

## WELSH PERFINS – 1868 - 1880



Joseph Sloper was given the go ahead to perforate stamps on March 13<sup>th</sup> 1868. His office in the centre of the London business district gave him a ready source of customers and he advertised his services in the London newspapers on a regular basis. However he seems to have ignored the potential customer base outside London. So the use of perfins spread fairly slowly throughout Britain.

The earliest use of perfins in Wales was probably made by William Cory & Son Ltd. The company had offices in London so they would have been aware of the advantage of using perfins at an early stage. They used perfin die CORY/C and a cover is recorded used in Cardiff dated September 8<sup>th</sup> 1871 – over three years after the introduction of perfins. The same die was also used in their London office and they may well have supplied stamps to the Bute Street, Cardiff office from the London office.

The other die with early Welsh cancellations was CAM/RYS used by Cambrian Railways. Although their head office was in Oswestry, Shropshire their rail network was throughout Wales and Aberyswith, Machynlleth, Portmadoc and Welshpool cancels are recorded.

Probably the most prolific Welsh perfin user in this period was Pryce Jones Ltd based in Newtown. The mail order service set up by Pryce Jones was the Amazon of it's day. Their warehouse was next to the newly built Newtown railway station and using the communication links provided by the railway they sent goods throughout Britain.

Most of the Welsh perfin users were based in Cardiff and linked heavily with the shipping and coal industry. A total of 36 dies have been identified as being used by Welsh companies during this period, 35 of which are shown here.

CARDIFF					
	Die No.	Die	User	Use	Earliest Date
1	B5480.01	BOVEY	John Bovey & Co. Bute Docks, Cardiff	1874 – 1885	July 6 <sup>th</sup> 1875
2	B5490.01	BOV'Y	John Bovey & Co. Bute Docks, Cardiff	1874 – 1875	
3	C0570.02	C.B/C	Cross BrothersSt, Maty St. Cardiff	1879 – 1881	May 14 <sup>th</sup> 1880
4	C1280.01	CC/Co	Cwmaman Coal Co, James St, Bute Docks	1874 – 1885	May 1874
5	C5620.01	CORY/C	William Cory & Son, Bute St, Cardiff	1869 – 1895	Sept. 8 <sup>th</sup> 1871
6	D2890.01	D.L.O	David Lewis Owen, Bute St, Cardiff	1872 – 1875	
7	D3600.01	D.O/&/Co	Daniel Owen & Co, Western Mail Buildings, Cardiff	1875 – 1895	...1879
8	F3355.01	F.P/&S	F. Primavesi & Sons, 6 James St. Docks, Cardiff	1873 – 1885	Apr. 16 <sup>th</sup> 1878
9	G2605.01	G.I/&S	George Insole & Sons, 3 Bute Crescent, Cardiff	1875 – 1878	
10	H7680.01	H.W/C	H. E. Worms, 10 Bute Crescent, Cardiff	1872 – 1905	June 27 <sup>th</sup> 1872
11	J5305.01	J.M/&Co.	John Marychurch & Co, 9 Bute Crescent, Cardiff	1870 – 1885	Mar. 23 <sup>rd</sup> 1880
12	J8630.01	JW&S/C	John Williams & Sons, 23 Queen Street, Cardiff	1875 – 1879	May 29 <sup>th</sup> 1879
13	L5700.01	LVS	Lewis Vincent Sherley, Castle Street, Cardiff	1877 – 1879	Feb. 21 <sup>st</sup> 1877
14	M0220.01	MAIL	Western Mail. 66-69 Mary St, Cardiff	1875 – 1895	...1877
15	M5605.01	M.T/C	Mathew Thompson, The Exchange, Docks, Cardiff	1875 – 1881	...1879
16	M5935.01	MW	Western Mail. 66-69 Mary St, Cardiff	1870 – 1890	
17	O2047.01	OWEN	Daniel Owen & Co, 112 Bute Street, Cardiff	1873 – 1876	
18	R0615.01	R.B./&S	R. Burton & Sons, Canal Wharf East, Cardiff	1879 – 1880	
19	W8310.01	WYE	William Yeo Edwards, 105 Bute St Docks, Cardiff	1870 – 1890	Mar. 22 <sup>nd</sup> 1895

ABERYSTWITH / MACHYNLLETH / WELSHPOOL					
1	C0250.01	CAM/RYS	Cambrian Railways, H/O Oswestry, Shropshire	1869 – 1883	July 21 <sup>st</sup> 1871
2	C6420.02	CR	Cambrian Railways, H/O Oswestry, Shropshire	1878 – 1880	Feb. 10 <sup>th</sup> 1880
BANGOR					
1	E2060.01	E.H.V	User unknown	1876 – 1879	1878
LLANELLI					
1	T1477.01	T&E/L	Thomas & Evans, Opposite Railway Station, Llanelli	1878 – 1880	
NEWPORT					
1	J3560.01a	J.H.&Co	G. W. Jones, Heard & Co, Lower Dock St, Newport	1874 – 1878	Nov. 25 <sup>th</sup> 1878
NEITH					
1	N0410.01	N.B.R	Neith & Brecon Railway, Cadoxton Road, Neath	1873 – 1915	Jun.12 <sup>th</sup> 1877
NEWTOWN					
1	P2680.01	P.J/N.T	Pryce Jones Ltd, Newtown, Monmouthshire	1880 – 1900	Oct. 21 <sup>st</sup> 1898
2	P2680.03	P.J/N.T	Pryce Jones Ltd, Newtown, Monmouthshire	1880 – 1885	Oct. 19 <sup>th</sup> 1880
3	P2700.01	P.J./N.T.	Pryce Jones Ltd, Newtown, Monmouthshire	1869 – 1881	July 17 <sup>th</sup> 1875
SWANSEA					
1	F3355.01	FP/&S	F. Primavesi & Sons, 26 Castle Bailey St, Swansea	1875 – 1885	April 16 <sup>th</sup> 1878
2	F4487.01	F.W.R	User unknown	1875 – 1885	
3	M3860.05	MM	Marcus Moxham & Co, New Road, Swansea	1871 – 1877	...1876
4	T5020.01	TW/&Co	Townshend Wood & Co, Eagle Wharf, Swansea	1873 – 1882	Oct. 15 <sup>th</sup> 1875
WREXHAM					
1	E3030.01	E.M.J	Edward Meredith Jones, 12 Charles St, Wrexham	1875 – 1901	Nov. 12 <sup>th</sup> 1901
THROUGHOUT WALES					
1	G4350.01	GR/W	Great Western Railway	1869 – 1872	Jan. 1 <sup>st</sup> 1870
2	G4350.01a	GR/W	Great Western Railway	1869 – 1870	Jan. 18 <sup>th</sup> 1869
3	G4350.02	GR/W	Great Western Railway	1871 – 1885	Dec. 23 <sup>rd</sup> 1871





B5480.01S

Dates	1874 - 1885
Usage	July 6 <sup>th</sup> 1875 - December 27 <sup>th</sup> 1878
Manufacturer	Unknown – probable single headed die
Pins	14,10,9,10,8 – 4
User	John Bovey & Co Ltd, Rothesay Chambers, Bute Docks, Cardiff. Also 32 Mount Stuart Square, Cardiff
Business	Steamship Owners, Ship & Insurance Brokers, Coal Owners & Colliery Proprietors
Cancellations	Cardiff, Bute Docks, Gloucester Station



Plate n/k



Plate 172



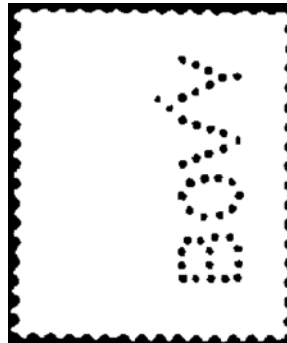
**M**OUNTFORD, HOMER, & MOUNTFORD'S  
STAFFORDSHIRE  
ANCHORS AND CHAIN CABLES.

APPLY TO JOHN BOVEY & CO.,  
WEST OF ENGLAND MARINE INSURANCE COMPANY,  
CARDIFF. 2708g

**H**EYL'S CELEBRATED PATENT  
ANTI-FOULING COMPOSITION.  
For coating iron ships' bottoms. Now used by all the  
leading shipowning firms in Great Britain.

Tenders, including docking, cleaning, painting, and  
coating, can be had on application to  
**JOHN BOVEY & CO.,**  
Lloyd's Agency,  
**BUTE DOCKS,**  
**CARDIFF.**  
Agents for Newport and Cardiff. 14598





B5490.01

Dates	1874 - 1875
Usage	Unrecorded
Manufacturer	Sloper machine No. 2666
Pins	14,10,9,2,8 - 4
User	John Bovey & Co Ltd, Rothesay Chambers, Bute Docks, Cardiff (provisional)
Business	Ship & Insurance Brokers
Cancellations	Bute Docks



Plate 10



Plate 164



## NORWAY, SWEDEN, AND RUSSIA. HOLIDAY TOURS.

LAND OF THE MIDNIGHT SUN.  
THE WILSON LINE OF ROYAL MAIL PASSENGER STEAMERS, luxuriously fitted and lighted by electricity, present the quickest and best opportunities of visiting the magnificent Fjords and Mountain Scenery of NORWAY at very reasonable cost.

These Steamers have been specially built for passenger service, with the Saloons and Sleeping Accommodation in the centre of the ships, this position giving passengers the maximum of comfort.

Sailings are from  
HULL to BERGEN every TUESDAY, and THURSDAY.

" STAVANGER every TUESDAY.

" CHRISTIANIA and CHRISTIANSAND every FRIDAY.

" DRONTHEIM every THURSDAY.

" GOTHENBURG WEDNESDAY and SATURDAY Mornings.

LONDON to CHRISTIANIA and CHRISTIANSAND every FRIDAY.

N.B.—First and Second Class Passengers by the London Steamers until end August are embarked, and until medio September disembarked, at Harwich (fares include railway fare between London and Harwich). Passengers leaving Liverpool Street Station, London, by the 8 p.m. special Continental Express, and the steamers sail after the arrival of this train.

First-class Passenger Steamers mostly having their accommodation amidships are also despatched from

HULL to ST. PETERSBURG Weekly.

HULL to COPENHAGEN every Monday.

GRIMSBY to MALMO every Tuesday.

For Programmes, with Full Particulars, apply to

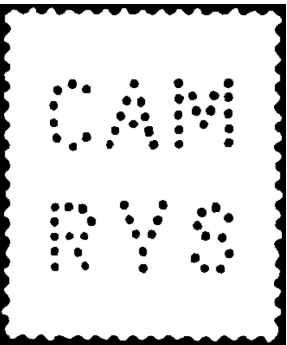
THOS. WILSON, SONS, and CO. (Ltd.), HULL,

or to

JOHN BOVEY and CO., Lloyd's Agency, CARDIFF,

5793 Agents for South Wales.

John Bovey & Co - Steamship Owners, Ship & Insurance Brokers, Coal Owners & Colliery Proprietors. An entry dated 28/3/1874 in the Sloper records states "Small single initialling machine originally J&I/B&G repaired and altered to BOV'Y - Press No. 2666"

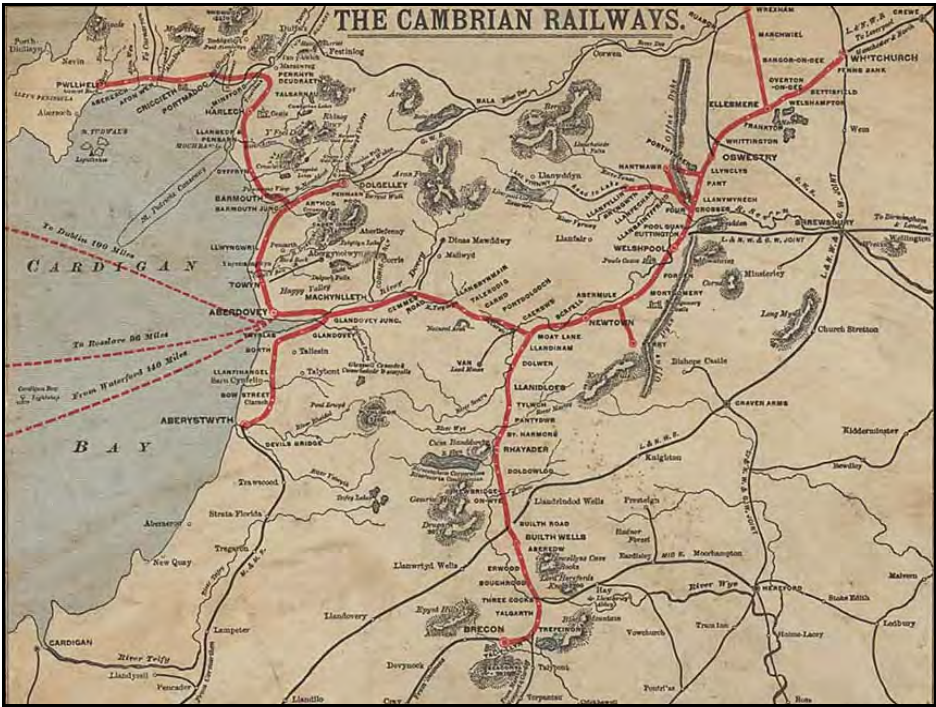


C0250.01M

Dates	1869 - 1883
Usage	September 14 <sup>th</sup> 1871 – February 18 <sup>th</sup> 1883
Manufacturer	Sloper Die – 6 x 1 die configuration
Pins	8,10,15/12,8,10 – 4½
User	Cambrian Railways, Head Office Oswestry, Shropshire
Business	Railway Operator
Cancellations	Oswestry, Welshpool, Aberystwith, Portmadoc, Whitchurch



Plate 131



The Cambrian Railway was an amalgamation of lines by Act of Parliament 1864, 1865, 1904 and 1913. The Oswestry to Newtown line opened 1860 – 61, the Llandidloes to Newtown opened in 1859, the Newtown to Machylleth line 1863 – 64, the Aberystwith to West Coast (Narrow Gauge) 1902. The Company owned 241 and leased 53 route miles of line.





# CONFIGURATION OF DIE C0250.01 – CAM/RY5 – 6 x 1

Column A      Column B      Column C      Column D      Column E      Column F

Column G      Column H      Column I      Column J      Column K      Column L

196      190      197      158      119      136

129      192      172      131      197      106

Die C0250.01M has been determined to have had a 6 x 1 configuration. The key characteristic is a distinctive "R" found in the 'F', and 'L' columns.

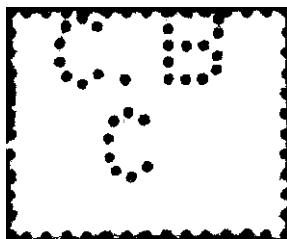
This distinctive "R" has been found on the following stamps.

1d      106 (OL), 136 (BF), 155 (HF), 178 (GL), 184(KF), 195 (FF)

CAMBRIAN RAILWAY.																							
STATIONS.												STATIONS.											
LEAVE												LEAVE											
1231	231	123	231	123	231	123	231	123	231	123	231	1231	231	123	231	123	231	123	231	123	231	123	231
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
WHITCHURCH	7 40	9 30	1 00	..	..	5 45	9 25	..	..	..	..	LLANIDLOES	5 0	..	..	9 40	..	..	2 35	..	7 30	7 30	7 30
Fenn's Bank	7 50	..	..	..	..	5 45	9 25	..	..	..	..	Most Lane (Junc.)	5 25	..	..	10 2	..	..	3 55	..	7 30	7 30	7 30
Bettisfield	8 0	..	T&W	..	..	5 50	9 30	..	..	..	..	ABERYSTWTH	..	..	..	8 0	..	..	1 0	..	5 45	5 45	5 45
Welshampton	8 5	..	T&W	..	..	5 55	9 37	..	..	..	..	BORTH	..	..	..	8 24	..	..	1 22	..	6 22	6 22	6 22
ELLESMERE	8 25	9 56	2 12	..	..	6 29	44	..	..	..	..	MACHYLLLETH	3 25	..	..	9 5	..	..	1 56	2 5	6 56	6 56	6 56
Whittington	8 33	10 15	..	..	..	6 15	9 56	..	..	..	..	Llanbrynmaur	4 5	..	..	9 30	..	..	2 25	3 5	7 25	7 25	7 25
OSWESTRY	9 0	10 20	2 30	..	..	6 20	10 0	..	..	..	..	Caeewes	..	..	..	10 10	..	..	..	..	7 54	7 54	7 54
Lynecllys	10 30	3 35	3 30	4 15	6 25	..	6 15	..	..	..	..	Most Lane	5 15	..	..	10 13	..	..	3 5	4 0	8 18	8 18	8 18
Llanymynech	10 37	2 44	3 28	4 25	6 34	..	6 25	..	..	..	..	(Junction)	5 15	..	..	10 18	..	..	3 7	4 10	8 4	8 4	8 4
Four Crosses	10 45	2 51	3 35	4 35	6 40	..	6 31	..	..	..	..	NEWTOWN	5 0	..	..	10 30	..	..	3 14	4 35	8 15	8 15	8 15
WELSHPOOL	10 53	..	11 52	..	3 42	6 45	6 35	..	..	..	..	Montgomery	5 20	..	..	10 50	..	..	3 37	5 5	8 35	8 35	8 35
Montgomery	11 15	3 14	..	..	7 8	..	6 55	..	..	..	..	WELSHPOOL	5 40	..	..	11 5	..	..	3 49	5 30	8 50	8 50	8 50
NEWTOWN	11 25	3 19	..	..	7 12	..	7 5	..	..	..	..	Four Crosses	5 10	..	..	11 15	..	..	3 55	5 55	9 0	9 0	9 0
Most Lane	11 40	3 35	..	..	7 29	..	7 25	..	..	..	..	Llanymynech	5 20	..	..	11 36	..	..	4 15	7			

CAMBRIAN RAILWAY.																							
STATIONS.												STATIONS.											
LEAVE												LEAVE											
a.m.	12	1	2	3	4	5	6	7	8	9	10	a.m.	12	1	2	3	4	5	6	7	8	9	10
WHITCHURCH.	7	40	9	30	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fenn's Bank	7	50	..	..	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bethesda	8	0	..	..	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Walsingham	8	5	..	..	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ELLESMERE	8	25	9	50	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whittington	8	35	10	0	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OSWESTRY	8	45	10	10	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	8	55	10	20	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	0	10	30	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	10	10	40	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	20	10	50	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	30	11	0	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	40	11	10	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	9	50	11	20	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	0	11	30	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	10	11	40	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	20	11	50	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	30	12	0	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	40	12	10	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	10	50	12	20	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	11	0	12	30	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	11	10	12	40	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	11	20	12	50	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	11	30	1	0	1	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Llandudno	11	40	1				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..



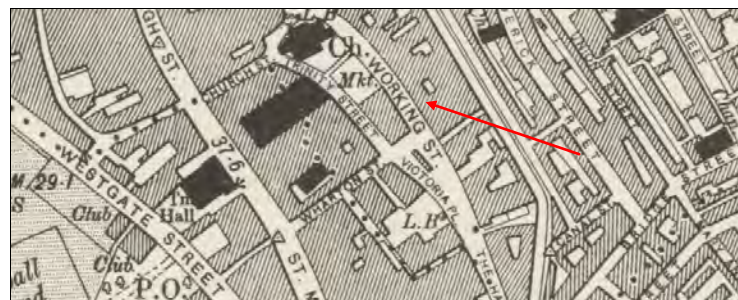


Dates	1879 - 1881
Usage	May 14 <sup>th</sup> 1880
Manufacturer	Unknown
Pins	8, 15/8 – 4½
User	Cross Brothers, 21, 22, 23 Working Street, & 3 & 4 St. Mary St., Cardiff (provisional)
Business	General furnishing ironmongers, iron & builders' merchants, engineers & house furnishers
Cancellations	Cardiff

C0570.02



Plate 14



## CROSS BROTHERS,

*Manufacturers, Merchants & Shippers,*  
COLLIERY STORE CONTRACTORS,

ENGINEERS, RAILWAY, AND STEAMSHIP FURNISHERS,

Iron, Steel, Oil, and Metal Merchants,

**Wholesale and Retail Ironmongers,**

Manufacturers of Wrought Iron Gates, Hurdles, Railings, Tree Guards, and  
Wire Fencing.

*Depot for Evans' Steam Pumping Engines, Wrought Iron and Steel Flanged  
Joint Tubes, Screwed & Socketed Tubes for Gas, Steam & Water, Iron  
and Steel Boiler Tubes and Ferrules, Engineers' Brass Steam Fittings.*  
ILLUSTRATED CATALOGUES UPON APPLICATION.

**Plumbers, Bell-hangers, Gas-fitters, Smiths, and Sanitary  
Engineers.**

HEATING AND COOKING STOVES.

Open and Close Fire Ranges, The "Eagle" Gold Medal Kitchen Range,  
Tiled and other Register Grates, Dog Grates.

Marble, Enamelled Slate, Wood and Iron Mantlepieces and Over Mantles.

HE HEARTHES, GAS BRACKETS, CHANDELIERS & GAS-FITTINGS GENERALLY.

Cast Iron and Enamelled Clay Baths, Yellow Enamelled Scullery Sinks, Wash Tubs,  
Sanitary Earthenware and Appliances.  
Lavatories, Tip-up Basins, Urinals, Water Closet Basins and Traps.

ALL INQUIRIES SOLICITED. — PRICE LISTS FREE.

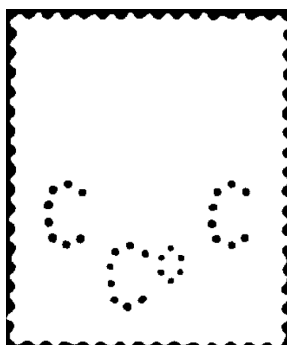
*Shipping and District Agents for Nobel's Explosives Co., Ltd.*

**22, 23, Working Street, CARDIFF.**

*Telephones No. 530, National.  
No. 306, P.O.*

*Telegraphic Address:  
"CROSS, CARDIFF."*





C1280.01S

Dates	1874 - 1885
Usage	September 1 <sup>st</sup> 1885
Manufacturer	Sloper Die 4272 – Ordered May 1874
	Fitted with a single headed die
Pins	8,8/8,6 – 4½
User	Cwmaman Coal Co, Primavesi Chambers, James St, Bute Docks Also 11 Oriental Place, Southampton
Business	Coal Proprietors
Cancellations	Bute Docks, Cardiff



Plate 201

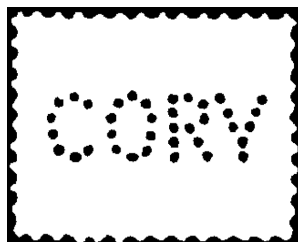


Plate 3



Price list sent from Bute Docks by Cwmaman Coal Co to Seville bearing ½d blue with perfin CC/Co - C1280.01

The first shafts of Shepherd's Pit were sunk in 1849 with coal being found in December of that year. The colliery was founded by Thomas Shepherd in partnership with H. J. Evans, who later operated the colliery alone, until the Cwmaman Coal Company was formed to purchase the colliery in 1873. Expansion followed with the opening of the Fforchwen pit in 1900 and the Trewen Pit between 1910 - 1912. In 1918 the Cwmaman Coal Co. Ltd. sold their enterprise to D. R. Llewellyn, with further ownership changes occurring in 1928 and 1934 when it was owned by the Bwllfa and Cwmaman Coal Co. Ltd and Welsh Associated Collieries Ltd respectively. When the colliery closed in 1935 it was under the control of the Powell Duffryn Associated Collieries



C5600.04

Dates	1877 - 1897
Usage	March 1878 – March 2 <sup>nd</sup> 1897
Manufacturer	Unknown
Pins	8,10,11,8 – 4
User	William Cory & Son, Commercial Road, Lambeth, London SE; 13 Coal Exchange, Lower Thames St EC; Tidal Basin, Victoria Docks, E and Millwall Docks E & barge building works, Charlton. (provisional)
Business	Coal Merchants
Cancellations	London SE, EC, Tower St. B.O.



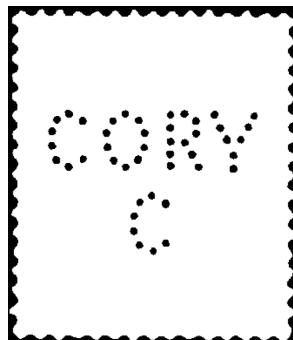
Plate 12

**NOTICE** is hereby given, that the Partnership hitherto existing between us the undersigned, Henry James and Cory Francis Cory-Wright, carrying on business as Coal Merchants and Shipowners, at 3, Eastcheap, E.C., the Coal Exchange, E.C., and elsewhere, under the style or firm of William Cory and Son, has been this day dissolved by us by mutual consent; and the business of the said firm will henceforth be carried on by the said Cory Francis Cory-Wright.—Dated this 7th day of December, 1891.

**HENRY JAMES.  
CORY F. CORY-WRIGHT.**

William Cory & Son Ltd. was formed in London in 1896 following the merger of eight companies in the coal trade. Cory had a comprehensive business transporting and supplying 5 million tonnes of coal per year to customers in London. The company had a fleet of 2,500 railway wagons and also operated barges on the River Thames. So that the barges did not return empty after delivering coal, Cory used them to carry refuse from London to be dumped in the marshlands of Essex and Kent. During the First World War, most of Cory's tugs were requisitioned for the Royal Navy. The company lost fifteen ships, most confirmed sunk by enemy action. In the Second World War fuel supplies were vital to the war effort. Cory colliers sailed in coastal convoys and 13 of them were lost. By the 1950s Cory was transporting and supplying fuel oil as well as coal. In 1956 the company began to develop a fleet of barges designed specifically to carry refuse rather than coal. Cory had its own barge-building yard, which produced more than 400 such vessels between 1962 and 1972. In 1972 William Cory & Son Ltd. was acquired by Ocean Group plc. By the end of the 1970s Cory was the largest waste carrier on the Thames. In the 1980s Cory withdrew from coal and oil distribution altogether, to concentrate solely on waste transport and disposal. In 1990 the company became Cory Environmental and currently operates in more than thirty locations in England, providing services in the collection, recycling and disposal of waste as well as municipal cleaning.





C5620.01M

Dates	1869 - 1895
Usage	September 8 <sup>th</sup> 1871 – February 12 <sup>th</sup> 1891
Manufacturer	Sloper Die - multi-headed
Pins	8,10,11,8/8 – 4
User	William Cory & Son Ltd, Bute St, Cardiff. London Office 3 Fenchurch Av, Lime St, London EC
Business	Colliery Proprietors, Ship Owners, Ship Brokers, & General Commission Agents
Cancellations	Bute Docks, Cardiff, London EC, Newcastle-on-Tyne
Note	Broken pins in "O" & "C" indicated a multi-headed die



Plate 19



Plate 123



Plate 1

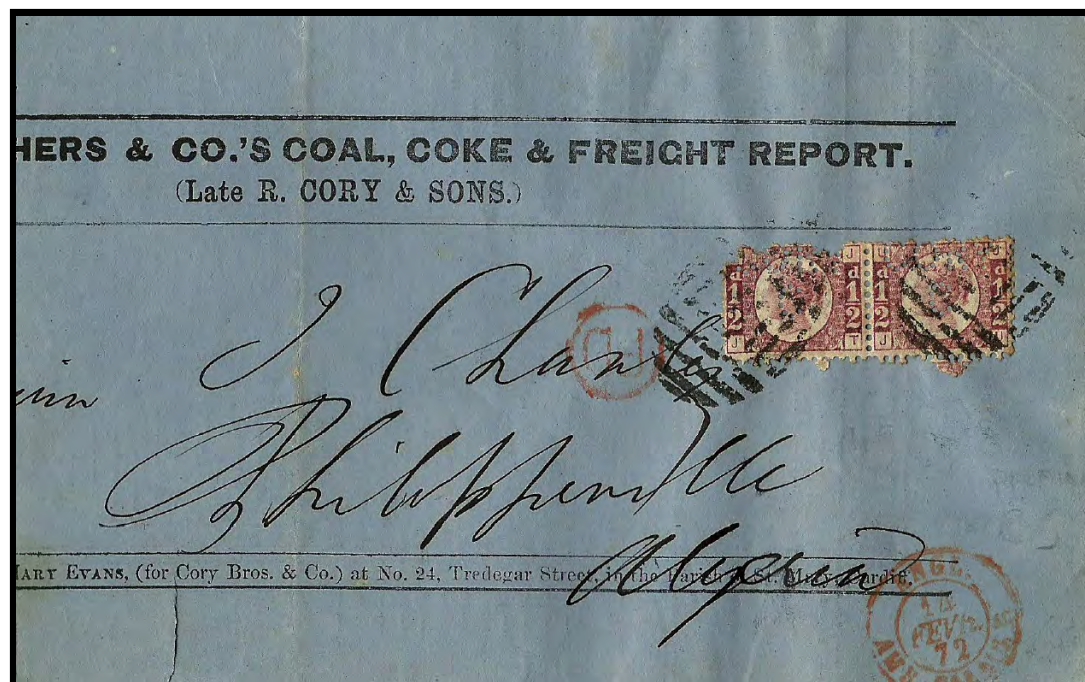


Plate 14



Letter sheet posted from Cardiff September 13<sup>th</sup> 1875 bearing 1d plate 162 and 1½d plate 1  
both bearing perfin CORY/C – C5620.01

*William Cory & Son Ltd-* John Cory, born in 1823 set up his first business in 1854 in Padstow when he bought his first ship. In 1872 Cory moved to Cardiff where the firm's prosperity was built on the export of coal and the import of iron ore from Spain. In 1885 his two sons came into formal partnership in the firm and in 1891 on the death of John Cory the eldest son became chairman of the company. By 1898 the company owned twenty one ships and had moved to larger premises. The company continues to trade up to the present day.



Part advertising broad sheet to Algeria bearing 2 x 1/2d plate 6 dated February 14<sup>th</sup> 1872



1872 wrapper to Gibraltar with GB QV 2d blue strip of three, single Plate 13 with perfin die CORY/C – C5620.01 postmarked CARDIFF duplex dated JU 14 72. At this time the circled "S" handstamp to identify mail routed via Spain was not used (July 1870 to July 1875) as the 8d rate alone was sufficient to identify mail received by the more expensive and thus uncommonly used overland route. John Cory came to Cardiff as a shipbroker and shipowner in 1872 and established 'John Cory Sons & Co'. On his death in 1891 he owned 21 steamers with another three large steamers being built on the Clyde.





Letter sheet to Naples used January 7th 1875 bearing 2d plate 14 (MF) with perfin die CORY/C - C5620.01

Highest Awards for Welsh Smokeless Steam Coal at the Chicago and Bordeaux Exhibitions.

**CORY BROTHERS & CO., LIMITED,**  
 COLLIERY PROPRIETORS AND SOLE SHIPPERS OF  
**CORY'S MERTHYR & PENRIKYBER**  
**NAVIGATION STEAM COAL,**  
 TO THE PRINCIPAL GOVERNMENTS OF THE WORLD.

**OFFICES AND AGENTS:—**

**CARDIFF:** Bute Docks. **LONDON:** 8, Fenchurch Avenue, E.C.  
**PARIS:** 66, Rue Taitbout. **GENOA:** 2, Via Ponte, Reale.  
 Telegraphic Address, **CARDIFF** and **LONDON**—"CORY."

**DEPOTS OF COAL:—**

London, La Rochelle, St. Nazaire, Vigo, Cadiz, Gibraltar, Oran, Algiers, Marseilles, Malta, Genoa, Civita Vecchia, Naples, Messina, Fiume, Trieste, Syra, Salonica, Constantinople, Port Said, Suez, Aden, Bombay, Point de Galle, Colombo, Singapore, Saigon, Seychelles, Zanzibar, Mauritius, Cape Town, Bermuda, St. Thomas (W.I.), St. Lucia (W.I.), Barbadoes (W.I.), Terceira, St. Vincent (Cape Verde Islands), Madeira, Pernambuco, Bahia, Rio Janeiro, Santos, Montevideo, La Plata, Buenos Ayres.

**PRICES OF STEAM AND HOUSE COAL, PATENT FUEL, COKE, AND ANTHRACITE COALS,**

TO BE OBTAINED OF

**CORY BROTHERS & CO. (Limited), CARDIFF.**



CONFIGURATION OF DIE C5620.01 – CORY/C – 6 x 1



Column A



Column B



Column C



Column D



Column E



Column F



Column G



Column H



Column I



Column J



Column K



Column L



181



202



136



154



187



200



139



209



204



201



177



157



Die C5620.01M has been determined to have had a 6 x 1 configuration. There are a number of broken pin varieties during the life of the die. A key characteristic is a pin break in the second "C" found in the 'C', and 'J' columns. This pin break has been found on the following stamps.

½d 19 (LJ) 1d 176 (EC), 198 (IJ), 201 (JJ), 214 (SJ), 214 (OJ)

A second key characteristic is a pin break in the "O" found in the 'E' and 'K' columns. This pin break has been found on the following stamps.

1d 139 (PE), 143 (OK), 146 (CE), 151 (GK)



A third key characteristic is a pin break in the "R" found in the 'C' and 'I' columns. This pin break has been found on the following stamps.

1d 139 (FC), 161 (CC), 166 (MI) 2d 14 (AC)

A fourth key characteristic is a pin break in the "Y" found in the 'B' and 'H' columns. This pin break has been found on the following stamps.

1d 193 (HB), 198 (RH), 200 (KB), 209 (RH)



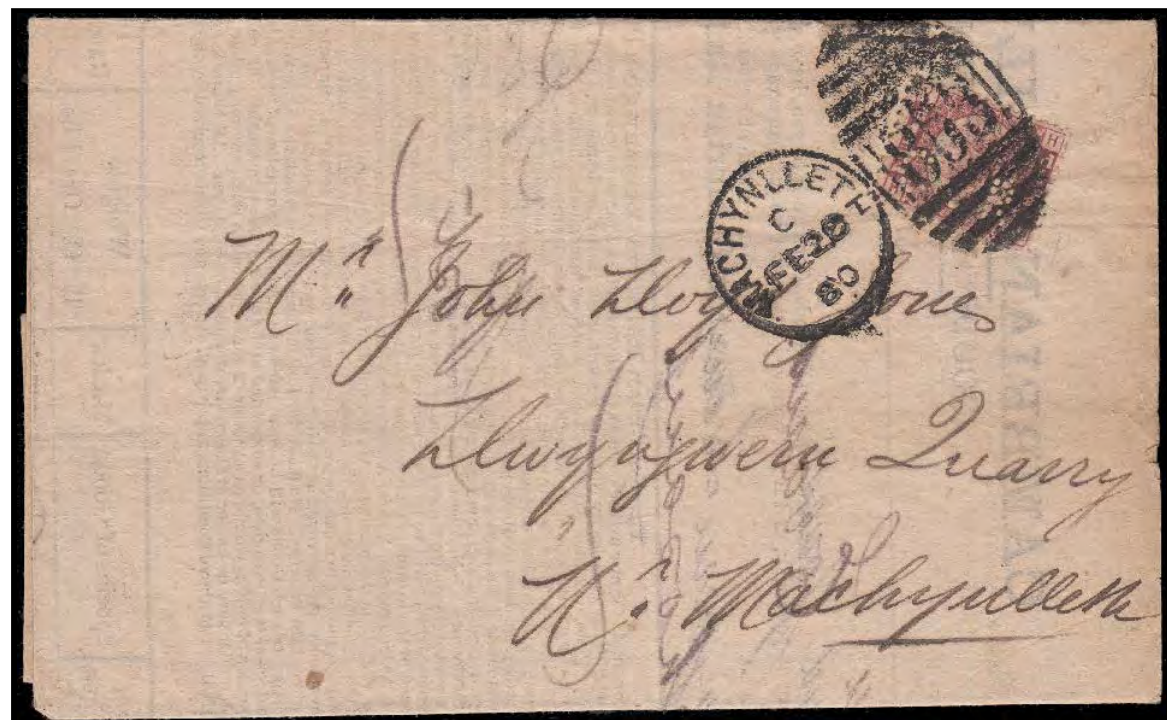


C6420.02



Plate 12

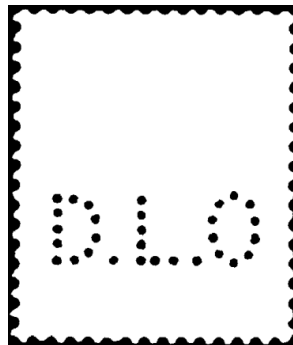
Dates	1878 - 1880
Usage	August 22 <sup>nd</sup> 1880 – October 6 <sup>th</sup> 1880
Manufacturer	Unknown
Pins	8,12 – 4½
User	Cambrian Railways, H/O Oswestry, Shropshire
Business	Railway Operator
Cancellations	Oswestry, Machynlleth



Waybill from Cambrian Railways for carriage of goods from Llwygwyn Quarry used February 20th 1880 bearing ½d red plate 10 with perfin die C6420.02 - C.R

*Cambrian Railways* - Incorporated by Act of July 25th 1864, it comprised the following undertakings:- Oswestry & Newtown; Llanidloes & Newtown; Newtown & Machynlleth; Oswestry, Ellesmere & Whitchurch; Aberystwyth & Welsh Coast. The earliest incorporated of these companies was the Llanidloes & Newtown in August 1853. Later Acts and powers included the amalgamation of the Mid Wales Railway from July 1st 1904 and the Vale of Rheidol from July 1st 1913. On January 1st 1923 it became part of the Great Western Railway.





D2890.01

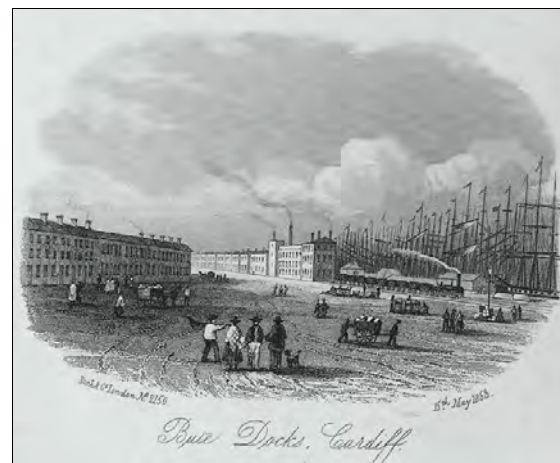
Dates	1872 - 1875
Usage	Unrecorded
Manufacturer	Unknown
Pins	11,7,10 – 4½/4½/5
User	David Lewis Owen Ltd., 87 Bute Street Docks, Cardiff (provisional)
Business	Coal Owners, Merchants & Exporters
Cancellations	Bute Docks, Cardiff

Illustration  
not available

Plate 12



Plate 164

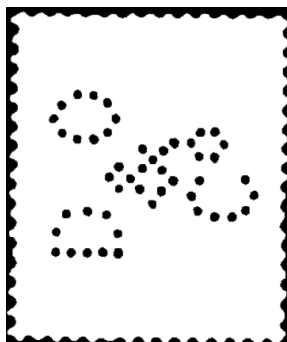


Valuable Reversion.

**M**ESSRS. WATKINS and STEPHENSON are instructed by the Assignees of Mr. David Lewis Owen to SELL by AUCTION, at the Queen's Hotel, Cardiff, on THURSDAY, the 25th day of November, 1869, at Four o'Clock in the Afternoon, the REVERSIONARY INTEREST of the said David Lewis Owen in certain Property bequeathed by the Will of the late David Lewis, of Cardiff, comprising valuable Leasehold at Cardiff, and other good investments.

Full particulars can be obtained on application to the Auctioneers, Cardiff; Messrs. Press and Inskip, Solicitors, Bristol; or Messrs. Ingledew and Ince, Solicitors, the Docks, Cardiff.





D3600.01

Dates	1875 - 1895
Usage	December 31 <sup>st</sup> 1894
Manufacturer	Unknown
Pins	10,10/14/8,6 – 4½
User	Daniel Owen & Co, Western Mail Buildings, Cardiff (provisional)
Business	Printers
Cancellations	Cardiff
Note	Associated Die O2047.01 - OWEN



Plate 15



DANIEL OWEN & CO., L<sup>TD.</sup>,

WHOLESALE AND RETAIL

*Legal & Mercantile Stationers,*

BOOKBINDERS,

STEAM

*Lithographic and Letterpress Printers,*

PUBLISHERS,

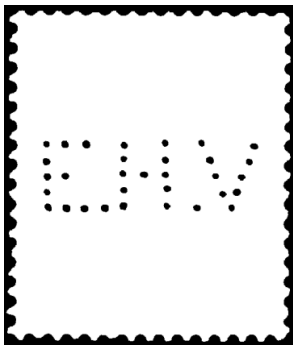
*ACCOUNT BOOK MANUFACTURERS,*

MACHINE RULERS,

Engravers, Zincographers, Electrotypers, and  
Stereotypers.

WESTERN MAIL BUILDINGS,  
CARDIFF.

Founded in Cardiff in 1869 by the Marquess of Bute, the Western Mail was initially intended to be conservative in its orientation. The publication was daily; the price was 1d, and remained so until 1900. In 1877, Bute sold the paper to Henry Lascelles Carr and Daniel Owen. Carr had been its editor since 1869, and, under his continued leadership, it became one of Wales's foremost newspapers. From its early days, the paper claimed to be the national newspaper of Wales. It covered all aspects of Welsh life. It sought to establish itself as the foremost paper, as it advertised in 1878 in Mitchell's Press Directory: "It has been established regardless of expense and over the wide area which it covers, circulates for more extensively than all the other papers put together." In the later years of the nineteenth century, the main rival of the Western Mail was the South Wales Daily News, begun in 1872, which fought against the Tory influence as Liberals. Occasionally, the Western Mail made news of its own, such as when, in 1893, a fire destroyed the original building in St Mary's Street. The paper was the first to have a women's supplement. Lascelles retired from the editorship in 1901, owing to ill health. The paper is still published today



E2060.01S

Dates	1876 - 1879
Usage	...1878
Manufacturer	Unknown – probable single headed die
Pins	10,11,9 – 4½
User	Unknown

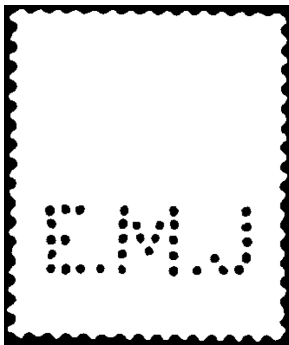
Business	Unknown
Cancellations	Bangor (47)



Plate 190



The ancient city of BANGOR is pleasantly situated at the entrance of the Menai Straits, in a valley in the midst of the most delightful and varied scenery in North Wales. It is a station on the Chester and Holyhead section of the London and North Western Railway, 59½ miles w. from Chester, 27 from Abergelge, 14 s.w. from Conway, 18 from Llandudno, 6 from Bethesda, 9 from Penmaenmawr, 8½ from Carnarvon, 25 E. by s. from Holyhead, 14½ from Cape! Craig, 17 from Llanberis (via Carnarvon) and 242 N.W. from London. The city of Bangor is of great antiquity a bishopric having been founded in the sixth century, there are no authentic records of its earlier history extant. The city consists principally of one main thoroughfare, nearly a mile in length, containing excellent hotels and numerous well stocked retail establishments.



E3030.01

Dates	1875 - 1901
Usage	November 12 <sup>th</sup> 1901
Manufacturer	Unknown
Pins	10,15,7 – 4½
User	Edward Meredith Jones, 12 Charles Street, Wrexham (provisional)
Business	Timber Merchants
Cancellations	Wrexham

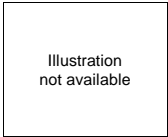
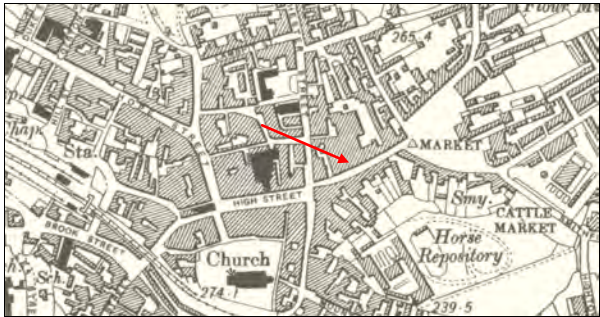


Plate 12



Plate 171

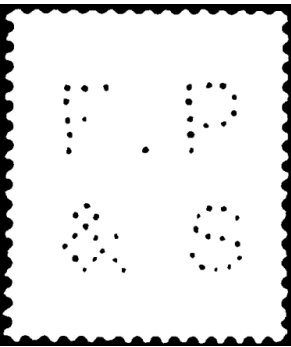


NOTICE TO CREDITORS.  
NOTICE IS HEREBY GIVEN, that JOHN HAYES, of Abermorddu, in the parish of Hope, in the county of Flint, Wheelwright, Farmer, and Timber Dealer, did by an Indenture dated the 9th day of September, 1867, convey and assign all his real and personal Estate and Effects to Samuel Thomas Baugh, of Temple Row, Wrexham, in the county of Denbigh, Auctioneer, and Edward Meredith Jones, of Charles-street, Wrexham, aforesaid, Timber Merchant, absolutely upon trust, for the benefit of the Creditors of the said John Hayes, and which said Indenture was duly executed by the said John Hayes on the day of the date thereof, and the execution thereof by the said John Hayes was attested by Mr John James, of Wrexham, aforesaid, Solicitor, and Joseph Cooper, Clerk to John Allington Hughes, Solicitor, Wrexham. And the execution thereof by the said Samuel Thomas Baugh, and Edward Meredith Jones, was severally attested by the said Joseph Cooper, said Indenture now lies at the Offices of the Allington Hughes for execution by the Creditors of the said John Hayes.  
Dated the 21st day of September, 1867  
J. ALLINGTON HUGHES, V  
1842d Solicitor to the said Trust



**TIMBER**  
**SLATES**  
**BRICKS**  
**TILES**  
**CEMENTS**  
**LATHS**  
**SEWERAGE PIPES,**  
And all other Building Materials  
at  
**E. MEREDITH JONES'S,**  
**TIMBER YARD**  
and  
**STEAM SAW MILL,**  
**CHARLES-STREET,**  
**1816 WREXHAM.**





F3355.01

Dates 1873 - 1885  
Usage April 16<sup>th</sup> 1878 - November 23<sup>rd</sup> 1878  
Manufacturer Unknown  
Pins 8,11/14,13 – 4½ (III)  
User F. Primavesi & Sons, (provisional)  
26 Castle Bailey St, Swansea.  
Also 6 James St, Docks, Cardiff  
Business China Merchants  
Cancellations Bute Docks, Cardiff, Swansea



Plate 19



Plate 201



**H**ARDWARE WAREHOUSE,  
CUTLERY WAREHOUSE,  
CHINA WAREHOUSE,  
GLASS WAREHOUSE,  
EARTHENWARE WAREHOUSE.  
WHOLESALE, RETAIL, AND FOR EXPORT.  
F. PRIMAVESI AND SONS,  
DOCKS, CARDIFF, AND 26, CASTLE-STREET,  
SWANSEA,

HAVE TAKEN SPACIOUS PREMISES AT  
140, COMMERCIAL-STREET, NEWPORT, MON.,  
Where they will in a few days open with a large and well-assorted  
STOCK, comprising the following Articles:—

Earthenware and China Dinner Services Desert Services Tea & Coffee Services Chamber Services Jars Electro-Plated Goods Spoons and Forks Ornate Stands Epergnes Looking Glasses Japaned & Papier Maché Goods	Glass Shades and Stands Bohemian & other Fancy Vases Ship Chronometers Watches Sextants & Quadrants Telescopes Opera and Marine Glasses Charts Barometers Rulers	Mathematical In- struments Guns & Revolvers of every Construction Ammunition Leather Bags Purses Ladies' Companions Work Boxes Writing Desks Ink Stands Musical Boxes Accordions Concertinas
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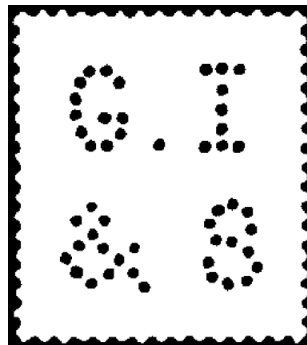
N.B.—Merchants and other large Purchasers supplied at  
Manufacturers' Prices. 4276



**NOTICE** is hereby given, that the Partnership heretofore  
subsisting between us the undersigned, Fedele Prima-  
vesi the elder, Fedele Primavesi the younger, Almachilde  
Primavesi, and Egidio Primavesi, at Swansea and Cardiff,  
in the county of Glamorgan, and Newport, in the county of  
Monmouth, as Earthenware and Hardware Merchants, under  
the style or firm of F. Primavesi and Sons, was, on the 1st  
day of January, 1881, dissolved by mutual consent.—Dated  
this 9th day of June, 1881.

*Fedele Primavesi, sen.  
Fedele Primavesi, jun.  
Almachilde Primavesi,  
by Fedele Primavesi, sen., his Attorney.  
Egidio Primavesi.*

The Fedele Primavesi & Sons company was active from 1850 to 1915 with offices in Cardiff and in Swansea, Wales coastal towns and it was specialised in the transferware technique. The transferware technique is a printing method for pottery, developed in England in the late 18th-century. It was the engraving of a drawing on a copper plate which was inked to be transferred to a fabric. Then the design was transferred from the fabric to the ceramics in the ivory colour and then to the firing to fix the design. Characteristic of this procedure are ink smears that cause glitches in the design and soil the pottery.



G2605.01

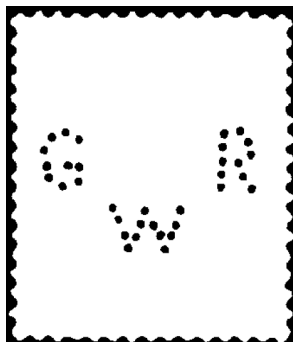
Dates	1875 - 1878
Usage	Unrecorded
Manufacturer	Unknown
Pins	12,9/15,13 – 5½ (III)
User	George Insole & Sons 3 Bute Crescent, Cardiff (provisional)
Business	Colliery Owners
Cancellations	Bute Docks, Cardiff



Plate 191



**George Insole** was an English entrepreneur who built an extensive coal mining and shipping business in South Wales. A younger son of an English tenant farmer in Worcestershire, Insole made judicious use of significant financial assistance from his wider family to move to Cardiff, Wales, in 1828, to enter into partnership there as a brick, timber and coal merchant (1829–1830), and to become an independent coal producer and shipper in 1832. He pioneered the introduction and early success of South Wales steam coal in the London and international markets and his coal contracts underpinned Lucy Thomas's reputation as "the mother of the Welsh steam coal trade". Insole is claimed to have been the first to supply the London market (1830), the international market (Malta, 1831), and the Royal Navy (1831) with South Wales steam coal. Insole was for many years the largest shipper of steam coal at Cardiff.



G4350.01M

Dates	1869 - 1872
Usage	January 1 <sup>st</sup> 1870 – ... 1872
Manufacturer	Sloper – Multi-headed Die 6 x 1
Pins	10,11,13 – 4/3
User	Great Western Railway Co, H/O Paddington Terminus, London W
Business	Railway operator
Cancellations	London W, SE, N, Paddington, Reading, Manchester, Ireland, Dunkeld, Gloucester, Liverpool, Worcester, Wolverhampton



Plate 4 (A)



Plate 119 (A)



Plate 13 (A)



Cover bearing 1d red plate 123 perfined GR/W (G4350.01- "A") and with the identity of Great Western Railway. The cover was sent July 20<sup>th</sup> 1871.

**Great Western Railway** - Incorporated by Act 5 & 6 Wm. IV August 31<sup>st</sup> 1835 for a line from London to Bristol. Originally constructed to Brunel's Broad gauge, laid on longitudinal sleepers with cross-ties. The first section opened from London to Maidenhead on June 4<sup>th</sup> 1838, and Bristol to Bath on August 30<sup>th</sup> 1840. This undertaking which was remodelled by Acts of 1867 and 1869 was constituted of the Great Western, the West Midland, the South Wales, the Bristol & Exeter and the South Devon. Final conversion to standard gauge occurred in May 1892.



**Welsh Cancellation found on G4350.01**

Stamps of the Great Western Railway are found used throughout their network in Wales, England and Ireland



Aberdare  
(985)



Cardiff  
(162)



Neath  
(540)



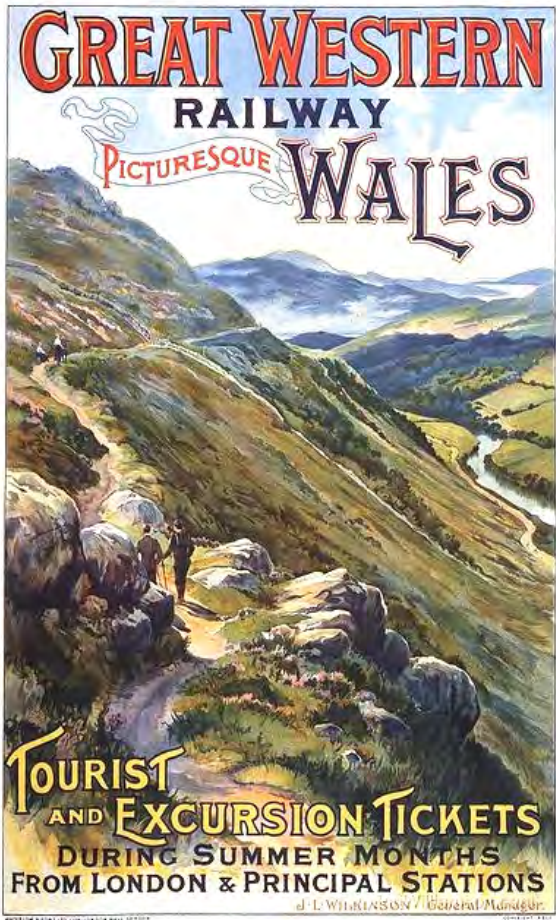
Newport  
(561)

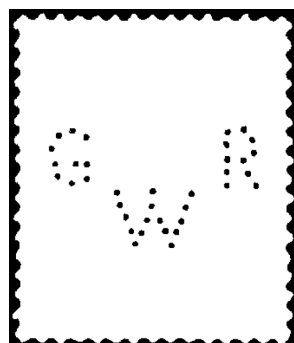


Neyland  
(C92)



Swansea  
(763)





G4350.01aM

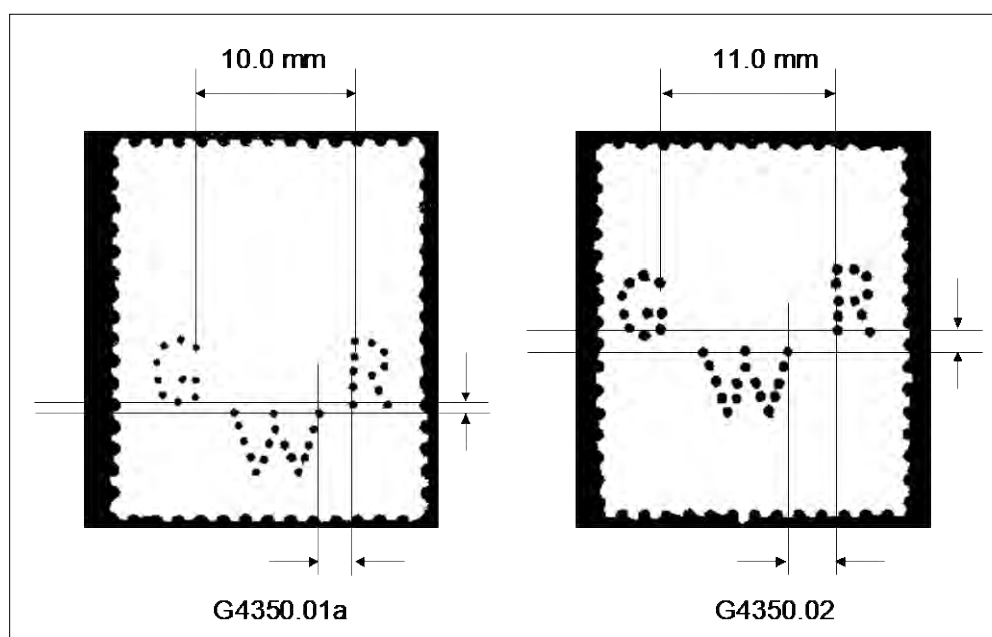
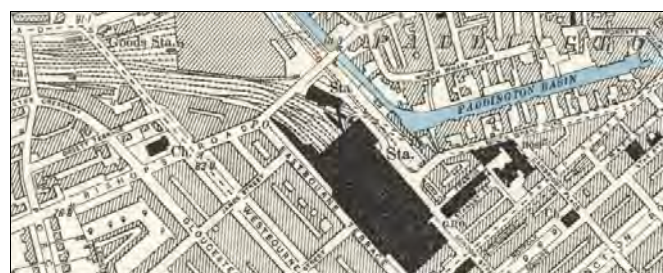
Dates	1868 - 1870
Usage	January 18 <sup>th</sup> 1869 – July 29 <sup>th</sup> 1869
Manufacturer	Sloper Die – 10mm gap between top letters
Pins	10,11,16 – 4
User	Great Western Railway, Head Office Paddington Station, London W
Business	Railway Operator
Cancellations	London W, SE, Paddington, Dudley, Swansea, Neath



Plate 92 (A)



Plate 12 (A)



The three dies G4350.01aM, G4350.02M and G4350.03a can be distinguished by the spacing between the G and R. In addition the pins used in G4350.01aM and G4350.03a are smaller giving a light appearance to the die. A theory has been proposed that Die G4350.01a was modified at a later date to form G4350.01M by the removal of the top pins of the W and the replacement of all the remaining pins with pins of larger diameter. This was done to enable more sheets of stamps to be perforated without the risk of clogging the fine pin holes or breaking the pins of G4350.01a. However this proved to be unsuccessful as the resulting die was badly laid out and pins broke and holes merged to form very ragged strikes of the die.

Welsh Cancellations



Cardiff  
(162)



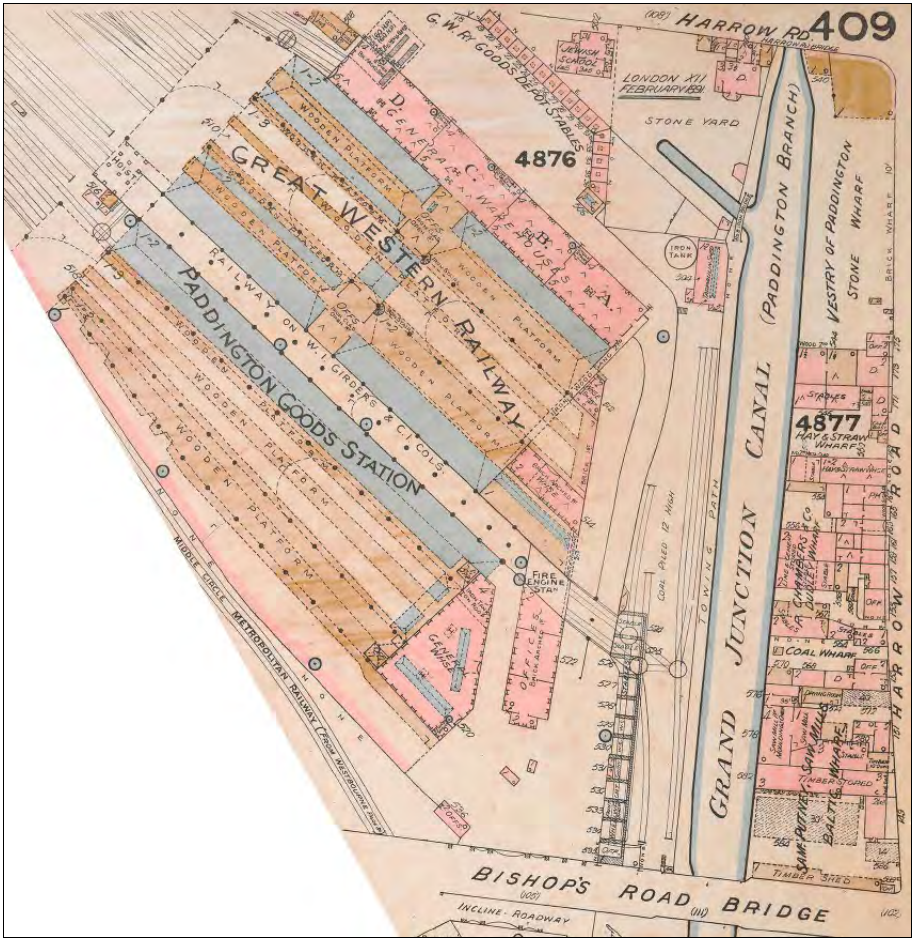
Neath  
(540)



Pontypool  
(951)



Swansea  
(763)







G4350.02M

Dates	1871 - 1885
Usage	December 23rd 1871 – December 29th 1881
Manufacturer	Confirmed Sloper Die – 6 x 1 configuration
Pins	10,11,6 – 4
User	Great Western Railway Co., H/O Paddington Terminus, London W
Business	Railway operator
Cancellations	Throughout the Great Western Region



Plate 4



Plate 122

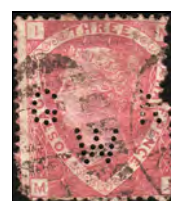


Plate 3



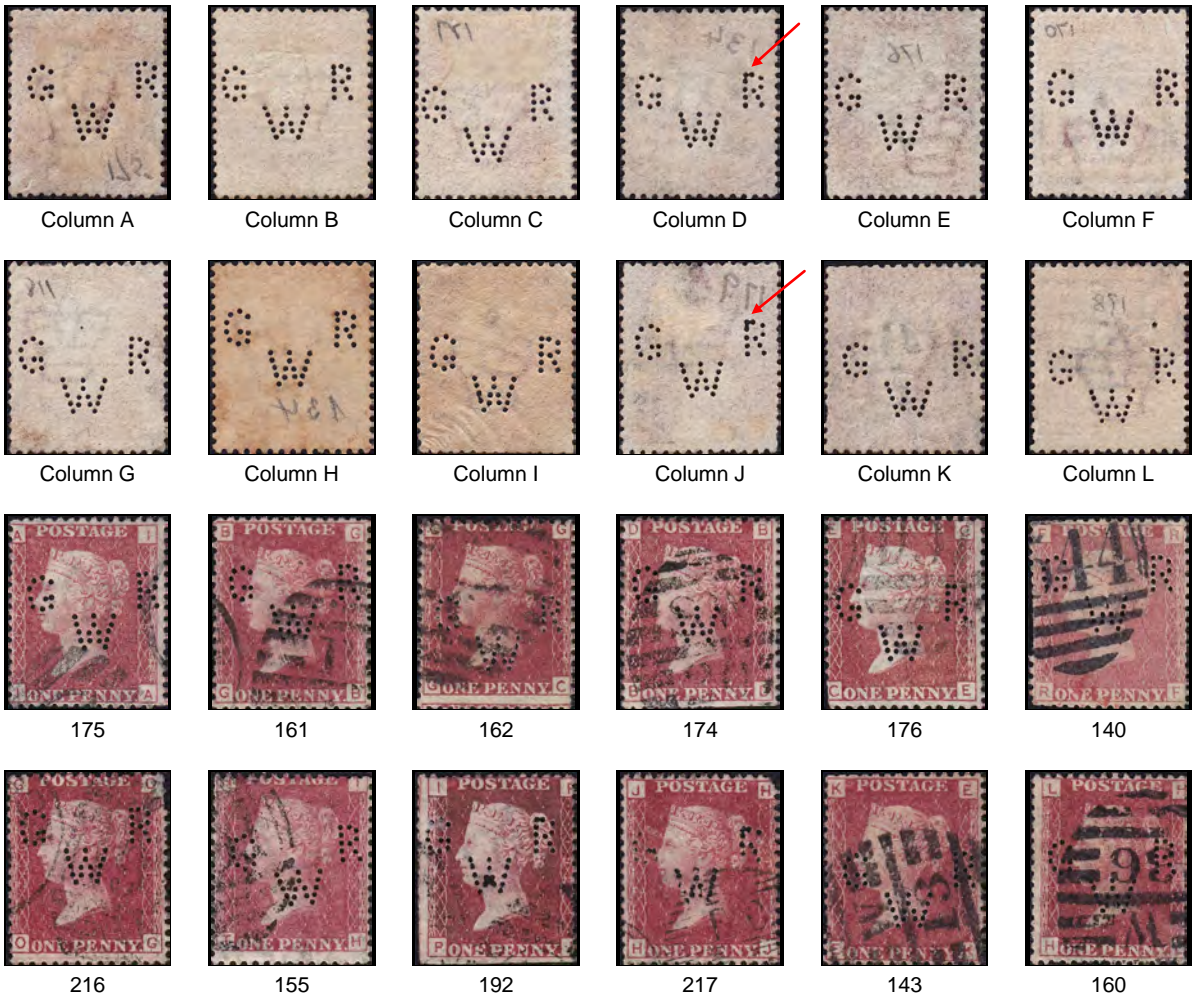
Plate 14



Registered envelope used Paddington April 8th 1879 bearing 2 x 2d plate 15 (EE/EF) with perfin GR/W – G4350.02.

**Great Western Railway** - Incorporated by Act 5 & 6 Wm. IV August 31st 1835 for a line from London to Bristol. Originally constructed to Brunel's Broad gauge, laid on longitudinal sleepers with cross-ties. The first section opened from London to Maidenhead on June 4th 1838, and Bristol to Bath on August 30th 1840. This undertaking which was remodelled by Acts of 1867 and 1869 was constituted of the Great Western, the West Midland, the South Wales, the Bristol & Exeter and the South Devon. Final conversion to standard gauge occurred in May 1892.

CONFIGURATION OF DIE G4350.02 – GR/W – 6 x 1



**Great Western Railway Co.**  
**GOODS AND PARCELS TRAFFIC.**

THE Carrying Connections and through Booking Arrangements of the Great Western Railway Company extend over the greater part of the **UNITED KINGDOM.**  
*BIRMINGHAM RAILWAY STATIONS : Hookley, Bordesley, Snow Hill & Handsworth*

**GOODS RECEIVING OFFICES.**

W. REDGATE, 138, Moor Street.  
W. & J. ROBINSON, 69, Constitution Hill.  
T. SMITHSON, 2, Easy Row.

MOUSELL'S Midland Counties Repository, 42 & 43, Broad Street, Islington.  
And at the RAILWAY STATIONS.

**PARCELS RECEIVING OFFICES.**

T. STREET, Hen and Chickens Yard, Worcester Street.  
W. & J. ROBINSON, 69, Constitution Hill.  
T. SMITHSON, 2, Easy Row.  
J. LORD, 62, Parade.  
C. SMITH, 154, Broad Street.  
J. CRESSWELL, 56, Victoria Street.  
W. DALLOWAY, 42, Loveday Street.  
J. HARVEY, Aston Street.  
H. CASHMORE, 238, Summer Lane.

W. PRICE, 42, Horse Fair.  
J. HAMMER, 100, Smallbrook Street.  
W. HITCHCOX, 41, Chesapeake.  
H. COWDRY, Hookley Hill.  
W. REDGATE, 88, Moor Street.  
THE GLOBE PARCEL EXPRESS CO.'S Offices, at 21, Temple Street; 53 and 153, New Town Row; 60, Broad Street; 2, Smithfield Street; 21, Warstone Lane.

And at the RAILWAY STATIONS.

District Goods Manager—Mr. ALFRED BILL, Snow Hill Station.  
Divisional Superintendent—Mr. H. HUGHES, Snow Hill Station.  
Birmingham Goods Agent—Mr. R. WEDGWOOD, Hookley Goods Station.  
Birmingham Station Master—Mr. F. J. CROSS.

Cancellations

Stamps of the Great Western Railway are found used throughout their network in Wales.



Aberdare  
(985)



Bridgend  
(120)



Burry Port  
(E92)



Cardiff  
(162)



Llanelli  
(469)



Newport  
(561)



Pontypool  
(951)



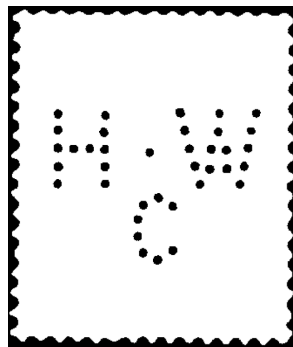
Swansea  
(763)



Wrexham  
(924)







H7680.01S

Dates	1872 - 1905
Usage	June 27 <sup>th</sup> 1872 – November 11 <sup>th</sup> 1905
Manufacturer	Sloper Die 2868 – Ordered April 16 <sup>th</sup> 1872
	Fitted with a single headed die
Pins	12,16/8 – 5
User	H(ypolite) E. Worms, 10 Bute Crescent, Cardiff – By 1881 Worms, Josse & Co.
Business	Coal Exporters & Merchants, Ship & Insurance Brokers
Cancellations	Bute Docks, Cardiff
Note	The same missing pin in the "W" after c1890 confirms a single headed die



Plate 4



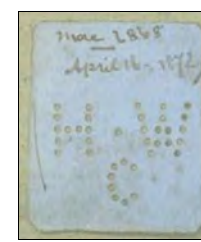
Plate 157



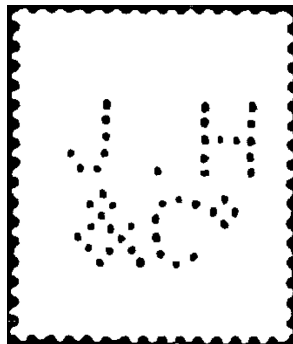
Plate 3



Plate 15



Letter sheet used Cardiff August 2<sup>nd</sup> 1872 with 2 x 3d Rose plate 8 (QI/QJ) both with perfin die H.W/C – H7680.01.  
The die is identified as being used by H.E. Worms, Cardiff.



J3560.01a

Dates	1874 - 1878
Usage	November 25 <sup>th</sup> 1878
Manufacturer	Unknown
Pins	7,12/14,8,4 – 4½ (III)
User	G. W. Jones, Heard & Co, 68/69 Lower Dock St, Newport, Monmouthshire (provisional)
Business	Shipbrokers
Cancellations	Newport



Plate 13



Plate 174

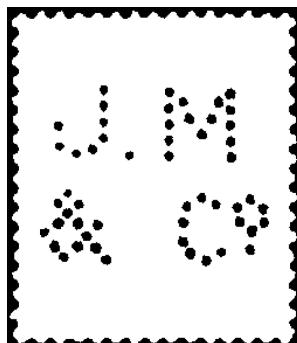


**JONES, HEARD & Co., Ltd.**  
**NEWPORT, Mon.**



Cover posted from Newport to Bordeaux November 25<sup>th</sup> 1878 bearing 1d red plate 162 (IL) and 2½d Rose plate 12 (KL) both with perfin die J3560.01a – J.H.&Co





J5305.03

Dates	1870 - 1885
Usage	March 23 <sup>rd</sup> 1880
Manufacturer	Unknown
Pins	8,15/14,8,6 – 4½
User	John Marychurch & Co, (provisional) 9 Bute Crescent, Cardiff Later 1 James Street, Bute Docks, Cardiff
Business	Ship Owners
Cancellations	Bute Docks, Cardiff



Plate 209



### The "JOHN MARYCHURCH" STEAMSHIP COMPANY Limited.

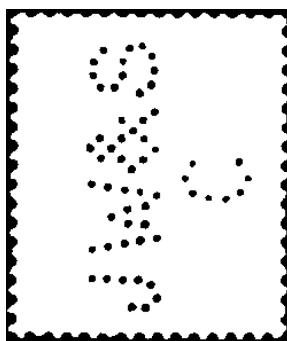
**N**OTICE is hereby given, that a General Meeting of the Members of the above named Company will be held at 85, Dock-street, Newport, Mon., on Monday, the first day of November, 1909, at 11.30 o'clock in the forenoon precisely, to receive the report of the Liquidator, showing how the winding up of the Company has been conducted, and its property disposed of, to hear any explanation that may be furnished by the Liquidator, and to pass an Extraordinary Resolution as to the disposal of the books, accounts, and documents of the Company.—Dated this 27th day of September, 1909.

**J. OWEN K. GETHING, Liquidator.**

Another collision at sea is reported from Plymouth. The screw steamships *John Boyle*, Captain Bowen, belonging to Messrs. Marychurch and Co., of Cardiff, from Shields, with coals for Gibraltar, and the *Emma Lawson*, Captain Letbe, of Whitby, belonging to Thomas Turnbull, from Alexandria, with cottonseed for Hull, were in collision at half-past six on Tuesday evening, fifty miles south-west of the Start. The *Emma Lawson* ran into the *John Boyle* on the starboard side, and cut her down so severely that she foundered within a quarter of an hour. The *Emma Lawson* had her port bow crushed in, but was kept afloat by her having a water-tight collision bulk-head just abaft the damage. The *John Boyle's* crew, twenty in all, climbed on board the *Emma Lawson*, and were by her brought into Plymouth yesterday morning.

The Pall Mall Gazette – April 6<sup>th</sup> 1876





J8630.01S

Dates	1875 - 1879
Usage	May 29 <sup>th</sup> 1879
Manufacturer	Unknown – probable single headed die
Pins	8,15,14,13/8 – 5 (III)
User	John Williams & Son, 23 Queen Street, Cardiff (provisional)
Business	Iron Founders & Steel Manufacturers
Cancellations	Cardiff



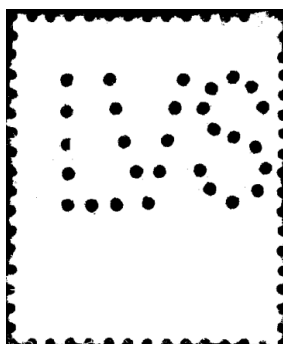
Plate 10



Plate 140



The business was founded in 1844 as an ironmonger's shop by John Williams (?-1874) after he moved to Cardiff from Swansea. Recognising the potential for expansion, John soon diversified from making nails, rivets, kitchen ranges and other household items to industrial iron founding, structural engineering and iron and steel stockholding, supplying ship repairers, contractors and engineers. Originally based in a small shop on Duke Street, the business subsequently moved several times, and by 1874 it was concentrated on Queen Street. There it occupied six shops with extensive workshops and warehouses behind, opening on to what is now Kingsway. When John died in 1874, his sons Lewis, John and Charles took over, although Lewis Williams (1842-1908) was left as the sole proprietor after the deaths of his brothers in 1876 and 1884. Lewis remained in charge of the business for 35 years until his death in 1909, during which time he expanded the business and became a prominent figure in Cardiff's public affairs. His son, Edward, joined him as a business partner in the 1890s. The business was floated in 1899, with *John Williams and Sons* becoming *John Williams and Sons (Cardiff) Ltd.*, with Lewis and Edward as joint managing Directors. As the business grew, additional premises were acquired on East Moors Road in 1880, and it was there that the whole company relocated in 1917.

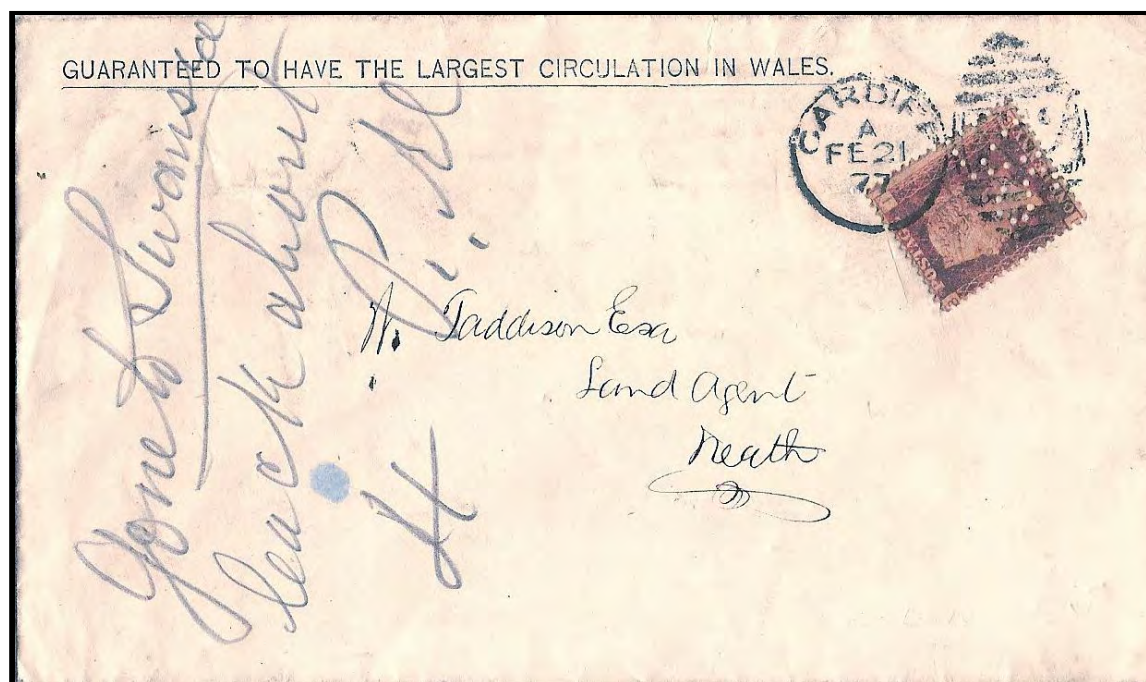


L5700.01

Dates	1877 - 1879
Usage	February 21 <sup>st</sup> 1877
Manufacturer	Unknown
Pins	7,9,13 – 9½
User	Lewis Vincent Sherley, Castle Street Cardiff (provisional) - partner of Luard & Sherley
Business	Solicitor to the Western Mail
Cancellations	Cardiff



Plate 171

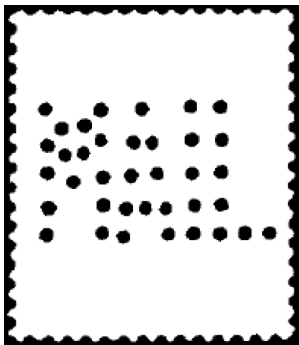


Cover bearing 1d plate 140 with perfin LVS L5700.01 used February 21<sup>st</sup> 1877.

The cover flap bearing the imprint of Western Mail, Cardiff.

Why the initials LVS were used for this perfin is unclear, although one theory is that the perfin is the private perfin of Lewis Vincent Sherley, Plasnewydd, Roath who lived in Roath from 1871-1881 and was a solicitor at Luard & Sherley, Castle St, Cardiff, who acted as solicitors to the Marquis of Bute owner of the Western Mail.

The *Western Mail* was founded in Cardiff in 1869 by John Crichton-Stuart, 3rd Marquis of Bute as a penny daily paper. Lascelles Carr (1841-1902), editor since 1869, bought the paper with Daniel Owen in 1877. Historically in South Wales the *Western Mail* has always been associated with its original owners, the coal and iron industrialists. Often this led to the paper being regarded with a considerable degree of enmity, especially during the strikes in the coal industry of the 20th century. This association between newspaper and its owner was so strong there is still a degree of distrust of the paper in South Wales.



M0220.01

Dates	1875 - 1895
Usage	1877 – December 9 <sup>th</sup> 1892
Manufacturer	Unknown
Pins	15,10/5,7 – 9
User	Western Mail (& South Wales News) Proprietors: D L Owen, 66, 67 & 69 St Mary St, Cardiff (provisional)
Business	Newspaper Proprietors
Cancellations	Cardiff



Plate 13



Plate 216



## The Great Advertising Media for South Wales. IMPORTANT TO ADVERTISERS.

THE Circulation of the "WESTERN MAIL" is Guaranteed to exceed that of any other Paper in South Wales, the average circulation during the year 1878 being 13,721 copies per day, whilst the number of its Advertisements was far greater than that of its contemporaries.

## THE WESTERN MAIL.

36 LONG COLUMNS. PUBLISHED DAILY. PRICE ONE PENNY.

The "WESTERN MAIL" is the Daily Paper "par excellence" of Glamorganshire, Monmouthshire, Pembrokeshire, Cardiganshire and the whole of South Wales, the Forest of Dean and portions of Gloucestershire, Radnorshire and Merionethshire.

Manager—MR. W. D. EVANS.  
CENTRAL OFFICE—ST. MARY STREET, CARDIFF.  
LONDON OFFICE—110 FLEET STREET; CITY OFFICE—108 BISHOPGATE STREET WITHIN.  
BRANCH OFFICES—CASTLE STREET, SWANSEA; TREDEGAR PLACE, NEWPORT; HIGH ST., MERTHYR.

The "Western Mail" was established in 1869, and is the oldest and best Daily Paper published in Wales. It has been established reputation of exposure, and may fairly be said to have constituted a new era in the newspaper history of the Principality. Over the wide area which it covers, it circulates far more extensively than all the other daily papers put together. Its daily issue at the present time is several thousands greater than any other daily paper published in Wales.

### CIRCULATION.

The largest circulation attained by the "Western Mail" on any one day exceeded 22,000 copies. The Library Department of the "Western Mail" is conducted with care and ability: the service of unaccomplished writers in the several departments of politics, literature, science, and art have been retained, and no pains or expense are spared in making the Paper equal to any daily newspaper published in the province.

The distribution of the "Western Mail" is accomplished at an exceptionally heavy cost; the services of the railway, the telegraph, the steamboat, the mail cart, the coach, an array of foot messengers, and other means being called into requisition. Papers for some of the remote districts are carried over three distinct systems of railway, and are often forwarded to their destination by coach. In this way, a population numbering upwards of a million souls had to be supplied with its daily newspaper at the same hour in the morning as the London journals are available for Metropolitan readers.

All classes, whether desirous of appearing in a leading, a manufacturing, an agricultural, a maritime, or a mercantile capacity, also have no better opportunity of giving their wares known than is afforded by the columns of the "Western Mail"—a Paper which offers the largest, most varied, and most influential circulation throughout the whole of South Wales.

Thus, then, the "Western Mail" may be said, without exaggeration, to possess the most unimpeachable claims to be considered a specially appropriate medium for giving publicity to the announcements of public companies, professional gentlemen, merchants, capitalists, and landlords of all classes.

Terms of Advertising & Copies of the Paper sent upon application to the Chief Offices, CARDIFF.

### ACCOUNTANTS' CERTIFICATE OF CIRCULATION.

"We have examined the Books and Vouchers of the Western Mail, and certify that the total circulation for the half year ending December 31, 1878, was 2,000,078 copies, being a daily average of 12,821."

"Newport, March 11, 1879."

"TRIBE, CLARKE, & Co.,

Accountants, Newport, Mon."

## Are you Starting, Running or Enlarging a Business ?

- ¶ If so, remember that publicity is the great feature, and it will not pay you to hide your light under a bushel.
- ¶ Therefore, let your Printing so shine in the light of day that all men, and incidentally women also, shall be attracted thereby.
- ¶ We respectfully offer you our services in this connection, for we have at your call a staff of Artists and Printers who will draw for you and print for you just what you want in your business.
- ¶ It's Printing that Pays!

## WESTERN MAIL, LIMITED

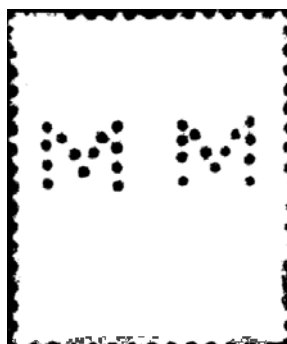
Proprietors of the TUDOR PRINTING WORKS,

Offices: St. Mary Street, Cardiff.

Telegrams—"Mail, Cardiff."  
Telephone 2535 Cardiff.

The *Western Mail* was founded in Cardiff in 1869 by John Crichton-Stuart, 3rd Marquess of Bute as a penny daily paper. Henry Lascelles Carr (1841–1902), editor since 1869, bought the paper with Daniel Owen in 1877. Historically in South Wales the *Western Mail* has always been associated with its original owners, the coal and iron industrialists. Often this led to the paper being regarded with a considerable degree of enmity, especially during the strikes in the coal industry of the 20th century. This association between newspaper and its owner was so strong there is still a degree of distrust of the paper in South Wales. In contrast, and particularly following devolution, the newspaper has adopted a populist, localist, pro-Wales stance, mainly in trying to find a Welsh focus on major news stories.





M3860.05

Dates	1871 - 1877
Usage	... 1876
Manufacturer	Unknown – probable single headed die
Pins	13,13 – 4½
User	Marcus Moxham & Co, New Road, Swansea (provisional) Later Oystermouth Road, Swansea
Business	Timber Merchants
Cancellations	Swansea



Plate 166



**In the Matter of the Companies Acts, 1862 to 1892, and in the Matter of Marcus Moxham and Co., Limited.**

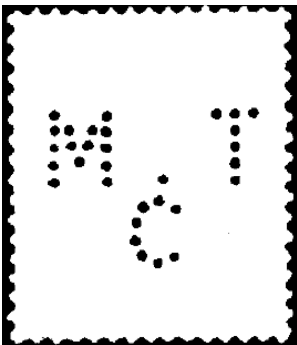
**A**T an Extraordinary General Meeting of the Shareholders of the above named Company, duly convened, and held at Oystermouth-road, in the county borough of Swansea, on Monday the 13th day of August, 1900, the following Extraordinary Resolution was duly passed :—

“That it has been proved to the satisfaction of this Meeting, that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily, and that Mr. A. B. Davies, of 58, Wind-street, Swansea, Accountant, be and is hereby appointed Liquidator for the purpose of such winding up.”

Dated this 13th day of August, 1900.

**CHAS. M. MOXHAM, Chairman.**

The Moxham's moved to their family home, at Springfield House, Ffynone Estate, Swansea, in 1868. The house, built in 1864, was described as having nine bedrooms, a billiard room, a butler's pantry and use of a paddock. Marcus Moxham, a local timber merchant, then aged 32, and his family moved from nearby Richmond Villas to Springfield House; whilst here Mrs Moxham gave birth to four children. Sadly, like many children born at this time, one daughter, Sarah, died in January 1876, having only been born the previous May. The 1871 Census, states that 15 people were living at the house; 11 of these are the Moxhams and their children, together with Marcus' sister, sister-in-law and brother-in-law. There were also four servants, a governess and three described as domestic servants.



M5605.01

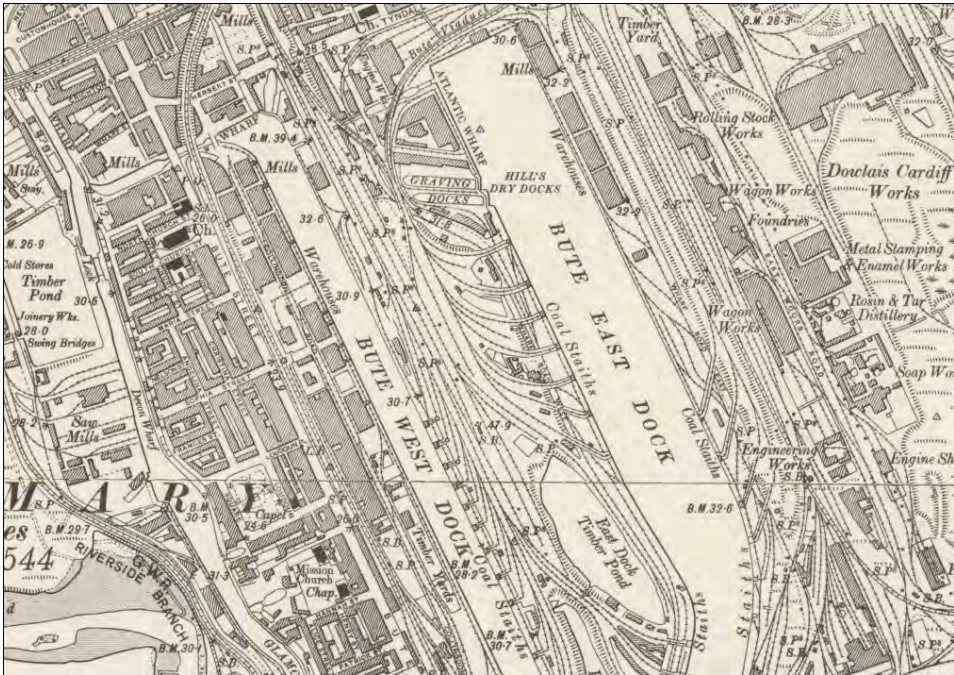
Dates	1875 - 1881
Usage	.... 1879 - November 29 <sup>th</sup> 1881
Manufacturer	Unknown
Pins	15,7/8 – 4½
User	Mathew Thompson, (provisional) The Exchange, Docks, Cardff
Business	Ship Owner & Banker
Cancellations	Cardiff, Bute Docks



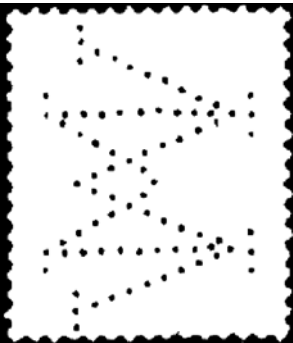
Plate n/k



Plate 204



**F**OR Sale, now building, a Screw Steamer, 230 by 32 by 17, class 100 A, 120 h.p., water ballast; designed to carry 1,200 tons on 13ft. water, or 1,600 fully laden.—Apply to Matthew Thompson, Bute Docks, Cardiff.



M5935.01m

Dates	1870 - 1890
Usage	Unrecorded
Manufacturer	Possible Sloper Die
Pins	80 – 14½
User	Western Mail (& South Wales News)
Proprietors:	D L Owen, 66, 67 & 69 St Mary St, Cardiff (provisional)
Business	Newspaper Proprietors
Cancellations	Cardiff



Plate 5



Plate 150



# THE “WEEKLY MAIL”

16 PAGES CONTAINING 80 LONG COLUMNS.		Published— First Edition— <b>FRIDAY.</b> Second Edition   <b>SATURDAY.</b> <b>PRICE, ONE PENNY.</b>
---	--	--

## CENTRAL OFFICES—CARDIFF.

The “WEEKLY MAIL” is distributed throughout the following  
Ten Counties, viz.:—

GLAMORGANSHIRE	RADNORSHIRE
CARMARTHENSHIRE	MONMOUTHSHIRE
PEMBROKESHIRE	GLOUCESTERSHIRE
CARDIGANSHIRE	HEREFORDSHIRE
BRECONSHIRE	WILTSHIRE.

And extensively in NORTH WALES, the WESTERN COUNTIES, and BRISTOL.

The “Weekly Mail” is not merely cursorily glanced at for the latest news, and then thrown aside never to be looked at again, but as a *Family Newspaper*, it is read by all classes of the community. Its circulation is, therefore, of the soundest character, and, at the most moderate calculation, it finds its way into the hands of at least

**250,000 READERS.**

Advertisers will, therefore, see the very great advantage of offering their advertisements to the Public through the medium of the “WEEKLY MAIL,” thereby ensuring the utmost publicity.

**QUOTATIONS FOR ADVERTISEMENTS MAY BE OBTAINED ON APPLICATION TO THE PUBLISHER,**

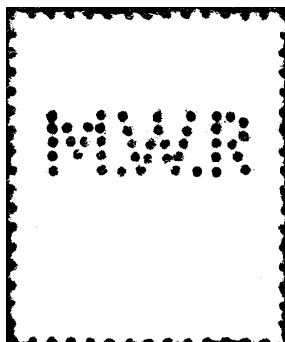
**H. MACKENZIE THOMAS,**

WESTERN MAIL BUILDINGS, CARDIFF.

The *Western Mail* describes itself as “the national newspaper of Wales” (originally “the national newspaper of Wales and Monmouthshire”), although it has a very limited circulation in North Wales. The paper was published in broadsheet format until 2004, when it became a compact.

The *Western Mail* was founded in Cardiff in 1869 by John Crichton-Stuart, 3rd Marquess of Bute as a penny daily paper. Lascelles Carr (1841-1902), editor since 1869, bought the paper with Daniel Owen in 1877. Historically in South Wales the *Western Mail* has always been associated with its original owners, the coal and iron industrialists. Often this led to the paper being regarded with a considerable degree of enmity, especially during the strikes in the coal industry of the 20th century. This association between newspaper and its owner was so strong there is still a degree of distrust of the paper in South Wales.





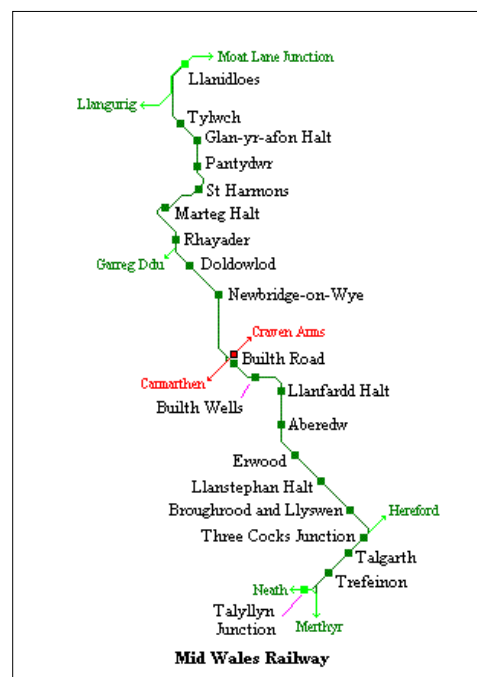
M6130.01M



Plate 197

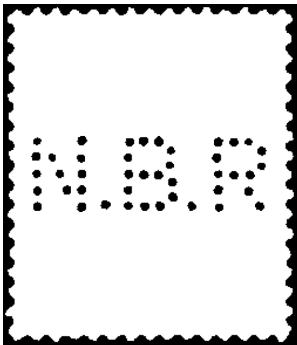
**RAILWAY COMPANIES.**  
**MID-WALES RAILWAY COMPANY,**  
**Bulwark.**  
*Chairman—S. G. Shepherd, Esq. London*  
*Secretary—John Wade*  
*General Manager—F. Broughton*  
*Locomotive Superintendent and Store*  
*Keeper—R. G. Greenlaw, Llanidloes*

Dates	1870 - 1876
Usage	September 20 <sup>th</sup> 1873
Manufacturer	Unknown
Pins	15.16.11 - 4
User	Mid Wales Railway (provisional) 75 Ethelburga House, London EC
Business	Railway Operator
Cancellations	Brecon (116), Bradford (107)
Note	Evidence of a multi-headed die



Cover used September 20<sup>th</sup> 1873 bearing 1d plate 187 with MWR perfin (Die M6130.01)

Line from Llanidloes to Newbridge opened on 1<sup>st</sup> September 1864. Line taken over by Cambrian Railways in 1888.



N0410.01M

Dates	1873 - 1915
Usage	June 12 <sup>th</sup> 1877 – August 1915
Manufacturer	Unknown – variations in the “R” point to a multi-headed die
Pins	13,15,13 - 4½
User	Neath & Brecon Railway, General Offices, Cadoxton Road, Neath (John E Griffiths sec.) 17 Tokenhouse Road, London EC
Business	Railway Operator
Cancellations	Neath, Brecon, Hereford
Note	Became part of the Great Western Railway 1 <sup>st</sup> Jan. 1923



Plate n/k



Plate 221



## NEATH and BRECON RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that a SPECIAL GENERAL MEETING of the Proprietors of the Neath and Brecon Railway Company will be held at the Offices of the Company, 1, Westminster-chambers, Victoria-street, Westminster, on SATURDAY, the 20th day of February instant, at 2 o'clock p.m. precisely, for the purpose of submitting to the Proprietors at such meeting, in compliance with the provisions of the "Regulation of Railways Act, 1863," the following Bills introduced into Parliament, intitled,

1. "A Bill for vesting the undertaking of the Swansea Vale and Neath and Brecon Junction Railway Company in the Neath and Brecon Railway Company; for suspending legal proceedings against the Neath and Brecon Railway Company; for converting the mortgage and other debts into Debenture Stock; for raising money, and regulating the capital of that Company, and for other purposes." And,

2. "A Bill to revive and extend the time limited by 'The Mid-Wales Railway (Western Extensions) Act, 1865;' for the compulsory purchase of lands, and completion of works; and to abandon the formation of the railways authorised by 'The Mid-Wales Railway Act, 1864,' and 'The Mid-Wales Railway (Eastern Extensions) Act, 1865,' respectively; and to enable the Mid-Wales Railway Company to use certain other railways; and for other purposes."

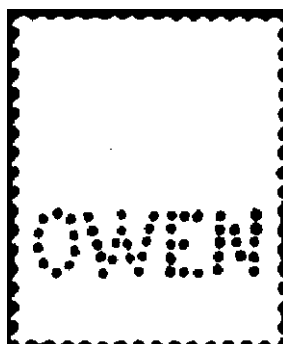
D. HOWELL MORGAN, Secretary.

1, Westminster-chambers, Victoria-street, S.W.,

Feb. 4, 1869.



*Neath & Brecon Railway*- Incorporated by Acts 25 & 26 Vic. of July 29th 1862 to construct a line from the Vale of Neath (9½ miles) to certain collieries in Breconshire. An extension to Brecon and other places (length 23¾ miles) was authorised in 1863. By Act of July 29th 1864 authorisation was granted to extend the line to the Central Wales with two branches to collieries, length 15½ miles. Arrangements were also made with the Central Wales, the Vale of Neath, the Brecon & Merthyr, and the Hereford, Hay & Brecon.



O2047.01

Dates	1873 - 1876
Usage	Unrecorded
Manufacturer	Unknown
Pins	10,16,10,13 - 4½
User	Daniel Owen & Co, 112 Bute Street, Cardiff & Western Mail Building, 66/67 St Mary Street (provisional)
Business	Printers & Stationers
Cancellations	Cardiff, Bute Docks



Plate 174



# Daniel Owen & Co.,

LIMITED,

WHOLESALE AND RETAIL

Legal & Mercantile Stationers,

BOOKBINDERS,

*Steam Lithographic*

AND

*Letterpress Printers,*

**PUBLISHERS,**

Account : Book : Manufacturers, : Machine : Rulers,

Engravers, Zineographers, Electrotypers, and Stereotypers.

**ST. MARY STREET,  
CARDIFF.**

**DANIEL OWEN AND CO'S.  
CARDIFF A B C RAILWAY GUIDE.**

This RAILWAY GUIDE, which can be obtained at the Railway Stations and of all Newsagents, is the most compendious and easy of reference of any Railway Guide published in South Wales.

DANIEL OWEN and CO'S RAILWAY GUIDE will possess the new A B C feature, by which is shown in the simplest form the arrival and departure of all trains at and from every station in the Guide. It will also give the distance in miles from each of the towns named, the population, market days, and half-holidays.

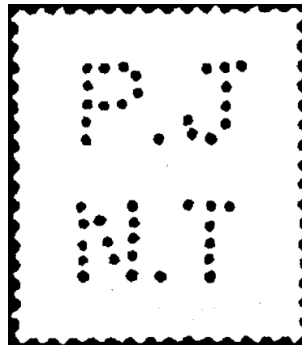
In consequence of the extensive changes in the running of the trains for June, the A B C arrangement will only apply to Cardiff for the present month, but on the 1st of July it will be extended to Newport and Swansea, from which date the Time Table will be published in three separate editions, viz., Cardiff, Swansea, and Newport.

PRICE OF RAILWAY GUIDE,  
ONE PENNY.

**ENGRAVER.**—Wanted, a first-class Writing ENGRAVER. Liberal salary and permanent situation to a thoroughly efficient man. None need apply who cannot give references as to steadiness. — Daniel Owen and Co., Lithographers, Cardiff.

**LITHOGRAPHIC ARTIST** — Wanted, as Apprentice, a well-educated Youth with a knowledge of drawing. Will have an opportunity of learning the business in all its branches. — Apply, with full particulars, to Messrs. Daniel Owen and Co., Steam Printers and Paper Merchants, Cardiff.





P2680.01

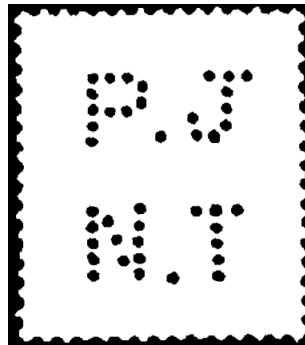
Dates	1880 - 1900
Usage	October 19 <sup>th</sup> 1880 – March 28 <sup>th</sup> 1895
Manufacturer	Unknown
Pins	11,9/13,7 – 5
User	Pryce Jones Ltd, Newtown, Mongomeryshire
Business	Mail Order Firm
Cancellations	Newtown



Plate 19



Pryce Jones was born in 1834 in Newtown. He became an apprentice to a local draper, took over the business and in 1859 started trading under his own name. In 1861 he took advantage of the national postage service and began the first ever mail orderbusiness. During the 1870s Pryce Jones took part in exhibitions all over the world, winning several medals and becoming worldfamous. In 1879 he opened the Royal Welsh Warehouse and expanded his sales of flannel and clothes way beyond Newtown. In the 1880s his patrons included the royal houses of Austria, Britain, Denmark, Germany, Hanover, Italy, Naples and Russia. At the Jubilee of Queen Victoria in 1887 he was knighted as Sir Pryce Pryce-Jones. He died in 1920 and was buried at the All Saints Church at Llanllwchaearn, a church he had paid to build in 1890. The Pryce Jones Company was taken over by other businesses during the 20th century but the two main buildings still stand proud



P2680.03M

Dates	1880 - 1885
Usage	May 3 <sup>rd</sup> 1881 – March 31 <sup>st</sup> 1882
Manufacturer	Unknown – evidence of multi-headed die
Pins	11,9/13,7 – 5
User	Pryce Jones Ltd, Station Road, Newtown, Montgomeryshire (provisional)
Business	Mail Order Firm
Cancellations	Newtown



Plate 12

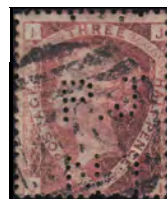


Plate 3



Plate 15



*Pryce Jones Warehouse c1890*

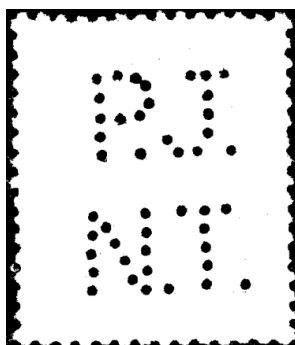
Pryce-Jones was born in Llanllwchaiarn, just outside Newtown, Montgomeryshire. He was apprenticed to a local draper, John Davies, and took over Davies's business in 1856. In the same year he married Eleanor Rowley Morris of Newtown. Pryce-Jones started with his own little shop selling drapery just off Broad Street. Renamed the Royal Welsh Warehouse, the business flourished. Newtown had always had a woollen industry and it was the local Welsh flannel which formed the mainstay of Pryce-Jones' business.

Post Office reforms and the arrival of the railways in Newtown helped turn the small rural concern into a global company. Pryce-Jones hit upon a unique method of selling his wares. People would choose what they wanted from leaflets he sent out and the goods would then be dispatched by post and train.

It was an ideal way of meeting the needs of customers in isolated rural locations who were either too busy or unable to get into Newtown to shop. It was the world's first mail order business and it was to change the nature of retailing throughout the world.

Several times, he was forced to re-locate to bigger premises. In 1879, he built the Royal Welsh Warehouse, a tall red brick building in the centre of Newtown which still stands today and which remained home to a mail order company until 2011, albeit not the original Pryce-Jones company. By 1880, he had more than 100,000 customers and his success was acknowledged by Queen Victoria in 1887 with a knighthood, when he became Sir Pryce Pryce-Jones. He was also elected Member of Parliament for Montgomery from 1885 to 1886, and from 1892 to 1895. In 1891, Pryce-Jones became the High Sheriff of Montgomeryshire. Pryce-Jones died in 1920 at the age of 85. The company he had built up over decades was hit badly by the depression of the 1920s and 1930s, being taken over by a Liverpool company in 1938.





P2700.01S

Dates	1871 - 1879
Usage	July 7 <sup>th</sup> 1875 - August 7 <sup>th</sup> 1875
Manufacturer	Unknown
Pins	11,9/14,7 – 5½ - probable single headed die
User	Pryce Jones Ltd, Newtown, Monmouthshire (provisional)
Business	Wholesale & Retail Drapers
Cancellations	Newtown



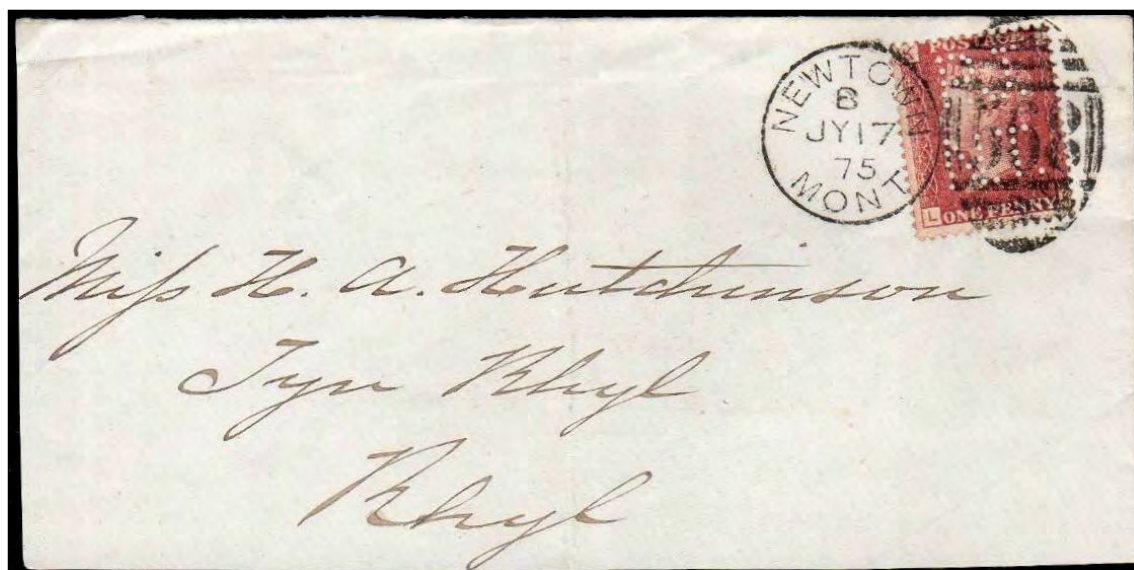
Plate 205



Plate 3



Plate 15



Front sent from Newtown to Rhyl used July 17<sup>th</sup> 1875 bearing 1d plate 134 (LK) with perfin P.J./N.T. – P2700.01



*Pryce Jones - Newtown* – Pryce Jones was born in 1834 and at the age of 12 was apprenticed to a draper, John Davies. At the age of 21 he ran this business when Davies was away. After his return in 1859 Pryce Jones left to run his own business just off Broad Street in Newtown. From 1861 he had “Pryce Jones” stalls at all the leading national and international exhibitions in Europe, America and Australia. One of the earliest and most popular patrons of Pryce Jones was Florence Nightingale. In 1866 Queen Victoria sent her first order to Pryce Jones. His first warehouse was at the Cross but by 1879 this was becoming too small and he had the “Royal Welsh Warehouse” built opposite the railway which had been completed in 1864. He was knighted in 1887 and became Sir Pryce Pryce-Jones. He died at the age of 85 on January 11<sup>th</sup> 1920.



CONFIGURATION OF DIE P2700.01 – P.J./N.T. – 1 x 1



Column A



Column B



Column C



Column D



Column E



Column F



Column G



Column H



Column I



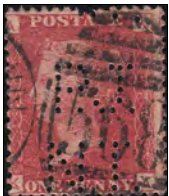
Column J



Column K



Column L



165



199



195



206



195



195



158



220



209



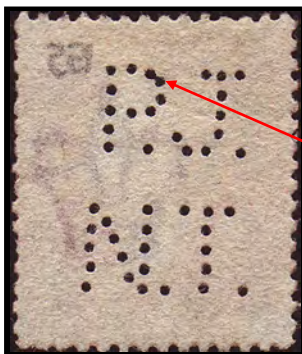
175



215

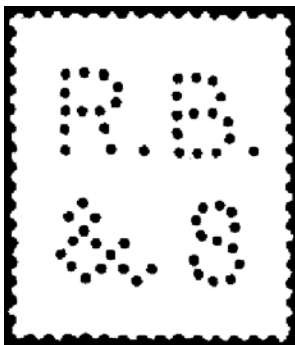


202



All copies seen show two closely spaced pins in the loop of the "P" which points to this being a single headed die.





R0615.01

Dates 1879 - 1880  
Usage Unrecorded  
Manufacturer Unknown  
Pins 13,14/15,13 - 5½ (IIIa)  
User R. Burton & Sons, Canal Wharf East, Cardiff  
& 17 Welsh back, Bristol (provisional)  
offices: Canal Wharf East  
Business Carriers (water)  
Cancellations Cardiff and 50x



Plate 220



STEAM BETWEEN  
**BRISTOL, SWANSEA, CARDIFF,**  
**BELFAST, GREENOCK, AND GLASGOW.**

Cheapest Route for Goods to the North of Ireland  
and to all parts of Scotland.  
The Screw Steamships **AVON**, Capt. Fry, **SOLWAY** (building),  
**SEVERN**, Captain Mills,  
**PRINCESS ALEXANDRA**, Captain Arnel,  
are intended to sail with Goods and Passengers (unless prevented  
by circumstances) as follows:

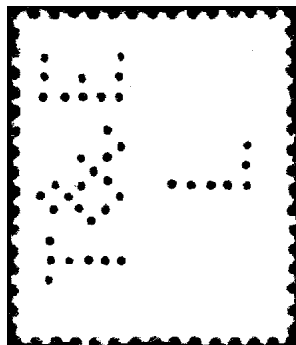
From Bristol to Belfast and Glasgow.			From Glasgow to Bristol, via Belfast.		
Wednes.	July 6	.. 9 p.m.	Monday	July 4	.. 2 p.m.
Friday	.. 8	.. 3 p.m.	Friday	.. 8	.. 2 p.m.
Wednesday	.. 13	.. 7 p.m.	Monday	.. 11	.. 2 p.m.
Friday	.. 15	.. 9 p.m.	Friday	.. 15	.. 2 p.m.
Wednesday	.. 20	.. 9 p.m.	Monday	.. 18	.. 2 p.m.
Friday	.. 22	.. 3 p.m.	Friday	.. 22	.. 2 p.m.
Wednesday	.. 27	.. 7 p.m.	Monday	.. 25	.. 2 p.m.
Friday	.. 29	.. 8 p.m.	Friday	.. 29	.. 2 p.m.

From Belfast to Bristol.			From Glasgow to Bristol.		
Saturday	July 2	.. 2 p.m.	Tuesday	July 19	.. 2 p.m.
Tuesday	.. 5	.. 2 p.m.	Saturday	.. 23	.. 1 p.m.
Saturday	.. 9	.. 6 p.m.	Tuesday	.. 26	.. 1 p.m.
Tuesday	.. 12	.. 1 p.m.	Saturday	.. 30	.. 1 p.m.
Saturday	.. 16	.. 1 p.m.			

Steamers sail with Goods from Swansea to Belfast and Glasgow every Saturday, and from Cardiff every Monday, with liberty to call at or off all Ports and places, for all purposes, and to Tow or be Towed.  
Goods are required to be alongside the Vessel, at Welsh-back, Five Hours before the advertised time of Sailing.  
FARES:--BELFAST, Cabin, 17s. 6d.; Deck, 10s. GREENOCK or GLASGOW, Cabin, 20s.; Deck, 12s. 6d.; Soldiers and Sailors, 10s. Return Tickets issued at a Fare-and-a-Half, available for Two Months.  
Apply, in Swansea, to M. JONES & BROTHER; Belfast, to R. HENDERSON & SON; Cardiff, to E. TAYLOR & CO.; Newport, to R. BURTON & SON; Greenock, to WM. LINDSAY & CO.; Glasgow, to WM. SLOANE & CO.;  
BRISTOL, to MARK WHITWILL & SON, Grove.  
Bristol, July, 1881. 1007





T1477.01

Dates	1878 - 1880
Usage	Unrecorded
Manufacturer	Unknown
Pins	7,5,10,7 – 5
User	Thomas & Evans, Opposite Great Western Railway Station, Llanelli (provisional)
Business	Wholesale Grocers & Corn Merchants
Cancellations	Llanelli



Plate 134



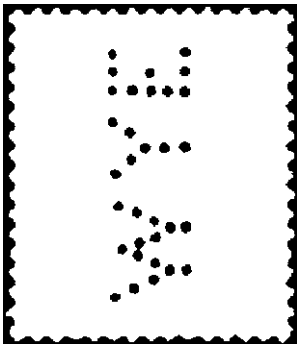
The Bankruptcy Acts 1883 and 1890.  
In the County Court of Carmarthenshire holden at Carmarthen.  
In Bankruptcy. No. of Petition 10 of 1899.  
Re Harry L. Jones of the Hall Velindre, Llandyssul, in the county of Carmarthen, Grocer and Draper.  
Ex parte David Evans, Creditor.  
In the Matter of a Bankruptcy Petition filed the 27th day of March 1899.  
To Harry L. Jones, of the Hall, Velindre, Llandyssul, in the county of Carmarthen, Grocer and Draper.  
**T**AKE notice that a Bankruptcy Petition has been presented against you to this Court by David Evans of Llanelli in the county of Carmarthen trading under the style or firm of Thomas and Evans at Llanelli aforesaid Merchants and the Court has ordered that the publication of this notice in the London Gazette and in the Welshman newspapers together with the delivery of a sealed copy of this notice and of the petition at the Hall Velindre Llandyssul aforesaid shall be deemed to be service of the Petition upon you; and further take notice that the said Petition will be heard at this Court on the 6th day of April next at 11.15 o'clock in the forenoon on which day you are required to appear and if you do not appear the Court may make a Receiving Order against you in your absence. The Petition can be inspected by you on application at this Court.—Dated this 27th day of March 1899.  
THOS. PARKINSON Registrar.

**N**OTICE is hereby given, that the Partnership formerly subsisting between Henry Thomas and David Evans, carrying on business as Corn and General Merchants, at Llanelli, in the county of Carmarthen, under the style or firm of Thomas and Evans, has been dissolved. All debts due from and to the late firm will be paid and received by the said David Evans, by whom the said business will in future be carried on.—Dated this 20th day of July, 1887.

*Henry Thomas.  
David Evans.*







W8310.01S

Dates	1877 - 1890
Usage	Unrecorded
Manufacturer	Unknown – probable single headed die
Pins	15,7,10 – 5½
User	William Y(eo) Edwards, 105 Bute St, Docks, Cardiff (provisional) Home 5 Woodfield Place, Roath
Business	Commission agents, coal exporters, ship brokers and agents for Elliott's Patent Sheathing & Metal Co.
Cancellations	Bute Docks, Cardiff



Plate 212



Re WILLIAM YEO EDWARDS, late of Rotheay terrace, Bute-road, and of No. 5, Woodfield-place, Roath, both in the borough of Cardiff, in the county of Glamorgan, Shipowner and Broker, Deceased.  
Pursuant to the Statute 22 and 23 Victoria, c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."  
**N**OTICE is hereby given, that all creditors and others having any claims or demands upon or against the estate of the said William Yeo Edwards (who died on the 11th day of June, 1880, and probate of whose will has since been granted by the District Registry of the Probate Division of Her Majesty's High Court of Justice at Llandaff to George Robertson, of No. 5, East Grove, Roath, in the borough of Cardiff aforesaid, and Clementia Edwards, Widow of the said deceased, now residing at 13, Cotham Brow, Bristol, executors named in the said will), are requested to send particulars of their names, addresses, and claims to us, the undersigned, as Solicitors for the said executors, on or before the 25th day of March next, at the expiration of which time the said executors will proceed to distribute the assets of the said William Yeo Edwards among the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and the said executors shall not be liable for the assets, or any part thereof, so distributed to any person of whose claim or debt they shall not then have had notice.—Dated this 26th day of January, 1883.  
WALDRON and SON, 74, St. Mary-street, Cardiff,  
Solicitors for the said Executors.

**Shipping Notices.**

**THE EDWARDS**  
CARDIFF and NEW YORK  
STEAMSHIP LINE.

The first-class Steamers of this line intend to sail as follows, wind, weather, and other circumstances permitting :—

FROM CARDIFF TO NEW YORK.  
RE-WINDDA ..... 3,000 tons..... AUG. 5th.  
FROM CARDIFF TO HALIFAX, N.S.  
LOUISE H. .... 2,300 tons..... AUG. 5th.  
FROM NEW YORK TO CARDIFF.  
RE-WINDDA ..... 3,000 tons..... AUG. 26th.

Through Bills of Lading for all classes of Goods and Parcels to and from Birmingham, Gloucester, Bristol, Bridgwater, Hereford, Wolverhampton, Manchester, Bradford, London, Stafford, Abergavenny, Swansea, Newport, Merthyr, &c., &c., and places in the Western States of Canada, including Chicago, St. Louis, Milwaukee, St. Paul's, Toledo, Buffalo, Detroit, Toronto, Philadelphia, Boston, Baltimore, &c., &c., in conjunction with the principal Railway Companies on both sides.

Cheapest Route for all classes of Goods to and from the Midland Districts.  
Dock dues, landing and warehousing charges, &c., are much lower at Cardiff than any of the other Transatlantic Ports.

For Freight Charges, Dates of Sailing, and other particulars apply to  
EDWARDS, ROBERTSON, & CO., Cardiff and Newport;  
34609 TURNER, EDWARDS & CO., Bristol; or  
5824 G. F. BULLEY, 51, South-street New York.