

English Feudal Titles

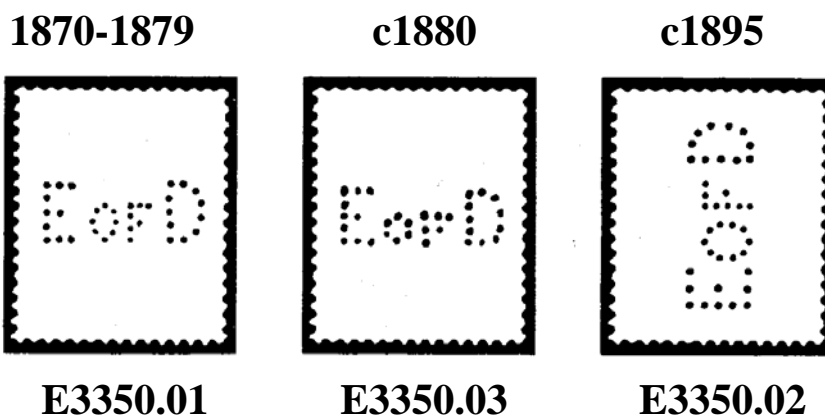
<i>Duke and Duchess</i>	<i>Highest rank</i>
<i>Marquis and Marchioness</i>	<i>2nd highest rank</i>
<i><u>Earl/Count</u> and Countess</i>	<i>3rd highest rank</i>
<i>Viscount and Viscountess</i>	<i>4th highest rank</i>
<i><u>Baron</u> and Baroness</i>	<i>Lowest rank</i>
<i>Baronet/<u>Sir</u> and Lady</i>	<i>Title of honour.</i>

Of the five ranks of peerage/nobility, only two are known to have used perfins - the Earl, and the Baron. However, at least eleven individuals honoured with the title of 'Sir' can be found using perfins, only one of which included the title in the initials.

First the Earls - the 'Earl of Dudley'.

William Ward (1817-1885) was created the 1st Earl of Dudley in 1860, and on his death he was succeeded by his son, William Humble Ward (1867-1932). The estate owned collieries in the Black Country, notably Baggeridge Colliery, the largest in the world at the time, and the Round Oak Steel Works. There was also an Earl of Dudley's Railway - the Pensnett Railway.

Three dies are believed to have been used - the first two by the first Earl, and the last one by his successor. The postmark usually encountered is the '263' duplex of Dudley.

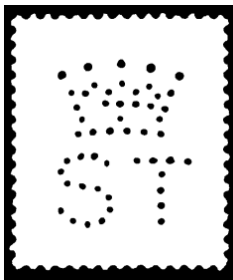


The centre die has only recently been reported and must be quite rare. Known only on a block of four (2x2) QV 1/2d Green 1880 issue.

Earl of Shrewsbury & Talbot.

Again we have two people using the following two perfins - the 20 and 21st Earls of Shrewsbury & Talbot. The 20th Earl was Charles Henry John Chetwynd-Talbot (1860-1921) who, on his death, was succeeded by his grandson John George Charles Henry Alton Alexander Chetwynd Chetwynd-Talbot (1914-1980).

1885-1905



S7050.01



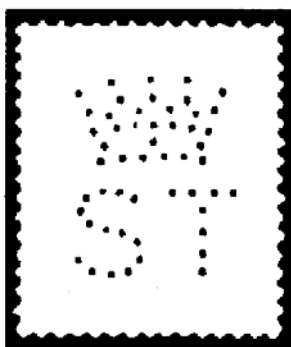
20th Earl

As with the Earl of Dudley, the estate was involved with Collieries, notably the Brereton & Coppice Collieries. However, motorcar enthusiasts will recall the famous '*Sunbeam- Talbot*' marque. It was the 20th Earl who financed a company (Talbot- Cléments) to build French Cléments for the English market.

The first cars emerged from their Ladbroke Grove factory in 1904. Via Talbot-Darracq and a merger with Wolverhampton based 'Sunbeam', they were eventually purchased by Rootes brothers in 1935. The badge shows the Earl's Coronet and a 'Talbot' (Lion).

The countryseat was Alton Towers, now a theme Park, but it was the 20th earl who first opened it up to the public in Victorian times.

1915-1941



S7050.01a

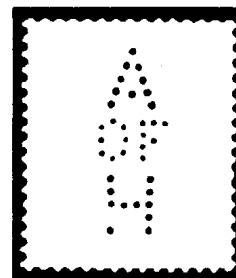
This last die is known to have been a Sloper single headed die, which was destroyed when Sloper's premises were 'Blitzed' by the Luftwaffe in May 1941.

Baron Amherst of Hackney.

William Amherst Thyssen-Amherst (1835-1909) was created the first Baron Amherst of Hackney in 1892. In the 1881 census he is recorded as a member of parliament, but he is also recorded elsewhere as a distinguished *bibliophile and collector of antiquities*.

Just one die is known which was probably used from the time he became a baron until his death in 1909. A pin in the "H" is usually missing which points to the die being single headed.

1892-1909



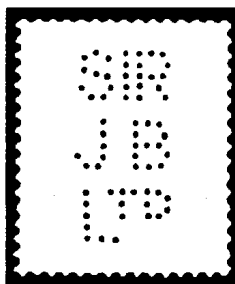
A4390.01

Space doesn't allow a look at all the perfins and individuals involved using the title '*Sir*', but a start is made here with the only known Perfin on G.B. stamps that included it in the initials.

Sir Jacob Behrens (& Sons) Ltd, Stuff Merchants.

Jacob Behrens was born in Germany c1807, but later moved to Bradford where he set up his textile business c1834. He was still alive, aged 74, at the time of the 1881 census, but may well have died by the time the perfin was introduced.

1895-1920



S3870.01

"Sir Jacob Behrens & Sons Ltd" still trade today in Manchester.

This next company involves no less than two notables - Sir William George Armstrong (1810-1900), and (of 'thread' fame) Sir Joseph Whitworth (1803-1887). Amongst various engineering activities, both were renown for their development of ordnance, and after Joseph's death his company was sold (in 1897) to his rival William Armstrong. The combined company was called:

"Sir William George Armstrong, Whitworth & Co Ltd".



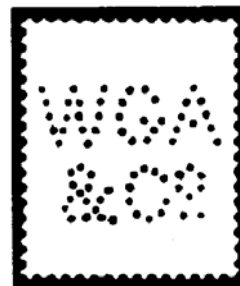
Wm Geo Armstrong



Joseph Whitworth

As far as is known the Manchester based "Whitworth & Co Ltd" never used perfins, but "W G Armstrong & Co Ltd" at Newcastle-on-Tyne used quite a few, the earliest of which is shown alongside.

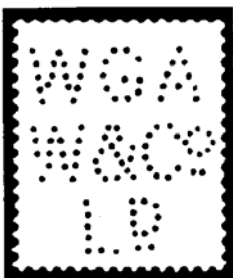
1875-1915



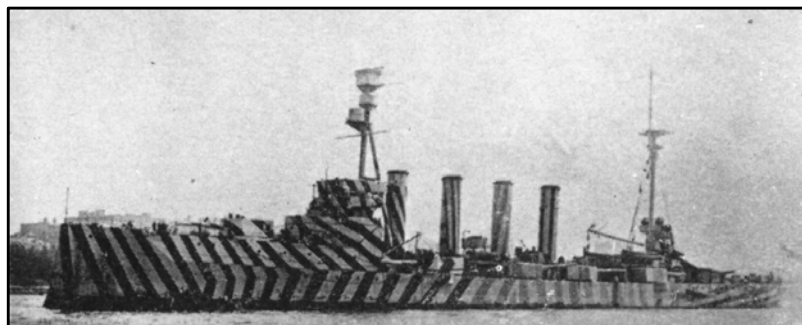
W2970.01

Sir William George Armstrong Whitworth & Co Ltd - Elswick.

1897-1905



W2980.01



HMS Achilles - built at Elswick in 1905.

As well as ships and armaments, 'Armstrong Whitworth' also built Railway Locomotives and Aeroplanes.

We now move to Scotland for the background to this particular perfin and the engineer Sir William Arrol (1839-1913).

Born in Houston (Renfrewshire), he started his working life at the age of 9 in a cotton mill, but later joined a firm of bridge builders in Glasgow. By 1872 he had established his own bridge building business at the *Dalmarnock Iron Works* in Glasgow.

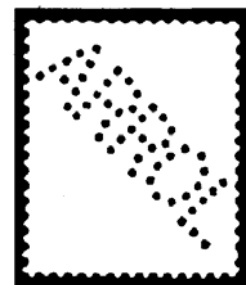


William Arrol was the contractor who built the second Tay Rail Bridge (1882-1887), the cantilever Forth Rail Bridge (1883-1890), and Tower Bridge in London (1886-1894).

He was knighted in 1890.

Just one perfin is suspected as having been used by the civil engineering company he founded, "*Sir William Arrol & Co Ltd*", albeit introduced a few years after his death.

1930-1939



A4805.01

* * * * *

The other notaries who founded companies that used perfins are:

- * Sir Augustus Harris, Playwright & Impresario, London.
- * Sir Joseph Causton & Sons Ltd, Printers, London EC.
- * Sir Lindsay Parkinson & Co Ltd, Contractors, Blackpool & London.
- * Sir WA Rose & Co, Paint, Varnish & Grease Mfrs, London EC.
- * Sir Titus Salt, Worsted Textile Mfr and Philanthropist, Saltaire.
- * Sir Thomas & Arthur Wardle, Silk Dyers & Finishers, Leek.
- * Sir Samuel W Royse & Co Ltd, Chemical Merchants, Manchester.
- * Sir Charles R McGrigor & Co, Army Agents & Bankers, London SW.

Many moons ago, Dave Hill sent me these two illustrations which he had found. I did not think at the time to put them into the Bulletin because the identification of the full name "ARROL" was not proved. It is still only catalogued as a 'possible' but as Roy has mentioned 'Arrol' in the preceding article, I publish them here, as an adjunct to Roy's article. It adds a little more information about the man.

Why should you Vote for
SIR WILLIAM ARROL,
THE UNIONIST CANDIDATE?

BECAUSE the best interests of the Empire and Country will be served by the return of the UNIONIST PARTY to power.

BECAUSE the UNIONIST GOVERNMENT, during five years of power, has encouraged trade and brought good wages to all.

BECAUSE the UNIONIST PARTY has done more than any other party for the People, to whom they gave—

LOCAL GOVERNMENT,
 TECHNICAL EDUCATION,
 FREE EDUCATION,
 COMPENSATION TO WORKMEN,
 HEALTHIER DWELLINGS,
 ABOLITION OF THE TRUCK ACT,
 AND IMPROVED TRADE.

BECAUSE they pacified Ireland, relieved its distress, and restored its prosperity.

BECAUSE SIR WILLIAM is one of yourselves.
 BECAUSE he lives among you, and is accessible to every Elector at any time.

BECAUSE he knows your local wants, and can best bring them before Parliament.

BECAUSE he once was a workman himself, and knows the wants and wishes of all classes.



Faithfully
William Arrol