.
 Anglo-American Oil Co., Ltd.
 Automobile Association.
 Barclay's Bank, Ltd.,
 Barclay Perkins & Co., Ltd.
 Beck & Pollitzer.
 Benson, S.H. Ltd.
 Borax Consolidated, Ltd.
 Boy Scouts Association.
 Brompton Hospital.
 Burberry's Ltd.

Canadian Pacific Railway Co.
 Cardiff Corporation.
 Carter Paterson & Co., Ltd.
 Carter Tested Seeds, Ltd.,
 Charing Cross Hospital.
 Chelsea Polytechnic.
 Christy & Co., Ltd.
 Clark's College, Ltd.
 Coleman, George, Ltd.
 Commercial Union Assurance
 Co., Ltd.
 Cooper McDougall & Co., Ltd.
 Cory Bros., & Co., Ltd.
 Cory, Wm. & Son Ltd.
 Crosse & Blackwell, Ltd.
 Crossley Bros., Ltd.
 Cunard White Star Co.
 De La Rue, Thomas & Co., Ltd.
 Debenham Teuson & Chinnocks.
 Dennis Bros., Ltd.
 Boulton & Co., Ltd.
 Du Barry Perfumery Co., Ltd.
 Elders & Fyffes, Ltd.
 English Electric Co., Ltd.
 Eyre & Spottiswoode Ltd.
 Farmiloe, T & W. Ltd.
 Fore Street Warehouse Co.,
 Ltd.
 Fortnum & Mason, Ltd.
 Fraser & Chalmers
 Engineering Works.
 Glyn Mills & Co.,
 Goldard & Smith.
 Goodacre, Wm. & Sons Ltd.
 Gordon Hotels Ltd.
 Great Western Railway Co.
 Grosvenor Hotel.
 Hall & Co., Ltd.
 Henleys Telegraph Works
 Co., Ltd.
 Hitchcock Williams & Co.
 Howard Houlder & Partners.
 Imperial Tobacco Co. Ltd.
 Jnl Coope & Co. Ltd.
 Knight, John Ltd.
 Law Society.
 Liebig's Extract Co., Ltd.
 Lincoln Bennett & Co. Ltd.
 Liverpool & London & Globe
 Insurance Co. Ltd.
 Lloyd's Register of Shipping
 London & Lancashire
 Insurance Co. Ltd.
 Lond Mayon Treloars Cripple
 Hospital & College.

Lyons, J & Co. Ltd.
 Maple & Co., Ltd.
 Marconi Wireless Telegraph Co. Ltd.
 Morgan Crucible Co., Ltd.
 Morley, J. & R. Ltd.
 Moulem, John & Co. Ltd.
 Nestles Milk Products Ltd.
 North British & Mercantile Insurance
 Co. Ltd.
 Ocean Accident & Guarantee Corporation.
 Olhams Press Ltd.
 Osram - G.E.C. Lamp Works.
 Oxford University Press.
 Pauson & Leafs Ltd.
 Pears, A. & F. Ltd.
 Port of London Authority.
 Poupart, T. J. Ltd.
 Prudential Assurance Co. Ltd.
 Puttick & Simpson.
 Reckitt & Colman Ltd.
 Rickett Cockerell & Co. Ltd.
 Royal Insurance Co. Ltd.
 Ruston & Hornsby Ltd.,
 Salmon & Gluckstein Ltd.
 Schweppes Ltd.
 Selfridge & Co. Ltd.
 Sells Ltd.
 Shaw & Kilburn Ltd.
 Shell - Mex & B.P. Co. Ltd.
 Siemens Bros & Co. Ltd.
 Smith & Lister Ltd.
 Smith, W.H. & Sons Ltd.
 South Metropolitan Gas Co.
 St. Georges Hospital.
 St. Giles Christian Mission.
 Sutton & Co. Ltd.
 Temple Press Ltd.
 Unilever Ltd.
 Union Assurance Society Ltd.
 United Dairies Ltd.
 United Grand Lodge.
 Walkers Parker & Co. Ltd.
 Wakefield, C.C. & Co. Ltd.
 Wandsworth & District Gas Co.
 Watney Combe & Reid.
 Weldon, C. & J. Ltd.
 Westminster Corporation.
 Westminster Fire Office.
 Whitbread & Co. Ltd.
 Whiteley, W. Ltd.
 Young Mens Christian Association.

Appendix 4.Acknowledgements, References & Bibliography.

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To those wishing to delve deeper into aspects of this study I recommend the following works which I have found of great use in the compilation of this work:-

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