Six Competitive Exhibits.

The following **Six competitive displays** were prepared for exhibition at the London meetings of the Perfin Society held between May 2003 and October 2004. Each display comprises five pages, all of which were eventually re-worked as articles for the Perfin Society Bulletin.

1. **London Streets and 'Street Furniture'**. (May 2003)

   A search for G.B. Perfins using street names yields only nine dies, although more are known today. The mainly early material displayed is complimented with the dies used by three companies known to have made cast iron pillar-boxes and lamp letter-boxes for the G.P.O.

2. **Three Manchester based companies**. (Nov 2003)

   Beyer, Peacock & Co - Railway Locomotive Builders, Gorton, Manchester.
   Mather & Platt Ltd - Mechanical, Electrical & Hydraulic Engineers, Manchester.
   Threlfall's Brewery Co Ltd - Brewers in Liverpool and Salford.

3. **Gas and Diesel Engine Makers**. (Nov 2003 - Reserve exhibit)

   A study of ***Mirrlees, Bickerton & Day Ltd***, (Hazel Grove, Nr Stockport, Cheshire) and the ***National Gas Engine Co Ltd***, (Ashton-under-Lyne, Lancashire). They were eventually merged in 1961 to form Mirrlees National Ltd.

4. **Hull Shipping and Shipbuilding**. (May 2004)

   A tale of 'Tombstones and Parrotts'! Here we see chronicled in perfins the rise of two famous Hull shipping lines, '***Bailey & Leetham***' and '***Thomas Wilson, Sons & Co***', and their eventual amalgamation to produce '***Ellerman's Wilson Line Ltd***'.

5. **Peerage, Gentry and Perfins**. (May 2004 - Reserve exhibit)

   A handful of Earls, Barons and Knights are presented, along with a short list of other notaries that also used perfins. The material ranges from Queen Victoria Line Engraved through to King George V, with Collieries, Early Motor Cars, Textiles, Armaments, and Bridge building among their activities.

6. **Telegraphic Perfins** - 'What hath God wrought'? (October 2004)

   This exhibit covers the development of Telegraphy in the U.K. as portrayed in Telegraphic Company perfins. Telegraphic Addresses are also shown used on perfins, along with a selection of Telegraph stamps. The final twist is a link between Perfins & Telegraphic Instruments - Henry Arthur Harborow (1838-1916).

Acknowledgement is made here to the various sources used
in the compilation of these pages.

Roy Gault, Burbage, December 2014.

London Streets and 'Street Furniture'.

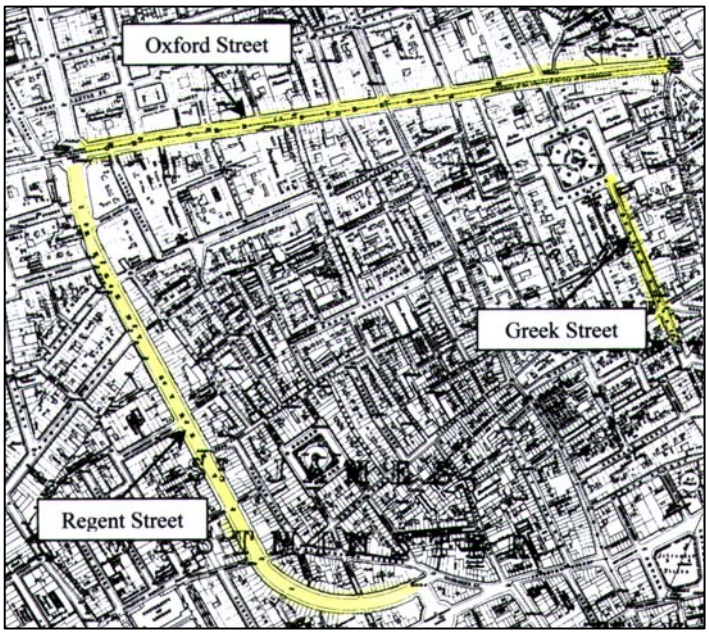
Catherine Cookson (1906-1998) is world famous for her novels based on life in the industrial northeast of England. One such work, written in 1989, is called "The Fifteen Streets" - an intriguing title, but just how many 'Perfin' Streets can be found?

The answer turns out to be 'not a lot'!

As far as I can tell, street names in full are unknown on G.B. Perfins, but a small number can be found ***using the abbreviated form "St"***. The first part of this exhibit lists just four streets (the only ones I could find!) involving six separate companies and nine different dies. The four streets involved (all in London) are:

Greek Street - Oxford Street - Regent Street - Essex Street

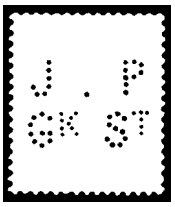
The map below taken from the Ordnance Survey of London (surveyed in 1870, published 1875) shows the first three mentioned streets in a neat cluster in the 'Western' postal district of London.



All nine dies are in a similar format, the majority of which are known to be the work of ***Joseph Sloper & Co***, dating mainly to his 'monopoly' period 1868-1872.

Greek Street, London W.

1870-1877



Believed to have been used by:

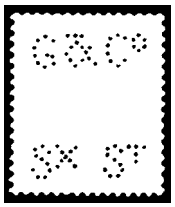
John Miles Pitman,
Gold & Silver Leaf Mfrs,
2 Greek St, Soho, London W.

Sussex Street, London WC.

Two distinct settings are known, one with rows set wider apart than the other. Both dies are believed to have been used by:

Gwynne & Co, Hydraulic Engineers, Essex St, London WC.

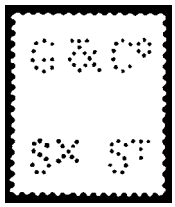
1868-1872



<< Wide

Narrow >>

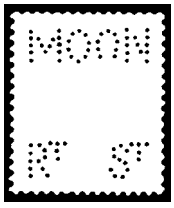
1868-1895



Note: There is a suggestion that 'S^{x} S^{t}' is phonetic for 'Essex St'.

Regent Street, London W.

1869-1871



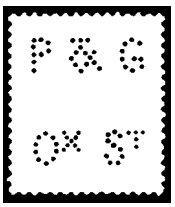
Thought to have been used by:

Mrs Washington Moon,
Ladies' Outfitter,
164 Regent St, London W.

Oxford Street, London W. Three companies are represented, two of which were neighbours and had consecutively numbered perforating machines!

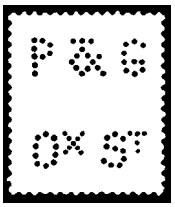
Parkins & Gotto, Stationers & Booksellers, 24-28 Oxford St, London W.

1869-1900



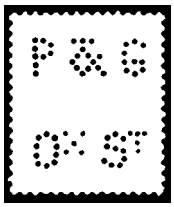
An early Sloper machine N^{o}. 2701 completed in November 1869.
The replacement die c1900 was also made by Slopers and had pins removed from the "x" c1901.

1900-1901



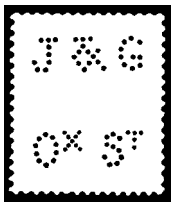
>>>>

1901-1915



Jackson & Graham, Cabinet Makers, 30 Oxford St, London W.

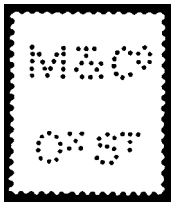
1869-1885



Another early Sloper m/c N^{o}. 2702 completed September 1869.

User unknown.

1895-1935



Much later than the preceeding dies, but London W postmarks on surviving examples point to the street being Oxford Street.

Since the exhibit, "J/WS^{t}/L^{td}" (J8680.01) has also been reported used by Jerrards (Wood St) Ltd, Milliners, Wood St, London EC2.

"But where does the '***Street Furniture***' bit come into it", do I hear?

When the topic is stamps there can be only one answer - Post Boxes! From the Perfin point of view, not the boxes themselves of course, but the firms who made them.

Although the introduction of the Uniform Penny Post took place in 1840, it wasn't until 1852/3 that posting boxes (painted green) were provided at the roadside. The red livery was adopted in 1874.

Typical of these early pillar-boxes is the example illustrated above (note the vertical aperture), still in use at Westgate, Warwick. This particular 'Doric' pattern dates from around 1856 and was cast in the 'Eagle Foundry' of Smith & Hawkes, in Broad Street, Birmingham.

A few more companies who held major contracts to manufacture Pillar, Wall, and Lamp Letter Boxes for the G.P.O. are:

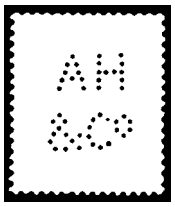
W T Allen & Co, London & Mansfield.
The Carron Company, Falkirk.
Cochrane, Grove & Co, Dudley.
Andrew Handyside, Derby.
McDowall, Steven & Co Ltd, Glasgow.

Of these just three (***in italics***) are known to have used Perfins.

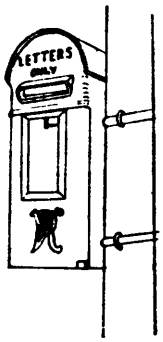
Andrew Handyside & Co Ltd, Britannia Foundry, Derby.

Handyside & Co cast pillar-boxes for the G.P.O from 1853 to 1931.

1888-1915

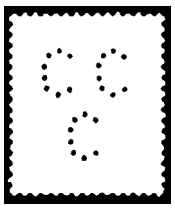


The first lamp letter-box was by Handysides and installed Finchley in September 1896.



Carron Company, Mungal Foundry, Carron, near Falkirk. Est 1759.

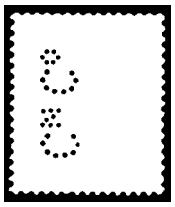
1903-1980



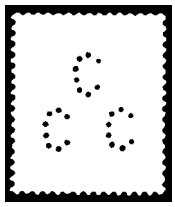
This is a multiheaded die with two patterns arranged **2x1**.

The following two dies were used in Carron's London Office.

1870-1905

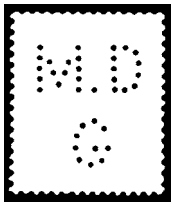


1904-1928



McDowall, Steven & Co Ltd, Milton Ironworks, Glasgow.

1905-1939

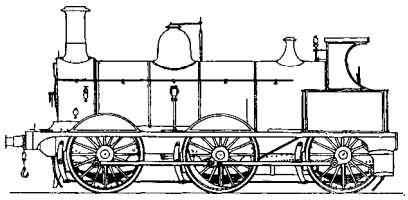


Beyer, Peacock & Co.

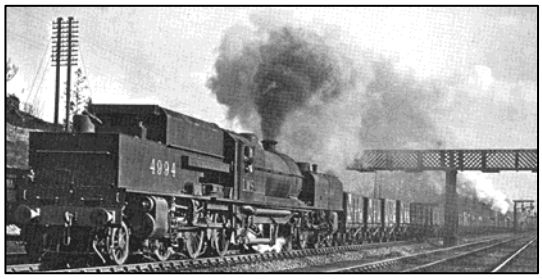
Railway Locomotive Builders, Gorton, Manchester.

The company was founded in 1854 when **Charles Frederick Beyer** (1813-1876) and **Richard Peacock** (1820-1889) became partners. They built their Locomotive Works at Gorton, Manchester, and produced their first railway locomotive in 1855.

Typical of the output in the Victorian era from "**Beyer, Peacock & Co**" was this 0-6-0 freight engine built from 1875 for the "Midland Railway".



By the time the works closed in 1966, almost 8,000 locomotives had been built for use throughout the World. Although primarily steam locomotive manufacturers, they also 'dabbled' in electric and diesel traction. For example, as early as 1890 they collaborated with "**Mather & Platt**" to build for the "City & South London Railway" the first electric 'tube' engines in the world.



Note-worthy is the association of Herbert William Garratt (1864-1913) with "Beyer, Peacock & Co", and the 'articulated' locomotives they built to his patented design.

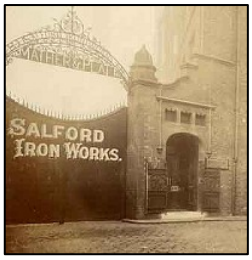
Two dies are thought to have been used by "**Beyer, Peacock & Co**", although the earlier die is only suspected from Gorton postmarks.

1885-1908

1908-1930

Mather & Platt Ltd.

Mechanical, Electrical & Hydraulic Engineers, Manchester.



The ***'Salford Iron Works'*** were originally built by James Bateman (Iron Founder & Forger) and William Sherratt (Engineer) in Salford in the early 1790's. Using power-operated machines, they manufactured textile machinery, steam engines, and a wide range of cast iron products.

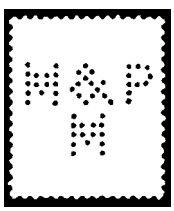
In 1839, the works were sold to a John Platt, who subsequently leased part of them to two brothers - William & Colin Mather. In 1852 Colin Mather ('Cast Iron Colin') entered into partnership with William Platt, beginning the company known as "***Mather and Platt Ltd"***. The company kept the 'Salford Iron Works' name and continued to use it as their headquarters until their new '***Park Works***' were opened in 1901 at Newton Heath, Manchester.

'Park Works' by night.

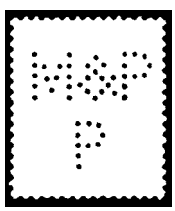
Over the next thirty-seven years, Mather and Platt progressively moved machinery from the 'old' works to the 'new'. When finally empty, in 1938, the 'old' works were sold to "**Threlfall's Brewery**".

The following Perfin dies are known or *suspected* to have been used by "**Mather & Platt Ltd"**. The left-hand die below would certainly have seen use at the old '**Salford Iron Works**'. The lower "**P**" in subsequent dies probably stands for '**P**ark Works'.

1895-1912

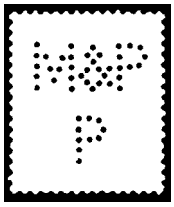


1905-1910



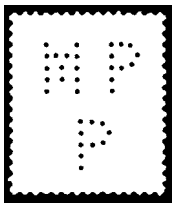
Following directly on, this third die has been **positively identified** as having been used by "Mather & Platt Ltd". It is also known on both values of the '1924 British Empire Exhibition' stamps, where they exhibited in 1924.

1910-1925

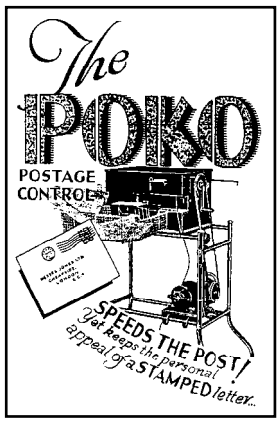



Based on Manchester postmarks, and again neatly following on from the previous die, this next die is only a ***suspected identity***.

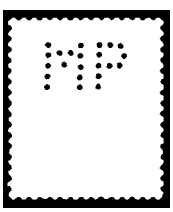
1925-1939



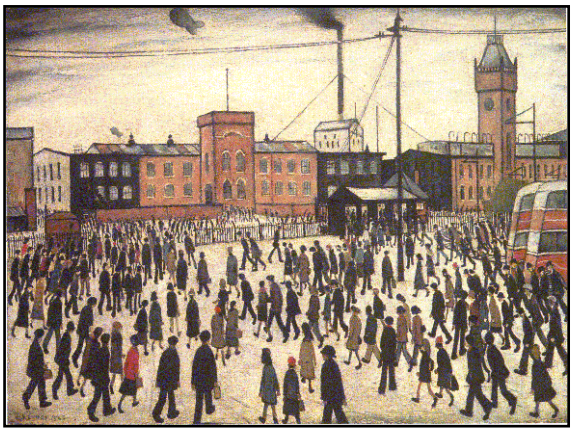

A '**POKO**' affixing machine, using vertical delivery coils, was in use for around fifteen years, almost through to the end of the Second World War. Although **positively identified**, and examples are relatively plentiful, very few actual dates have been recorded.



1929-1943




The '**Mather & Platt**' tower can be seen to the extreme right of this atmospheric painting by L S Lowry called '***Going to Work***'. Lowry was appointed as a War Artist in 1942, and this was his response to a request for a painting showing a 'view of factory life'.

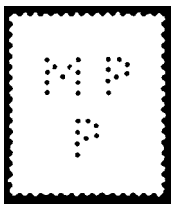


Note the two 'Blimps' in the early morning Manchester sky. Unfortunately, the tower was demolished in 1998, but the left-hand building still survives.

Coincidentally, the picture was painted in 1943, which was probably around the time the 'POKO' die gave way to the standard 4-pin high Sloper die illustrated below.

Probably as a direct replacement for the 'POKO' die, and **positively identified**, this single-headed **Sloper die** was used at the 'Park Works' from as early as 1943 (known dated example) through to the mid 1980's. Attention is drawn to the appearance of this Perfin ***sideways*** on stamps during the latter part of its life. A sure sign that it was an 'office' machine operated by an employee rather than initialling produced by Joseph Sloper & Co.

1943-1985



Sideways

Threlfall's Brewery Co Ltd.

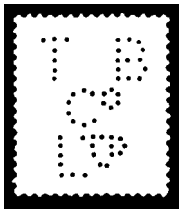
Brewers in Liverpool and Salford.

The roots of the company go back to the early part of the 19th century when Thomas Threlfall and his brother John became partners and set up various businesses in Liverpool. Their commercial ventures included banking and grocery, but by far and away the most important (lucrative!) was their involvement in the 'liquor trade'.

However, it was John Mayor Threlfall (son of John Threlfall) who developed the brewery side of the business, not only in Liverpool, but also in Salford (1861). The name "Threlfall's" became synonymous with brewing in the north-west of England.

Just the one die is known used by "**Threlfall's Brewery Co Ltd**". Although all the postmarks reported are from Liverpool, there is ***just a chance*** that Perfins were also used in Salford. Minute differences in the patterns show the die was multiheaded, probably 6x1.

1935-1967



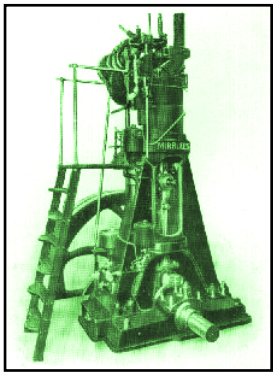
After a merger in 1961, they became "Threlfalls Chesters Ltd", but were later acquired by 'Whitbread' in 1967. The Liverpool brewery closed in 1982, followed by the Salford brewery in 1988.

Gas and Diesel Engine Makers.

'Charles Day and Henry Bickerton'

"***Mirrlees***" diesel engines are renowned worldwide, but what is their history and inter-relationships with other engine manufacturers?

The company roots go back to 1840 when three brothers, Peter, William and Andrew McOnie, set up in Glasgow to manufacture sugar-cane processing machinery. Through a procession of partners and at least six name changes, the company was registered in 1889 as Mirrlees, Watson & Yaryan Co Ltd.

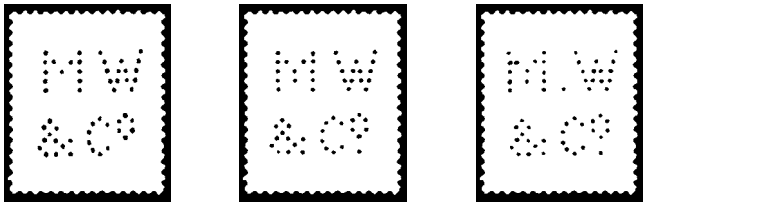


In 1898 the company was reconstructed again becoming "***Mirrlees, Watson & Co Ltd***", with Charles Day as the general manager. It was he who developed engine manufacture at the Glasgow works, but more of him later.

Worthy of note is the first use of a "Mirrlees" diesel engine by the Royal Navy as an auxiliary power supply on ***HMS Dreadnought***.

Although unconfirmed, the following Perfins are thought to have been used by the company during this period based on the initials used and the Glasgow postmarks. Considerable variation, especially in having stops or not, can be found as the three illustrations show.

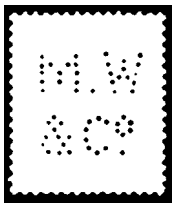
Three 'variations' used between 1898 and 1910.



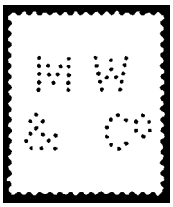
The years 1907/8 are significant in the history of the company, for they mark the formation of "Mirrlees, Bickerton & Day Ltd" and the building of a brand new factory at Hazel Grove, Cheshire - see later.

The Glasgow works continued in production, and also continued to use Perfins as a protection against theft using three more dies. Although this first one is as yet unconfirmed, it is similar to the preceding dies, and also has Glasgow postmarks.

1910-1915



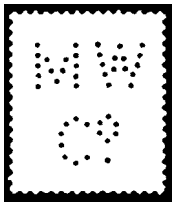
1925-1930



The company went into voluntary liquidation in May 1926, but its undertakings and 'certain assets' were taken over by "Mirrlees, Bickerton & Day Ltd". The Glasgow plant continued to operate under the same name, ***"Mirrlees, Watson & Co Ltd"***.

The most common of all the "Mirrlees, Watson" dies is this last one, in use for around 45 years. Of interest is its use on Scottish Regionals, but by the 1960's the die was in poor shape and strikes are usually blind. The die is believed to have been multiheaded.

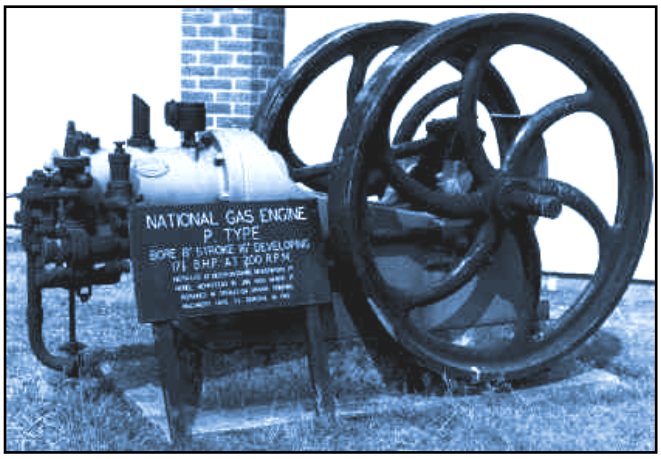
1920-1965



The King George VI Coronation stamp above was used on "The Up Special - T.P.O" on 17th June 1937. The 1d KGVI Red was also used on "The Up Special - T.P.O" on 4th November 1937.

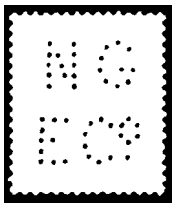
Now we take a glimpse at another type of engine, the ***gas engine*** as developed by the "***National Gas Engine Co Ltd***", later to become the "National Gas and Oil Engine Co Ltd".

The company was founded in 1889 by two engineers, Henry Neild Bickerton (1858-1929) and (later Sir) Dugald Clerk (1854-1932), both leading lights where internal combustion engines were concerned. They occupied the works in Wellington St, Ashton-under-Lyne, used previously by Isaac Watt Boulton to make industrial steam locomotives. Production centred on 'gas' engines running on town gas for use in small workshops, and factories.



Although presented here as an unconfirmed identity, the company appears to have used Perfins for a brief period at least, as evidenced by the following die known with Ashton-under-Lyne postmarks. They became part of the "Brush Group" in 1950, but the factory had closed by the early 1970's.

1895-1915



The 1881 Census lists Henry Niets (sic) Bickerton (aged 23), 'Commercial, Engineering branch', living with his father Samuel Bickerton (aged 60), 'Mechanical Engineer & Lubricator Mfr', in Turners Lane, Ashton-under-Lyne, Lancs.

Clearly engineering was in the blood!

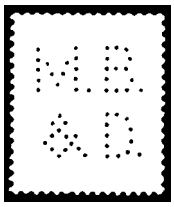
Finally we bring together Charles Day and Henry Neild Bickerton!

"Mirrlees, Bickerton & Day Ltd" was registered in 1907, and a new factory built at Hazel Grove, near Stockport in Cheshire, specifically to make diesel engines. The factory opened in October 1908.

The company was formed by Charles Day, then Chairman of Mirrlees, Watson & Co Ltd, Glasgow, and Henry Neild Bickerton of the National Gas Engine Co Ltd, Ashton-under-Lyne, Lancashire.

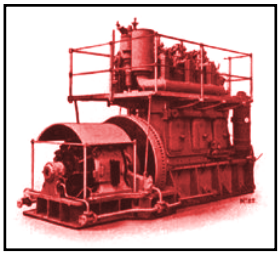
The tradition for using Perfins seems to have been established from t e outset. Although as yet unconfirmed, this first die was probably used by the company based on Hazel Grove & Stockport postmarks.

1908-1920

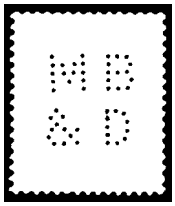


The Hazel Grove factory built a standard range of diesel engines, but during the Great War, they developed a special type of oil engine for use in the 'Tank', first used in 1916.

A second die was used by the company, taking them through the depression of the 1920's and into the years leading up to the WWII. Typical of their production at this time was this engine which developed a modest 180 hp.

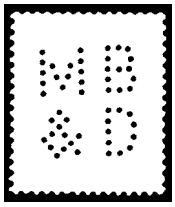


1920-1936

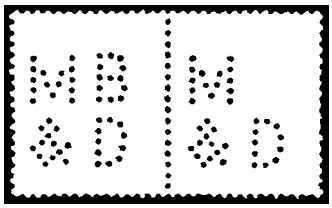


The company's third and final Perfin was a multiheaded die, in use until just after the Second World War.

1936-1948




Evidence for the die being multiheaded can be seen in this joined pair showing the "B" completely missing in one of the stamps. The pair probably dates to around 1939.



"Mirrlees, Bickerton and Day", like their 'sister company', also used the 1937 Coronation stamp. This one is postmarked Hazel Grove, Cheshire, 2nd July 1937.

Although the story ends here with regard to the use of Perfins, there is one final twist!

After cessation of hostilities in 1945, "Mirrlees, Bickerton & Day", became a member of the "Associated British Oil Engines Group of Companies", which was itself part of the "Brush Group". In 1957 the "Brush Group" (which the "National Gas and Oil Engine Co Ltd had joined in 1950") was acquired by "Hawker Siddeley". Then in 1961, "Hawker Siddeley" amalgamated ***"Mirrlees, Bickerton & Day"*** with the ***"National Gas and Oil Engine Company"*** to form ***"Mirrlees National Ltd"***. And so the wheel had turned full circle with Henry Bickerton's two companies becoming one.

After another amalgamation in 1969, "Mirrlees National Ltd" and "Blackstone & Co Ltd", were merged to become "***Mirrlees Blackstone Ltd***".

HAWKER SIDDELEY
MIRRLEES
DIESELS
BLACKSTONE

The company still trades under this name today.

Hull Shipping and Shipbuilding.

'A tale of Tombstones and Parrots!'

"Bailey & Leetham" was one of the oldest and largest shipping companies in Hull, second only to the 'Wilson Line'. They traded mainly to Scandinavia and the Baltic, but were also engaged in whaling and sealing, and had a contract (until 1881) with the Portuguese Government for the carriage of mails.

Their steamship's funnels were painted black with a broad, vertical, white stripe, rounded at the top, giving rise to the nickname

"**The Tombstone Line**"!

The company was first established in 1854 when two former sea captains, ***William Badger Bailey*** (1816-1882) and ***William Leetham*** (1823-1875), formed a partnership to operate cargo and passenger services out of ***Hull*** to the Baltic ports. Other routes included Hull to Lisbon (later extended to cover the Mediterranean), with occasional voyages to India after the opening of the Suez Canal in Nov 1869. By 1871, ships were also operating from ***London*** and ***Newcastle***.

Six Perfin dies are known (or suspected) as having been used by the company, two of which date virtually from the introduction of Perfins and must have been made by Joseph Sloper during his 'monopoly' period. We begin with dies from the 'line engraved' era, one specifically for each of the British ports used by the company.

'Bailey & Leetham', Steamship Owners, Commercial Rd, ***Hull***.

1869-1881

Stamps are usually seen cancelled with the '383' duplex for Hull.

Of special interest is this Line Engraved Penny Red with a '***Hull Sorting Tender***' cancel, dated 1st September 1876.

'Bailey & Leetham', Dunster House, 12 Mark Lane, ***London EC***.

1869-1881

'Bailey & Leetham', Guildhall Chambers, ***Newcastle-on-Tyne***.

1875-1878

Stamps usually have the '545' duplex for Newcastle-on-Tyne,
but also known is the 'A16' duplex for Newcastle-on-Tyne Station.

In 1872 the Hull based 'Humber Iron Works & Shipbuilding Co' was purchased by Bailey & Leetham as a general repair yard in which to refurbish and re-engine their ships. In 1881, the six vessels of 'Gee & Co' were absorbed into the fleet. Neither company used Perfins.

A new "B&L/H" die was used from the early 1880's before being replaced by another new die with the same lettering c1890.

1881-1890

1890-1896

Bailey & Leetham

When the company became 'Limited on 17th Sep 1896, the then current "B&L/H" die was simply modified to read "B&L/Ld". The die continued in use until 1903 when Bailey & Leetham's existing fleet of twenty-three ships were absorbed into the ***'Wilson Line'***.

1896-1903

"<u>The Wilson Line</u>".

Originally founded in Hull in 1822 by ***Thomas Wilson*** (1792-1869) as "Beckinton, Wilson & Co", primarily to import iron ore from Sweden for use in the Sheffield iron trades. In 1831, after the death of Beckinton, the company became "Wilson, Hudson & Co", and in May 1840 a regular steamship service was established between Hull, Oslo and Gothenburg. John and Thomas Hudson withdrew from the partnership in 1841 and the company then became known as ***"Thomas Wilson, Sons & Co"***, taking on 'Limited' liability in 1891.

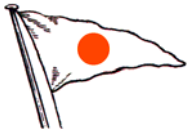
With the company's steamship funnels painted **red** with a **black** top, and the hulls painted **dark green**, it's no wonder they attracted the nickname "**Parrot Ships**".

The company prospered under Thomas Wilson's sons, Charles Henry (1834-1909) and Arthur (1838-1907), so much so that it became the world's ***largest privately owned shipping company*** with over 100 ships sailing (steaming!) to destinations all around the world.

Four Perfins are known/suspected as having been used the company.

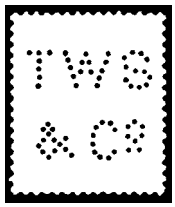
1870-1882

Wilson's House Flag

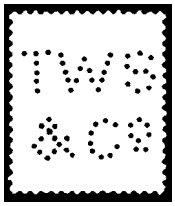


The next two dies appeared at more or less the same time, c1881, and soon replaced the earlier die.

1881-1890

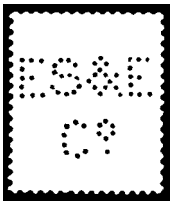


1881-1893

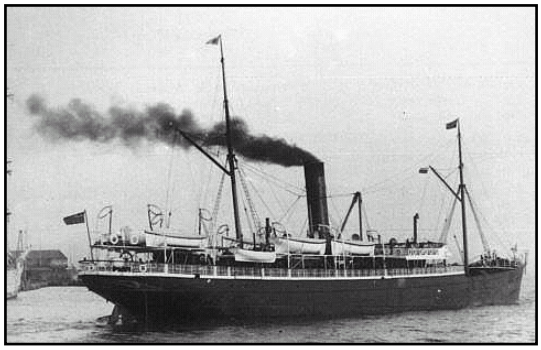


In 1901, Charles Henry Wilson purchased ***"Earle's Shipbuilding and Engineering Co Ltd"***, which was originally started in Hull in 1845 by two brothers, Charles & William Earle. At its peak, as many as three thousand men were employed in the building and repair of ships, including the construction of many "Wilson Line" vessels. The yard finally closed in 1933.

1880-1895



Based on Hull postmarks, just one Perfin die is ***suspected*** as having been used by the company prior to being bought by Charles Wilson.



The s/s ***ROMEO*** built by **"Earle's Shipbuilding & Engineering Co Ltd"** in 1881 for the "Wilson Line" - 1,885 tons, with a service top speed of 12.5 knots.

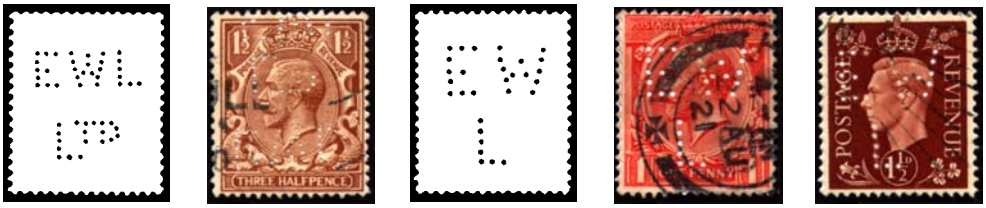
A fourth 'Wilson Line' die was used until J R Ellerman purchased the company, forming ***"Ellerman's Wilson Line Ltd"*** in Feb 1917.

1890-1917

"Ellerman's Wilson Line Ltd".

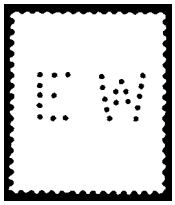
The tradition of using Perfins continued well into the 1970's, initially using "EWL/L^{td}" for a short time, and then "EW/L".

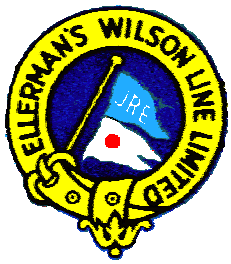
1917-1920 **1920-1940**



There appears to have been a lull in the use of Perfins during World War II, but after the cessation of hostilities, a new die with the initials "EW" was employed by "***Ellerman's Wilson Line Ltd***".

1945-1973





In 1973 all constituent Ellerman companies were combined into "***Ellerman City Liners"***, becoming part of Cunard-Ellerman in 1987.

And so ended over a 100 years of continuous Perfin use, well almost continuous!

Peerage, Gentry and Perfins.

'Coal, Cars and Coronets'.

English Feudal Titles.

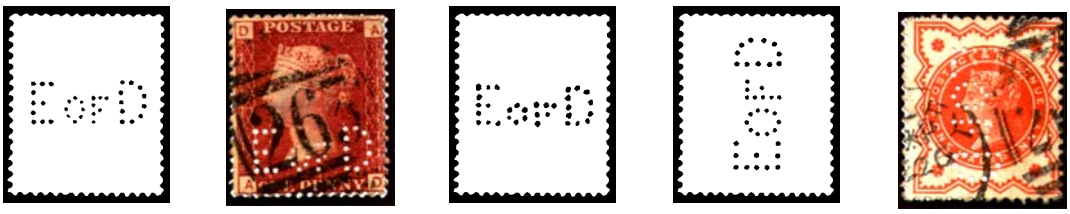
Duke and Duchess	*Highest rank.*
Marquis and Marchioness	*2nd highest rank.*
***Earl**/Count and Countess*	*3rd highest rank.*
Viscount and Viscountess	*4th highest rank.*
***Baron** and Baroness*	*Lowest rank.*
*Baronet/**Sir** and Lady*	*Title of honour.*

Of the five ranks of peerage/nobility, ***only two*** are known to have used Perfins, the 3rd ranked Earl, and the 5th ranked Baron. However, at least eleven individuals honoured with the title of '***Sir***' can be found using Perfins, one of whom included the title in their Perfin.

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.

1870-1886 **1881-1885** **c1890**

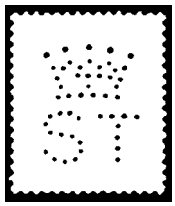


The centre die has only recently been reported and must be quite rare.
First reported on a block of four (2x2) QV ½d Green 1880 issue.

Earl of Shrewsbury & Talbot.

Again we have two people using the following two Perfins - the 20th 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).

1885-1912




20th Earl

As with the Earl of Dudley, the estate was involved with Collieries, notably the Brereton & Coppice Collieries. However, motor car 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 country seat was Alton Towers, now a theme Park, but it was the 20th earl who first opened it up to the public in Victorian times.

1912-1941

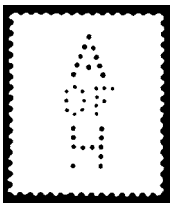

This last die is known to have been a Sloper single headed die, which was destroyed when Sloper's premises were 'Blitzed' by the Luftwaffe in May 1941.

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.

1900-1909

*****

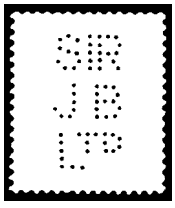
Space doesn't allow a look at all the Perfins and individuals involved using the title '***Sir***', but a start has been made here with the only known Perfin on G.B. stamps that included it in the initials.

*****

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

Jacob Behrens was born near Hamburg in Germany 1806, 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 died in 1889 a few years before the Perfin was introduced.

1895-1920

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

This next company involves no less than ***two*** notables - Sir William George Armstrong (1810-1900), and 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***".

W^m^ G^eo^ 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-upon-Tyne used quite a few, the earliest of which is shown below.

1875-1925

Sir William George Armstrong, Whitworth & Co Ltd - Elswick Works.

1900-1910

HMS Achilles,
built at Elswick in 1905.

'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 in 1848 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 (1886-1 894).

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.

1925-1940

ooo OOO ooo

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 W A 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.

Telegraphic Perfins.

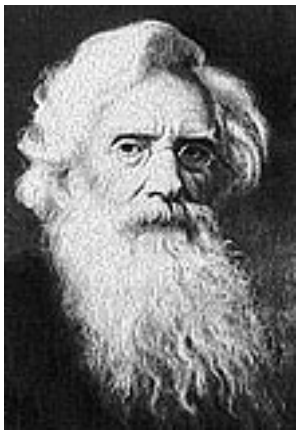
'What hath God wrought?'

The dictionary definition of "Telegraph" reads - a device, system, or process by which information can be transmitted over a distance, originally by sending coded electrical signals along a transmission line (or wire), but now by using radio signals (i.e. wireless).

Tele - at or over a distance.
Graph - an instrument that writes or records.

Although a number of inventors contributed to the idea of an electric telegraph, it was Samuel Finley Breese Morse (1791-1872) who made the first practical model and transmitted the first official message on 24th May 1844 - "What hath God wrought?" - from Washington D.C. to Baltimore, a distance of some forty miles.

Typical "Morse" transmitter key.

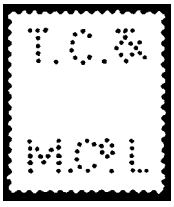


Samuel Morse also invented the transmission code named after him, perhaps the most well known use of which is "**SOS**".

● ● ● ▬ ▬ ▬ ● ● ●

The earliest reference I can find to 'Telegraphy' in terms of Perfins is ***The Telegraph Construction & Maintenance Co Ltd***, in Old Broad St, London EC, who are thought to have used this early Sloper die.

1868-1901



For example, it was "Telcon" who manufactured the cable used by Brunel's ***Great Eastern*** to lay a transatlantic cable in 1866.

Other companies involved in the ‘Telegraphy’ business.

The Anglo-American Telegraph Co Ltd, *London.*

It is known for sure that the company used the later die, so it’s reasonable to suggest that they also used the earlier die.

1890-1900

1900-1915

The Eastern Telegraph Co Ltd, *London.*

The so-called ‘SPG’ type of Perfin used by the company is known to have been produced by Waterlow & Sons Ltd.

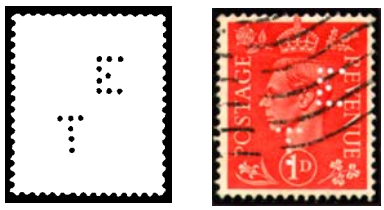
1906-1918

The Exhange Telegraph Co*, 36/7 Queen St, London EC4.*

A long-standing customer of J Sloper & Co Ltd from c1905, through the ‘Wartime Provisional’ period, and into the ‘modern era.

1905-1941

1941-1948



1957-1980

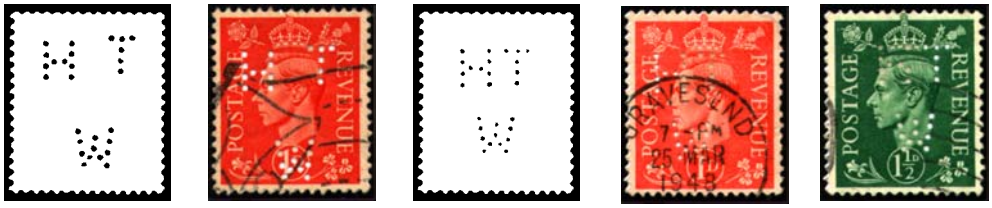
1954-1960 **s/w wmk**

A prolific Perfin user was ***W T Henley's Telegraph Works Co Ltd***, who used at least seven different dies, although others may await discovery.

In general, stamps were initialled by J Sloper & Co, as follows:

1890-1941 Sloper mhd (4), destroyed in the "Blitz" in May 1941.

1941-1945 **1945-1950**



1950-1957

However, stamps were also initialled on W T Henley's ***own premises*** using machines taking vertical delivery coils.

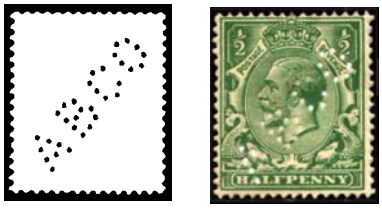
1915-1920 **1934-1945** **1952-1955**

Other Telegraph companies known to have used Perfins include:

Marconi's Wireless Telegraph Co Ltd, London WC2.
The Western Telegraph Co Ltd, London EC2.
The Western Union Telegraph Co, Liverpool and London.

The 'Telegraphic Address' of a company allowed the message to be delivered to the intended recipient. Often this 'code' took the form of the initials of the company (as with a Perfin), but partial or full names are probably more likely to be encountered. The following ***Perfins*** are also the ***'Telegraphic Address'*** of the company involved.

1930-1940



Arthur **B**rown & **Co**,
Bevis Marks House, London EC3.
T.A. "**ABCO**".

This next company started off life as William Bird & Co, Iron Merchants and Engineers, London EC, but became Bolling & Lowe in 1873, and Bolling & Lowe (Overseas) Ltd in 1880. Notwithstanding the name changes, the T.A. "**BIRD**" remained the same.

1869-1873 **1873-1934** **1890-1930**

The following two are interesting in that they relate to the business activity of each company - 'HEAT' is even a 'Trade Mark'.

1895-1967 **1885-1895**

Jones & Attwood Ltd, Heating Engineers, Stourbridge - T.A. "**HEAT**".
Redfern & Co, Patent Agents, London EC - T.A. "**INVENTION**".

Note: This list is ***not*** exhaustive - others to look out for include:
Birkbeck, Broil, Chubb, Ediswan, Eley, Esso, Flour, Indo, Keen, Lafayette, Maple, Oyez, Print, Sage, Spero, Wipa, and no doubt many more!

By 1868, the private Telegraph Companies in the U.K. had developed the telegraph service in large part by using the railway companies' trackside telegraph lines. But in 1869/1870 the telegraph service was 'nationalised', and in 1876 special 'Telegraph' stamps were introduced, mainly for accounting purposes. Their use was discontinued 5 years later in 1881.

A selection of Telegraph stamps with Perfins.

Telegraph stamps ***with*** Telegraphic addresses as Perfins are likely to be a rare category with probably only three companies involved, Cory, Currie, and Huth, two of which are represented here.

"**CORY**"

"**CURRIE**"

And finally, there is a tenuous link between Perfins and telegraphy! A certain Henry Arthur Harborow worked for Joseph Sloper from at least 1865, and fitted out the ***first recorded initialling machine for postage stamps in 1868***. Although his name disappears from the Sloper records in 1873, he is recorded in the 1881 census as, you guessed it,

a Telegraph Instrument Maker!

Henry continued this profession throughout the rest of his working life, and died in 1916 at the ripe old age of 78.