EARLY COMMERCIAL OVERPRINTS 1863-1881

Alastair Walter

Large Inland Revenue 1d – the first issue known with overprints (1860-1867)

- 1. 1863 Peter S. Yapp
- 2. 1865 Joel Edwards & Sons
- 3. 1867 William Dawson & Sons

Small Inland Revenue 1d (1867-1881)

- 4. 1876 Wm. McLaren, Sons, & Co.
- 5. 1877 Okell & Co.
- 6. 1877 I. & R. Morley (prolific perfin users) and 1878 Hirst Brothers (red overprint)
- 7. 1879 Arnott & Co. Dublin
- 8. 1880 Stewart and McDonald
- 9. 1881 Clapperton, Paton & Co. and G. Startin & Co.

Venetian Red 1d Postage (1880-1881)

10. 1881 Furness Railway Company

The 1d Venetian was authorised for revenue use on 1st June 1881, but overprints on this issue are scarce because after 42 days both this issue and the Small Inland Revenue 1d were replaced by:

Unified Postage and Inland Revenue 1d – Die I (1881)

11. 1881 W. H. Smith & Son

ondon, S.W. Jones / 1/2 ESTABLISHED 1793. KNICHTSBRIDGE. 200, SLOANE STREET, BOUGHT OF PETER S. YAPP, Balmoral Boot Manufacturer. IMPORTER OF FRENCH BOOTS & SHOES. Post Office Orders payable at Sloane Street. mu be huns 3 2 V eceived for P. S. YAPP

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Fle. ara to 1 To JOEL EDWARDS & SONS, Armn Cloth Cailors and rrs 9. HANOVER STREET. ELNOVER SQUARE. LON ON. D Ladies' Riding Habits. 6 6 01111 Willes Received with thanks, for JOEL EDWARDS & SONS. Mr. abstre

= Lightfoot Esgre WILLIAM DAWSON & SONS, To Booksellers, Stationers, & Dewsbenders, London and Country Newspaper and Advertising Offices, 121 (LATE 74), CANNON STREET, CITY, LONDON, (E.C.) See our List of London Newspapers on the first page-all of which we supply. d. £ 8. New Books amounting to 1s. 6d. and upwards forwarded Postage Free, and by return of Post. 186 1 Octow, to 31 Mary ell From To the Received 186 FOR WM. DAWSON & SONS P.S.-On the envelope of every Paper you will see our Name and Address, as above, to which alone it is particularly requested that all Orders, Notice of Alterations, Advertisements, and Remittances, for this or any other Paper, may be directed, in order to avoid errors and delay in attending to them; and if quite convenient to you, we shall be much obliged by your SENDING US THIS ACCOUNT TO BE RECEIPTED, OR THE PAGE AND LETTER OF OUR LEDGER AS AT TOP.

N.B. Post Office Orders to be made payable to WILLIAM DAWSON & SONS, at the General Office, or if by Cheque, to be drawn on a London Bank.

Hasgow, 19 June 1876 Mehn S.V.D. Macballum Campbellown Dean lis, He beg to acknowledge receipt of your favor of the 17 mil containing hetter of the One hundred & one pounds 6/5 With best thanks, Me are. £101.6/5 Yours faithfully, William Maren, Sonst fo: We apologing for the mistarde of our hedger clerk in not dating apl goods as Ime.

Glasgow 25th May 1874 Messes 219 Moballum Campbeltown Gentr. We beg to acknowledge receipt of your favor enclosing Letter of credit value Log. I. I say Mine Pounds 8/1/ 16 which we have placed to your Credit with thanks. Your obedient Servants. Okell & Compy Hawall

157 PLEASE RETURN THIS STATEMENT WITH PAYMENT. Condon E.C. lac Received for WOODHOU E MILLS, DELGHTON, Dec 201878 Dowger Hirst Bros. Dr. Cet 14 90 Goods. 251. 31/19 paid autorlos

11.12.13.14 & 15. HENRY STREET. WHOLESALE ENTRANCE Nº15 ly 16 th 79 Cay U Gort imited Half Price allowed for returned. Packages if in good order. Terms Conveyance Folio 621 Journal H81 Calor B. 1 one lof 2 nach 0 here 0 1/6 Glass 5 Globes 6 1 1/6 3 has 6 tro 2 book 90 Ex 6 1 Mine los 0 2 6 IH Day 2 0 2 16 6 16 0 2

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111 Hasgou; Meso " J. v. cu fallow lang bellom 11.0 In Hewart 1880 Joge Ren Och 10h 517 19 nov 7135-11 2517 1 Mary Received by STEWART&MEDONALD. 130

123. 14. 9 Glasgow 13th April 188. On demand pay the Commercial Bank of Scotland or order the sum of Twenty this prug stg 1881 To Hefr JAD W Calling Grapp PRO CLAPPERTON (amplettown) 198 150.9151. Senchurch Street, E.C. london Leceiver 5. STARTIN & CO. / /81 nau

99† 20,000 | 4 | 81.

THE FURNESS RAILWAY COMPANY GIVE PUBLIC NOTICE,

1.—That they hold themselves entirely relieved from loss of or damage do to all goods, matters, or things described in Act 1, William IV., cap. 68, unless the particular articles be declared, and an assurance over and above the carriag be paid as compensation for the risk incurred.

2.—That no claim for loss or damage for which they may be liable will bellowed unless the same be made within seven days after delivery of the goods; such delivery to be considered complete when notice of arrival is sent to the Coignee, or, if the goods be carted by the Company, when they are unloaded at the door of the Consignee's place of abode or business, or suspended to his one chain, or tackle; the cellaring or warehousing afterwards will be at the Owner's risk.

3.—That all goods conveyed—but which the Company have not undertake to deliver—must be removed from the Company's trucks within twenty-four hours after notice of arrival is sent to Consignee, or they will, after the expiration of that time, be subject to an additional charge beyond the amount due for carriage thereof, of *three shillings* per truck per day, for demurrage of such truc, and be held by the Company—not as common carriers, but as warehousemen -at owner's sole risk.

4.—That Consignors ordering trucks and not loading them, or having load them, failing to order them away within twenty-four hours after such trucks shall be ready for loading at the Station, will be subject to a charge of 3s. per truk per day, for demurrage thereof, for every day or fraction of a day they shall be detained after the expiration of such twenty-four hours.

5.-That for each Sheet covering Wagons detained by (or for the convennce of) Consignor or Consignee, a charge of sixpence will be made for the first day, and one shilling for each day after the first.

6.—That they do not undertake to forward Goods from any Station by the rst succeeding Train, nor a Wagon from one Station to another with less than one ton.

7.—That they do not, except on special conditions, undertake the carriage c gunpowder, lucifer matches, aquafortis, oil of vitriol, or other dangerous articles, neither will they, under any circumstances, be liable for the loss of any ach article; but all senders thereof will be held accountable for any damage arising thereto or therefrom, and whether to other goods or property of the Compny or of any other person. Senders of such goods are liable to a Penalty of Twenty Pounds, unless the nature of the contents be declared and distinctly marked on he outside of the package containing the same.

8.—That all goods delivered to the Company will be received and hold by them, subject to a general lien for money due to them, whether for carriage of such goods, or for other charges, and in case the general lien is not satisfied within a reasonable time from the day when the Company first received the goods, the same will be sold by the Company by auction or otherwise, and the proceeds of sale appied to the satisfaction of such lien and expenses.

9.—That all perishable articles refused by the person or at the place to which directed or directed to a place not known by the Company's agents or servants, or not directed at all, or not paid for and taken away within six hours after arrival if addressed to be kept till called for, will be forthwith sold, by auction or otherwise, without any notice to sender or consignee, and payment or tender of the net proceeds of any such asle, after deduction for freight, charges and expenses, shall be accepted as equivalent to delivery. The Company will no be responsible for any claim upon any such articles on the ground of 'oss of market, provided the same be delivered within a reasonable time after they com into the possession of the Company.

10 .- That all Empties not taken away within One Month after arrival will be sold todefray expenses.

11.—That with respect to any Animals, Luggage, Parcels, Goods, or other Articles ooked through by them or their agents, for conveyance partly by Railway and partly by Sea, or partly by Canal and partly by Sea, such Animals, Luggage Parcels, Goods, or other Articles, will only be so conveyed on the Condition that the Company shall be exempt from Liability for any Loss or Damage whichmay arise during the Carriage of such Animals, Luggage, Parcels, Goods, or other Articles by Sea, from the Act of God, the King's Enemies, Fire, Accidents fim Machinery, Boilers and Steam, and all and every other Dangers and Accidents of the Sea, Rivers, and Navigation, of whatever nature and kind soever, a the same manner as if the Company had signed and delivered to the Consignors a Bill of Lading containing such condition.

Station, 188

TO THE FURNESS RAILWAY COMPANY, Br.

Invoice No.	From	Description of Goods.	Marks.	Weight. T. C. Qrs. Lbs.	Rate.	Paid on	Total to Pay.
m	hitehart	Coal 10 Cattle	Vet: 14-21	10 1. 0		s. d. 39: 3	£ 8. d.
		£20	Received for 3. Sky. Co. Dec Cr	kaon			
If the	amount is remitted	by Cheque or P. O. Order,	it should be nde paya	ble to			Agent.

The Directors require the Carriage to be *paid on delivery*, unlss the Consignee has a Ledger Account with the Company. When Carriage is charged forward on Goods said to be bought "Carriage Pa," this Company cannot undertake to rectify unless proof is produced that sendar has actually rid the amount.

186 Strand, London, W.C.,

Secres 18#1

Sir

We beg to acknowledge the receipt of your

favour of gesterday containing a remittance

value £ 25 : 14 : 5

account.



to the credit of your

We are,

Your very obedient servants,

W. H. SMITH & SON.

Mr. James Sugeley