

Brawford 217(3)

Marked
copy

Preface

to

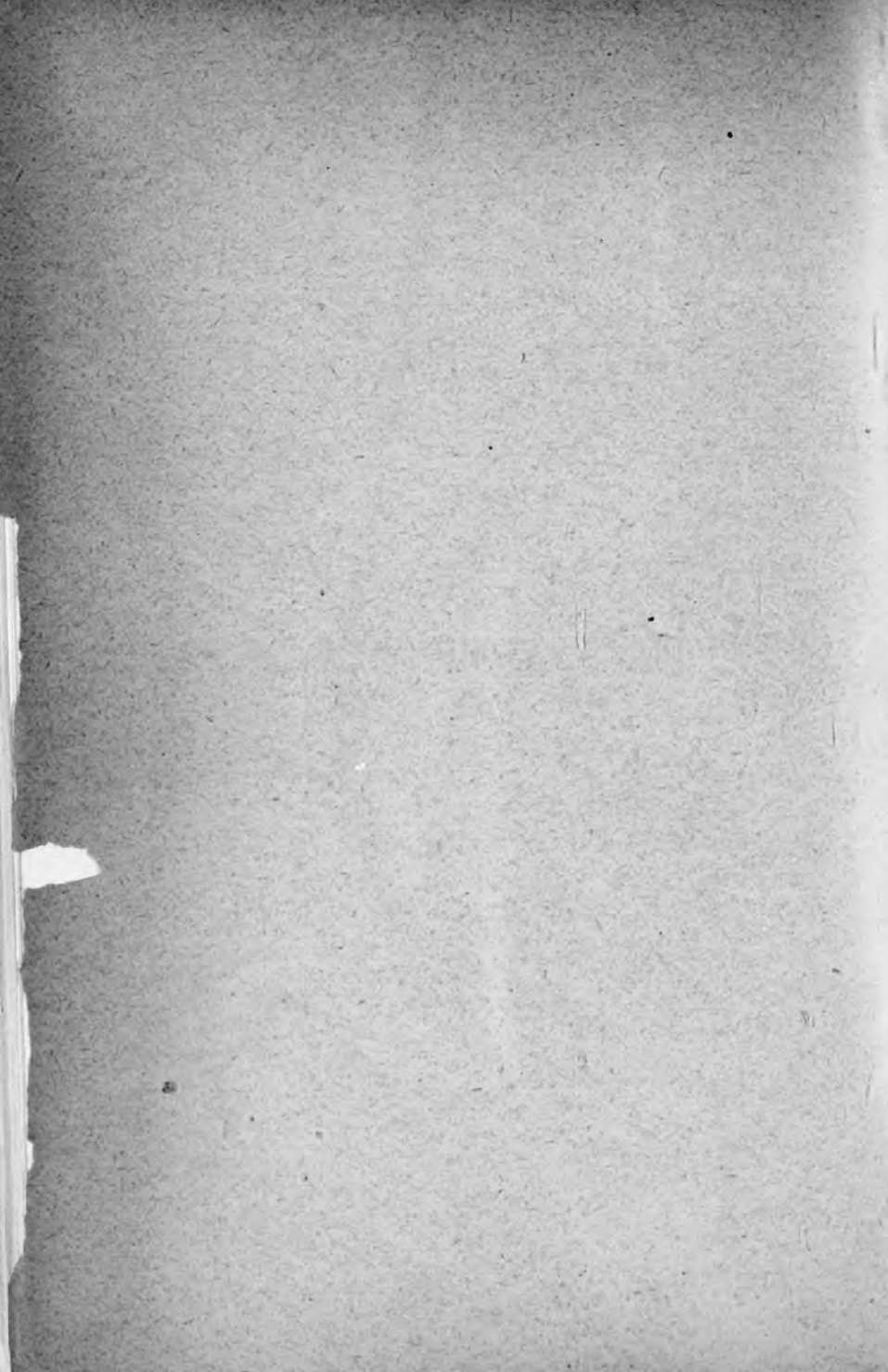
H. L'Estrange Ewen's

No. 4 Catalogue

of

Railway Letter Stamps.

October, 1906.



RAILWAY LETTER STAMPS

OF THE

UNITED KINGDOM,

ISSUED FROM FEBRUARY 1st, 1891,
TO SEPTEMBER, 1906.

PART II.

RAILWAY COMPANIES OF SCOTLAND AND IRELAND.

COMPILED BY H. L'ESTRANGE EWEN.

PUBLISHED BY EWEN'S COLONIAL STAMP MARKET, LTD.,
32, PALACE SQUARE, NORWOOD, LONDON, S.E.

No. 4, 1906.

Entered at Stationers' Hall.



1250

PREFACE.



AS nearly as can be ascertained, the total number of Railway Letter Stamps printed down to August, 1906, was 2,992,826. This gives an average of 16,100 monthly or 193,600 annually, but the actual quantities used would be a little less as these figures make no allowance for the stock on hand at the 7,000 stations where they are sold and at the head offices of the Companies; it is probable that at least 400,000 are held in this way. Making allowance for these, the annual consumption works out at 161,000, and probably there has been very little variation from this average figure. Even in 1898, when these stamps were at the height of their popularity with stamp collectors, it is doubtful whether more than 10,000 additional were sold. The total of nearly three millions printed includes the following highest individual totals:—

| | | | |
|-----------------------------|-----|-----|-----------|
| Great Western | ... | ... | 290,000 ? |
| North-Eastern | ... | ... | 262,000 |
| London & North-Western | ... | ... | 220,000 |
| North British | ... | ... | 180,036 |
| Midland | ... | ... | 174,000 |
| London & South-Western | ... | ... | 153,000 |
| London, Brighton & S. Coast | ... | ... | 153,000 |
| South-Eastern and S.E. & C. | ... | ... | 140,000 |
| Great Eastern | ... | ... | 137,500 ? |
| Caledonian | ... | ... | 121,000 ? |
| Great Southern & Western... | ... | ... | 114,000 ? |
| Great Northern (Ireland) | ... | ... | 90,000 |
| " " (England) | ... | ... | 78,000 ? |

On the other hand, the smallest quantities supplied to individual Companies are the following:—

| | | | |
|--------------------------------------|-----|-----|-------|
| *Kanturk & Newmarket | ... | ... | 100 ? |
| *North Pembrokehire & Fishguard | ... | ... | 200 |
| *Liverpool St. Helens & South Lancs. | ... | ... | 240 |
| *Wigan Junction | ... | ... | 480 |
| Port Talbot & Docks | ... | ... | 500 |
| Southwold | ... | ... | 500 |
| Dumbarton & Balloch | ... | ... | 528 |
| *Aylesbury & Buckingham | ... | ... | 600 |

The Companies marked * have ceased to exist.

Types of Railway Letter Stamps. The real charm of collecting Railway Letter Stamps is only experienced by those who take entire sheets, either unbroken or reconstructed. The transfers must be identified before the printings of some Companies can even begin to be classified, but the transfers

cannot be properly distinguished unless one has entire sheets, and often several entire sheets of a single printing are necessary, for although stamps may be issued in small sheets, the latter may often be only half or even a quarter the original sheet as printed; thus before one can properly identify the transfer and say definitely that a particular specimen did or did not come from it, one must get together all the halves or quarters of such printings. Fortunately there is no known instance of Railway Letter Stamps having been printed in a larger sheet than 60 stamps, so that 60 is the maximum number of types to be found in any printing. On the other hand some Companies have made a great number of small printings (like the North-Eastern) instead of two or three large ones (like the Great Western).

The total number of types to be obtained is 16,217, of which the author has managed to get no fewer than 13,278 in his private collection, but only about three-quarters of these are in unused condition. It is doubtful if many of the remaining 2,939 survive; certainly very few are known. The number of unknown varieties might have been materially reduced but for one or two exceptional cases of vandalism on the part of certain Companies. One Company, in order to prevent collectors having any chance of finding the missing varieties at any of their stations, recalled the old issues and burnt them! The Railway Companies which have created the largest number of types are the following:—

| | Types Created. | Types in Mr. Ewen's Collection. |
|------------------------------|-------------------|------------------------------------|
| North-Eastern | 2730 | 2343 |
| Metropolitan | 1200 | 803* |
| South-Eastern and S.E. & C. | 924 | 791 |
| London & S. Western | 924 | 713 |
| Midland | 840 | 607* |
| London, Brighton & S. Coast | 672 | 571 |
| London & N. Western | 420 | 390 |
| Belfast & N. Counties | 396 | 210 |
| Great Eastern | 390 | 315 |

* Mostly in used condition.

The totals for the Metropolitan Railway show 397 types missing from the Author's collection. The largeness of this number is, it must be confessed, mainly his own fault, as until 1903, he did not start to re-construct sheets of the numerous printings and by that time most of the earlier issues were unobtainable. By the creation of so many types, these Companies have drawn upon themselves a larger proportion of the attention of collectors than would have otherwise fallen to their lot. On the other hand, the following Companies have managed with a minimum number of types:—

| | |
|----------------------------------|-----------|
| North Pembroke and Fishguard ... | 8 types. |
| East London (7 printings) ... | 14 types. |

whilst a number of Companies only had a single printing of 12 types.

Those Companies whose stamps are the most difficult to find may be best gauged from the following table showing the proportion of types wanting in the Author's collection to those created, starting with the largest proportion, *i.e.*, the rarest stamps.

| Company. | Proportion of types wanting in Author's collection. |
|---------------------------------|---|
| Ayrshire and Wigtownshire ... | 1.00 (none known) |
| Finn Valley | 0.83 (a) |
| Barry Dock and Railway ... | 0.83 (b) |
| Kanturk and Newmarket ... | 0.65 (a) |
| Ballycastle | 0.59 (c) |
| Portpatrick & Girvan ... | 0.58 (a) |
| City of Glasgow Union ... | 0.50 (a) |
| Glasgow, Barrhead & Kilm. ... | 0.45 (c) |
| Pembroke & Tenby ... | 0.45 (a) |
| London, Chatham & Dover ... | 0.43 (c) |
| Manchester, Sheff. & Lincs. ... | 0.43 (c, e) |
| Belfast & N. Counties ... | 0.41 (c) |
| Belfast & Co. Down ... | 0.38 (c) |
| Waterford & Limerick ... | 0.34 (c, e) |
| Metropolitan | 0.33 (c, d) |
| Portpatrick & Wigtownshire ... | 0.31 (c, e) |

- a The high percentage of unknown types is due to very few stamps having been used and to the remainders having been called in and destroyed.
- b There were so few stations that there was no chance of the issues being preserved until 1898 when stamp collectors began to make enquiries.
- c The stamps were issued frequently to stations and in very small quantities; consequently very few survived until 1898 even at out-of-the-way stations.
- d It is chiefly the author's fault this percentage is so high, as although this Company refused to supply the stamps unused there was never any difficulty in getting them used, except the 2nd, 3rd and 4th issues.
- e The percentage of unknown types has been increased by the steps these Companies took to prevent collectors getting the old issues from the stations.

On the other hand, in the case of 52 Companies, the Author possesses every known type, and, thanks to the kind assistance of the Companies, the percentage of unknown types is in many other cases wonderfully low. The following instances are specially remarkable.

| | The author has | of the | 70 types known. |
|-------------------------|----------------|--------|-----------------|
| Furness | 98% | .. | 144 |
| Glas. & S. Western ... | 98% | .. | 180 |
| Cork, Bandon & S. Coast | 97% | .. | 216 |
| North British | 97% | .. | 216 |
| Great Central | 96% | .. | 72 |
| Cambrian | 94% | .. | 420 |
| London & North Western | 93% | .. | 2,730 |
| North Eastern... .. | 86% | .. | .. |

Considering that the average life of a North Eastern type is only 13 weeks and that 1,200 of the 2,730 types were already obsolete when the author commenced to collect, it is very remarkable that so high a percentage of the types should now have been found. But this Company has always been in the front rank of those extending courtesy to stamp collectors. The high percentage of the London & North Western is due to the small number of types created before the collection of these stamps came to the front in 1898 and to the fact that the supplies sent to the stations were usually large.

Printings of Railway Letter Stamps. About 1901 the Railway Clearing House sent round a recommendation to the Railway Companies to print their letter stamps in larger supplies, thus reducing the number of printings and the cost of printing, besides causing less variation in colour, etc. Fortunately for collectors this recommendation has been very generally acted upon and Companies which formerly had a new issue every two or three months now get one sufficient to last several years. The largest printings ever made were as follows:—

| | | | Sufficient to last for |
|----------------------------|-----------|-------------|---------------------------|
| Great Western | 120,000 ? | (twice) | 7 years |
| London and N. Western ... | 50,000 | (once) | 2 " |
| West Clare (Ireland) ... | 48,000 | (") | 100 " |
| Cheshire Lines | 31,800 | (") | 20 " |
| London and N. Western ... | 30,000 | (5 times) | 2½ " |
| Midland & Grt. Western ... | 30,000 | (twice) | 8 " |
| North British | 20,004 | (9 times) | 2 " |
| Dublin, Wicklow & Wexford | 20,000 ? | (once) | 9 " |
| Gt. Southern & Western ... | 20,000 | (3 times ?) | 2 " |
| Great Eastern | 20,000 | (4 times ?) | 2 " |
| North-Eastern | 18,000 | (once) | 1 " |

On the other hand, some Companies like to give themselves extra trouble by ordering frequently and in small quantities, thereby considerably increasing the cost of printing. The Metropolitan holds the record in this respect for a Company that has issued the stamps over a long period. At first it only got ten sheets (!) printed at a time and even in recent years only 20 sheets. It is rare for a Company to get less than 100 sheets at a time. The record number is 2,000 sheets of 24 by the West Clare Company, but it is imagined this Company intended to order 2000 stamps, not 2000 sheets. The Great Western is also supposed to print 2000 sheets at a time, but the figures have not been officially confirmed. The smallest printings ever made are as follows:—

| | Stamps. | Period of Issue. |
|----------------------------|-------------------|------------------|
| London, Chatham & Dover | 36 ? (3 ? sheets) | One day |
| East London | 60 ? (30 ") | Few days |
| Kanturk & Newmarket ... | 96 ? (4 ") | 1½ years |
| Macclesfield Committee ... | 102 (17 ") | 5 months |
| Oldham, Ashton & G.B. ... | 102 (17 ") | 5 " |

| | Stamps. | Period of Issue. |
|------------------------------|-------------------|------------------|
| London, Chatham & Dover | 120 ? (10 sheets) | 3 months |
| Neath & Brecon ... | 144 (12 ") | 2 years |
| Ballycastle ... | 200 (22 ") | 8 months |
| N. Pembroke & Fishguard | 200 (25 ") | 7 " |
| Sheffield & Midland ... | 204 (17 ") | 5 " |
| Liverpool St. H. & S. L. ... | 240 (20 ") | 5 years |

The figures queried are estimated. It will be seen that there is no authenticated parallel to the Metropolitan Railway Company's 10 sheets at a time.

Origin of Railway Letter Post. About 1889 the Court Bureau was established to facilitate, amongst other objects, the collection of letters in London on Sunday and their posting outside the London Postal District on that day so that they might be delivered in the provinces first thing on Monday morning. Even at the present day (1906) Londoners have to pay $\frac{1}{2}$ d. special posting fee if they want their letters despatched on Sunday afternoon.

The Post Office objected to the activities of the Court Bureau, but took steps to provide Londoners with greater facilities for posting and receiving letters. One of the concessions thus granted to the public was the right to send letters by any passenger train on payment of an extra 2d. over the ordinary postage (a method of expediting letters that had previously existed without official sanction) and it was intended to issue for this purpose at every post-office 3d. postage stamps surcharged "Railway Letter Postage."



Type i.



Type ii.

Proofs of these stamps were actually made, but in the course of negotiations with the Railway Clearing House it became evident that the use of such a stamp would make it very difficult—if not altogether impossible—to fairly divide the two-thirds revenue derived from its sale amongst the various Railway Companies concerned. Accordingly each Company was permitted to collect its own portion of the revenue but the Postmaster-General, for the protection of his privileges, designed the stamp and dictated the colour in which it was to be printed, viz., green. One Company, the North-Eastern, which did not conform to the specification, was required to change its stamps, but in recent years the Post Office has been somewhat apathetic in the matter and several Companies have adopted unauthorised colours and designs.

Railway Letters are treated by the Post Office as ordinary post letters and the Railway Letter Stamps on them have to be

postmarked by postal officials in the same way as ordinary postage stamps, although this is not very frequently done.



Early History of Railway Letter Stamps. It is a matter of great surprise that these stamps have met with so little attention from stamp collectors in general. It is not as if they were private issues pure and simple. They are issued by sanction of the Postmaster-General and the Railway Companies in issuing them and conveying railway letters are acting as agents of the Postmaster-General.

The stamps were first issued on Sunday, 1st February, 1891, and it is not difficult to understand that so important a philatelic occurrence should have passed almost unnoticed, when it is remembered that very few people knew anything about British stamps in those days. Many collectors did not even know that our older issues had plate-numbers! There were no priced catalogues of British stamps published and no dealers took much interest in them, except perhaps Mr. Walter Morley, who had then not long started in the stamp business. Mr. H. L. Ewen was still at school and even Messrs. Stanley Gibbons, Ltd., had only just recently changed to the present management.

A few people forwarded letters by railway letter post during the early days, notably Mr. Walter Morley, who obtained in this way several of the early rarities. One of the earliest business firms to avail themselves of the new facilities was Messrs. Peak, Frean & Co. whose clerks saved most of the used stamps that were received on their correspondence and sold them to the city stamp shops, one parcel about the end of 1891 going to Messrs. Stanley Gibbons, Ltd. But beyond this most of the early stamps issued were destroyed. A few contemporary philatelic journals referred to the inauguration of the railway letter post, but after a few months both it and the stamps issued in connection with it were practically forgotten by stamp collectors, many of whom must look back sadly to those days of wasted opportunities.

During 1891-93 Mr. Ewen's attention was mainly devoted to studying plate-numbers, control letters, etc., and in July, 1893, appeared the first of his publications, a 16-page price-list of British stamps and the first Catalogue (apart from magazine articles) ever pricing British plate-numbers. At the present day it seems strange to recall the early days of specialist collecting, when collectors knew but little of plate-numbers and even Gibbons' catalogue ignored them. The Catalogue of British Stamps was a great success, but when Mr. Ewen visited France, Belgium, Germany, Switzerland and Italy during the ensuing August and September, the new information had not yet become known in those countries and he had unrivalled opportunities of purchasing rare plate-numbers at ridiculously low prices. Even "Pound Anchors" were then only quoted £3 unused and 8/- used. In the following year Stanley Gibbons' followed suit and listed plate-numbers in their well-known catalogue and Messrs. H. Hilckes & Co., Ltd., also issued a catalogue. Naturally for the next two or three years the discoveries in British postage stamps entirely filled the public eye. Those were the days of early dates, foreign postmarks, inverted watermarks, control letters, envelope die-numbers, but never a word of Railway Letter Stamps. Even postal-fiscals, private and Government telegraph stamps, circular delivery companies' stamps, College stamps, etc., attracted attention, but it is useless looking in contemporary journals for any references to Railway Letter Stamps. And all the time stamps that were destined to become some of the world's greatest rarities were being issued and used up.

During all this period the only dealer who ever mentioned railway letter stamps in his circulars or advertisements was Mr. Walter Morley (of Sittingbourne, Tottenham and Catford) but even he never gave them much attention. Nearly all the known copies—some 40 or 50—of the Kanturk & Newmarket Railway passed through his hands, being sold at from 1/- to 2/6 apiece (!) and were scattered all over the world; where they went to is unknown: less than a dozen appear to have come back on to the market, but these include a strip of three originally sold to Judge Philbrick.

In January, 1895, Mr. Morley published a wonderfully comprehensive catalogue of British stamps, and on pages 59 to 61 there is a list of 97 Railway Companies, a few of which, however, never issued letter stamps. The Kanturk was priced 1-, unused, the Waterford and Limerick 9d., unused, the Belfast and Northern Counties, unused 6d. (these must have been the excessively rare 1891-94 printings, London Chatham & Dover imperforate, 10/- used (now almost priceless), and so on. But still no one took much interest in them, and in Mr. Ewen's No. 5 catalogue (October, 1896) they are dismissed with half-a-page, only two varieties being described, 2d. green and 2d. vermilion, a note adding "with names of various Railway Companies." In order to have these in stock, Mr. Ewen bought a number of sheets of the 15th issue (6.96) of the London & South Western Railway,

but did not bother about the red ones! From November 1895 to December 1897 he edited and published the *English Specialists' Journal*, but no mention of Railway Letter Stamps was made therein.

Collectors of Railway Letter Stamps appear on the scene.

The next scene in the history of these stamps is the London Philatelic Exhibition, opened at the end of July, 1897. For this Exhibition Mr. Ewen increased his stock of the green stamps by buying sheets of the 17th issue (3.97) of the London & South Western Railway, and also imported some sheets of the red Waterford, Dungarvan & Lismore and blue Cork & Macroom Railways. At the Exhibition, Mr. C. F. Dendy Marshall came to Mr. Ewen's stall and asked to see any of these stamps, but was told only "green, blue and red were in stock and it was considered these three varieties were sufficient to collect, the name being immaterial!" This reads curiously at the present day.

When the Author was compiling his No. 6 Catalogue of British Stamps, which was published in March, 1898, he intended to stick to the "green, blue and red" theory, but at the last moment a list of the Companies issuing the stamps—minus any details—was included. In the meantime, July, 1897, Mr. Walter Morley had published the second edition of his Catalogue of British Stamps, in which he devoted many pages to a Catalogue of Railway Newspaper Stamps and also reproduced his old list of Railway Letter Stamps. The Kanturk and Newmarket was now quoted 4/- and prices generally had advanced.

During 1897, Mr. C. F. Dendy Marshall continued to collect these stamps in a more scientific manner than anyone had adopted before, and it was due to his efforts that Mr. Ewen eventually took them up, although at first only with the idea of obliging clients of his firm. At the latter end of 1897 articles appeared in the *London Philatelist* and *Stanley Gibbons' Monthly Journal*, from the pens respectively of Mr. Marshall and Mr. T. A. Stodart, of Dublin. No one however took any notice of printings, varieties being limited to the gauge of perforation or difference in design.

On October 16th, 1897, Mr. Ewen commenced the publication of *L'Estrange Ewen's Weekly Circular*, which was the first weekly stamp paper ever published in Europe. In the issue of 5th March, 1898, appears his first advertisement of Railway Letter Stamps, in the shape of an announcement that "a fine stock is now on hand; approval books sent out in order applications received." A fortnight later a list of 85 Companies was given and the price for the stamps of each (in most cases 9d. unused) given.

In the issue of 9th April, 1898, we read:—"Railway Letter Fee Stamps are very much in demand just now. Nearly every leading specialist of British stamps has now a collection, and as a natural consequence, the obsolete varieties are increasing enormously in value. The stamps of the Aylesbury and

Buckingham and M.S. & L. Railways are quoted double last week's prices. There seems to be some doubt as to whether stamps were ever issued by the Ayrshire and Wigtownshire and City of Glasgow Union Railways."

It was about February or March, 1898, that collectors woke up to the fact that these stamps could be had by applying to station-masters and booking clerks, and as a chance result of one of these enquiries Mr. Marshall secured some of the 1st issue North-Eastern, printed in red, which he exchanged with Mr. Ewen at 20/- each. But how ignorant collectors were in those days may be gathered from the following note in *Ewen's Weekly Circular*, of 11th June, 1898: - "The collection of these Railway Letter Post Stamps is by no means an expensive matter, as nearly all current varieties may now be obtained from dealers at 3d. or 4d. apiece, and *only four of the obsolete varieties are quoted over 20/- each.*"

The history of Mr. Ewen's purchases of these stamps. Once started, Mr. Ewen quickly took the lead in all matters relating to railway letter stamps. Fortunately, he kept a copy of every letter he wrote to railway officials, so that it is an easy matter to trace the history of these stamps and of how a realization of the true state of things was brought about. At first it was supposed—if anyone ever gave the matter any thought at all—that the printings of these stamps were as indistinguishable as those of, say, the current British postage stamps, and only different colours, designs and perforations were sought after. The first letters in Mr. Ewen's letter-book are addressed to "The Booking-Clerk, — Station," and are dated 28.2.98, 1/6 being sent to each of 15 Companies. On 4.3.98, and throughout the month, further and larger batches of requisitions were sent out, the result from the first lot having shown that this method of procuring the stamps was practicable.

On the 4th April, 1898, these tactics were further developed by sending a reply postcard to every station on the Furness Railway (ascertained from Bradshaw) asking if they had any of the first issue with inscription "The Furness Railways" with final S. Although all did not reply, a considerable number of the rare stamps were located but no station had more than eight or nine and most only one or two, as the Company very rarely sent out more than a sheet of ten at a time. Many of these stamps were unfortunately sold or exchanged without a true appreciation of their interest, for at that time no account of the printings was taken and it is quite possible some that were disposed of were the exceedingly rare 1st and 2nd issues (see *E.W.C.*, 17.4.98). A few of those received were damaged and these were thrown in for nothing in a small parcel of various Railway Letter Stamps sold to Mr. Walter Morley in April, 1898. Some few years later Mr. Ewen had to buy back one of these damaged Furness for 30/-, it being one of the two known copies of type 10 of the 2nd issue! Moral, never despise a damaged stamp.

Mr. Ewen's next move was to offer the Cork and Macroom Direct Railway 4d. each for their remaining stock of the blue stamps, the subsequent issues to be printed in the regulation green colour. In the eyes of collectors this will doubtless be considered a very reprehensible transaction, and it met with just punishment, being unsuccessful financially. Moreover if the same amount of money had been invested in writing to station-masters on some of the larger lines, a golden harvest would have resulted. Early in April, 1898, enquiries were sent out to a number of railway companies which were not given in the list in the Post Office guide and commencing the 5th April 1898, a new system of getting the stamps was commenced. Stamped envelopes with a blank sheet of paper in them and addressed to Mr. Ewen were sent to various booking-clerks with a request that they should cause them to be forwarded from their respective stations by railway letter post, the necessary fee for the railway stamp being enclosed in postage stamps. As a result of these methods Mr. Ewen discovered the stamps of the East London Railway on 6.4.06 and a few days later those of the Glasgow, Barrhead and Kilmarnock Joint Railway.

More experiments in procuring stamps. On the 13th April, 1898, Mr. Ewen wrote to the North Eastern Railway Company asking if "the vermilion issue made in 1891 was ever called in, and if not, whether in your estimation I should be likely to obtain specimens at any stations on your line." The reply was evidently favourable as Mr. Ewen sent a reply postcard of enquiry to every one of the 500 stations on the line. The result was somewhat surprising; probably over 50 stations confessed to having red stamps on hand; in fact two or three had still the original sheet of 30 sent to them in February, 1891.

Meantime enquiries were proceeding on other lines and nearly all the old "Severn and Wye and Severn Bridge" stamps were secured. There must have been about 300 of them altogether, and as a result of this purchase it was ultimately discovered that although issued in sheets of 12, these stamps had originally been printed in sheets of 24 and were also on two different qualities of paper. Enquiries were also proceeding in many other directions, the remainders of the Pembroke and Tenby being discovered (2nd issue only), and also those of the Eastern and Midlands. Major Evans had been the only possessor of the latter and during the early days they were one of the great rarities. During May, 1898, Mr. Ewen secured about 2,000 of the remainders and nearly every collector now has them, although a mint sheet is still unknown. The remainders were mostly stuck together or torn into strips. A few entire sheets without gum are known. Other collectors do not seem to have been very enterprising during this period, although Mr. C. F. Dendy Marshall discovered the holder of the Aylesbury and Buckingham remainders and is probably the only collector who ever succeeded in getting him to part with any. Mr. T. A. Stodart was also continuing his enquiries amongst the

Irish Railway Companies, but hardly anyone appears to have ever thought of *writing* to the stations, although several collectors made a point of enquiring at stations they passed in travelling about.

Meantime the volume of correspondence with clerks on the Furness Railway was growing and early in May, 1898, the Company requested to know what it was all about. The matter resulted very favourably; the Company sent a circular to the stations asking them to return all the "plural" stamps to the Head Office, and these were then sent to Mr. Ewen. Amongst them were three entire sheets and a block of the 3rd issue, unexpectedly recovered from one of the large stations. No other entire sheets have ever been discovered nor are any known of the first two printings, although with the help of his previous acquisitions Mr. Ewen has managed to reconstruct sheets of both; only a single stamp of one of them is still missing.

On the 24th May, 1898, Mr. Ewen invited the North-Eastern Railway Company to recall from their stations all the red stamps, which they very kindly consented to do and ultimately found over 1,000 of them. Probably 100 or more had been previously found at stations by other collectors, but only one complete mint sheet still survives. The real rarities at that time were not the red ones, but the early green stamps; no one, however, as yet knew it. On the 2nd June, 1898, Mr. Ewen had another stroke of good fortune and purchased the remainders of the Clogher Tramway Co., including the only two known sheets, and soon afterwards the remainders of the West Lancashire Railway were also secured. These were the stamps recalled from the stations; the unissued remainders have never been discovered, and may have been destroyed.

It would take too long to describe all the successful enquiries made by Mr. Ewen—and there were many failures besides—but it is a matter of surprise that other collectors should have shown so little enterprise and should have left the field pretty much to him to do as he liked. The Cockermonth, Keswick and Penrith Railway yielded a rich haul of the old dark green stamps, this being noteworthy as the first search for a printing distinguished solely by shade. The Barry Railway called in the stamps numbered under 2800 on the chance of finding some amongst them with the large control number (another variety that was beginning to be taken note of) but without success, although they found the famous strip of three Barry Dock, a stamp which has come to be looked upon as the "Post Office Mauritius" of Railway Letter Stamps. Mr. Walter Morley had the only known copy of the large Control Barry at that time, but Mr. Erskine Beveridge saw the approval book first and secured it. Mr. Courtenay Welch had an unused pair among his duplicates at the time but this fact did not become known until many years afterwards.

On the 2nd June, 1898, the station master at New Luce wrote:—"I have not succeeded in finding an Ayrshire & Wigtown-

shire, but I have got one of the Portpatrick and Girvan Joint Line ; do you wish to have same?" Needless to say, Mr. Ewen did, as it was the first copy ever discovered of this Company's stamps. No one, in fact, knew any had ever been issued. Another copy was soon after found amongst his duplicates by Mr. J. J. F. X. King, of Glasgow, and in recent years the printer's proof-sheet of a second and unrecorded printing turned up.

In the early part of June, 1898, it was beginning to be admitted that the different printings were separate collectible varieties *when the stamps were numbered*. This is evident from the fact that on the 9th June Mr. Ewen wrote to the Manchester South Junction & Altrincham Railway regretting that they could not trace any of the 1st issue (as a matter of fact at that very time two of the stations had them!), and asking if they could confirm his supposition that each thousand in the consecutive numbering represented a separate printing. But in the case of the majority of the Companies, nothing had yet been done to find out to what extent the numbering varied.

During all this time Mr. Ewen had no thought of seriously collecting the stamps and several gems of the first water were disposed of through ignorance that they were varieties that would never again be replaced. The first Glasgow, Barrhead and Kilmarnock obtained were 1st issue, but it was not then even known the 1st issue could be distinguished from others and only one was saved. The first 1/6 sent to the Belfast and Northern Counties Railway brought an entire sheet of the 25th issue (cat. £5 to-day) which as it happened was the last issue to be made of type I., but in ignorance of its value it was torn up and sold at 9d. per stamp! No entire sheet exists to-day of this printing! In fact, except of the 8th issue, *no entire sheet exists of any of the 25 printings of type I.* At that time there must have been hundreds of type I. at the stations, but no one wrote for them and a year later an event had occurred which rendered it too late. It was a tragedy of ignorance; no one even dreamed these stamps comprised so many distinguishable varieties.

Mr. Ewen's private collection is commenced. Amongst the thousands of letters of which copies are preserved, the first reference to Mr. Ewen's private collection is contained in one dated 15th June, 1898, to the South Eastern Railway asking for an entire sheet and requesting that it be unsevered and perfect as it is for his private collection. Subsequently the best of everything was reserved for this collection which from the commencement aimed at entire sheets. It was at first mounted in one of Messrs. Whitfield King & Co.'s Interchangeable Albums. The formation of this collection very quickly led to the important discovery that Railway Letter Stamps were being frequently printed and differed each time to either a greater or less extent. But for some little time not much importance was attached to printings distinguished by shades, unless very striking as in the case of the Cockermonth, Keswick and Penrith Railway.

During June and July many companies called in their old stamps for Mr. Ewen, but it must be remembered that he was not specially favoured. Other collectors do not seem to have taken any trouble in making enquiries whereas from March to August, 1898, Mr. Ewen wrote about 2,000 enquiries. In all cases where there were other enquirers Mr. Ewen came off very badly. In one notable case both he and Mr. T. A. Stodart were trying for a proof of the Ayrshire and Wigtownshire Railway. This was eventually given to Mr. Stodart on the grounds that Mr. Ewen was a dealer and the company objected to dealing! It so happens Mr. Ewen wanted the proof for his private collection, whereas Mr. Stodart wanted it to dispose of to Mr. Walter Morley who in turn sold it for £16 to Mr. Erskine Beveridge, all within a few days!

During June, 1898, the early issues of the South Eastern Railway were called in and most were secured by Mr. Ewen. In fact, hardly anyone else asked for any.

At the commencement of July, 1898, the study of the printings had so far advanced that when on July 4th, 1898, Mr. Ewen received a copy of the Cavan, Leitrim and Roscommon forgery from another dealer who described it as an undiscovered early printing, he was able at once to describe it as bogus. This month was one of considerable danger to the hobby, as not only was there a tendency to create reprints and forgeries, but the Railway Companies at a conference at the Clearing House decided the sale of these stamps for collecting purposes could not be acceded to. Hardly any of the Companies have however supported this decision. Even the Chairman, Sir William Pollitt, on several occasions subsequently consented to let Mr. Ewen have stamps; in fact, almost all Companies have continued to meet any reasonable request in a courteous and friendly manner.

During July and August, 1898, the first issue of the Neath and Brecon Railway was called in, Mr. Ewen's share being a block of 9, and on 29th August, 1898, he received a magnificent lot from the Cork, Bandon and South Coast Railway which resulted in the discovery and classification of all the printings except the 4th. Amongst them was a block of six of the 1st issue without index-number in top corner, a hitherto unsuspected variety. It is safe to say the receipt of this packet gave as much pleasure as the find of a Post Office Mauritius would to a collector of postage stamps.

On the 5th September, 1898, Mr. Ewen secured 201 of the older issues of the Cambrian Railway, an absolutely unrivalled lot, but through ignorance of the difference between the 1st and 2nd printings it is probable some of the latter were erroneously exchanged as duplicates, and to-day even a reconstructed sheet is unknown. The separate identity of the 2nd printing was not discovered till seven years afterwards. During September also the first specimens of the City of Glasgow Union Railway were discovered by Mr. G. F. Napier and sold to Mr. Walter Morley, who in turn sold most of them to Mr. Ewen.

On October 1st, 1898, Mr. Ewen found three of the unnumbered 1st issue of the Manchester, South Junction & Altrincham at Old Trafford station; it is surprising they were still on hand. But what is still more surprising is that although Railway Letter Stamps had been claiming a very fair share of public attention for nine months only one man had enquired for stamps at Old Trafford and he only took six of the nine they had on hand! At two other of the nine stations there were old issues of great rarity but although it would have cost only 3/- to discover them, no one had taken the trouble of enquiring for them! The finder of the six, Mr. G. A. Saatweber, soon after sold his collection to Mr. Ewen for what would now be considered an old song; included in it were also most of the unnumbered Somerset & Dorset now known.

Early in October, 1898, Mr. Ewen published a reference list of these stamps, but a great mistake was made in not pricing it. It is, however, of considerable interest as showing the lamentable state of ignorance which even then prevailed. How dimly the existence of the hundreds of printings was then perceived may be inferred from the description of the North Eastern Railway issues.

Posting 1000 letters in a day. On or about the 10th October, 1898, Mr. Ewen despatched 1000 requests to station-masters, asking each to forward a letter by railway, the necessary fee being enclosed. These letters were numbered 2001 to 3000, and many are still in existence, although the stamps were soaked off most (one is illustrated on page 36 of this Catalogue). About 950 of the station-masters acceded to the request, and many interesting discoveries resulted.

About 50 of the letters came from stations on the Midland Railway and another 50 from N.E.R. stations, and revealed the frequency of printings for these Companies, but whilst correspondence with the latter Company resulted in December, 1898, in all the stamps numbered under 100,000 being recalled and handed to Mr. Ewen, that with the Midland Railway appears to have resulted a year or two later in the recalling from most stations of the old issues and their destruction merely to prevent any possibility of their falling into the hands of stamp collectors! A magnificent lot of old issues must have perished in this way—if indeed the report is true.

It was on the 14th October, 1898, that Mr. Ewen wrote to the North-Eastern Railway Company:—"I find that the list of your green stamps given in my catalogue is very incomplete. I have only about 25 copies (apart from entire sheets of the last two issues) to draw my information from. . . ." No fewer than 2,364 of the old stamps, numbered between 18,000 and 100,000, were found and arrived on December 10th. They certainly formed the finest lot of stamps Mr. Ewen ever saw, and as a find may be compared with Mr. Stanley Gibbons' historic sack of Cape Triangulars. Every issue was represented except the 2nd and 10th and all, of course, were unused. Another

discovery made as the result of sending these thousand letters, was the fact that Fenny Compton was still using first issue E. & W. Junction, but Mr. Ewen was only allowed to have two. Some of these 1000 letters sent from the N. of Ireland actually had specimens of the Belfast Companies attached, which are to-day unique, but as the printings of these Companies were only distinguished by shade, Mr. Ewen did not even take the trouble to write and ask the stations if they had any more!

Early in 1899 a collector discovered that many of the stations on the Metropolitan Railway, between Baker Street and Harrow, still had the first issue on hand, and he obtained most of them used. Mr. Ewen had previously enquired at one of these stations, but was told stamps were not issued on that section of the line and omitted to verify the information at a second station.

On the 30th September, 1899, the first number of *Ewen's Weekly Stamp News* appeared and a few weeks later the Colonial Stamp Market was inaugurated, with the result that Railway Letter Stamps were neglected during the winter of 1899-1900, although an Exchange Club which had been established in January, 1899, for the exchange of duplicates amongst Railway Stamp collectors lingered until February, 1900. With the summer of 1900 came the great boom in V.R.I. stamps, and British stamps of all kinds finally fell into neglect. In September, 1900, Mr. Ewen sold his collection of Railway Letter Stamps (mounted in five interchangeable albums) to the Earl of Crawford for £1,500, retaining only the duplicates. In the meantime other collectors seemed to have lost interest and all enquiries apparently dropped.

Modern History of Railway Letter Stamp Collecting. In October, 1900, after 18 months of comparative idleness in this direction, Mr. Ewen commenced his enquiries for the History of Railway Letter Stamps. This was eventually published a year later at a loss of £300 but it provided collectors at the moderate cost of a guinea with an immense amount of new information. In connection with the compilation of this book some thousand enquiries were made, and after some little time Mr. Ewen found it necessary to form his duplicates into a second collection arranged, thanks to the mass of fresh information being obtained, in a far more scientific manner, the stamps now being classified by printings. It was in trying to distinguish the printings of unnumbered stamps that the study of the plates and transfers commenced.

After the publication of the History, Mr. Ewen continued to collect, and his second collection kept on growing until it was considerably larger than the first one, but whilst the second was remarkably strong in the later issues the first was richer in the earlier ones. It was about this period that Mr. Ewen finally ceased to deal in Railway Letter Stamps. For some unfathomable reason the Railway Companies object to the stamps being made the subject of trade, even though such bartering is a con-

venience to collectors. However unreasonable this view may seem, Mr. Ewen decided to meet the wishes of the Companies, being indebted to most of them for many kindnesses, and in recent years has not so much as exchanged a duplicate, although of course reserving the right to sell his collection at any time should he wish to retire from the hobby.

Although the second collection was classified according to printings and transfers, it was difficult to properly describe them, because the earlier history was a blank, investigations on a scientific basis not having been commenced until after the first collection had passed out of Mr. Ewen's hands. The printings could not be numbered or definitely assigned to their dates. The two collections were so exactly the complement of each other that it seemed a pity not to amalgamate them and Lord Crawford, on being approached in July 1903, kindly consented to let Mr. Ewen re-purchase the first collection. The two collections when amalgamated were mounted in fifteen large interchangeable albums specially manufactured to take entire sheets without folding and at the present date the number of volumes has grown to 25, with every prospect of an early increase to 30.

Since 1904 the work of hunting up old issues at the stations has again proceeded and strange to say no other collector appears to have shown any enterprise in this direction in the meantime, as Mr. Ewen was able to take up the work again very much where he left it. In 1905 some very choice finds were made, notably in the early issues of the Great Southern and Western, Great Northern (both England and Ireland), Great Eastern and the Scottish Railways. Mr. Ewen has now nearly completed the task of writing to every station in the kingdom, only about 700 or 800 stations remaining, chiefly on the Great Western and the London and North Western Railways, the only fields as yet unexplored. Nearly 7,000 railway letters alone have been forwarded to Mr. Ewen in the last two years, besides a considerable correspondence.

As a result of these thousands of enquiries spread over eight years it has been found possible to almost complete the history of the stamps. Nearly all transfers have been discovered and described and as already stated Mr. Ewen has succeeded in getting for his collection no fewer than 13,278 of the 16,217 types known to exist.

It may perhaps be of interest to give a list of the stamps still unknown.

Barry Dock & Railways, 2nd issue, 3.94.

Hull & Barnsley, 3rd issue, 10.02. Probably not yet issued.

Macclesfield Committee, 2nd issue, 6.91.

Manchester, South Junction & Altrincham, 3rd issue, —.93, numbered in manuscript.

North-Eastern, 10th issue, 4.93. Known used but not issued.

- North Wales & Liverpool, 3rd issue, 4.99. Probably never issued.
- Pembroke & Tenby, 1st issue, 1.91. Unknown until this year, when a used copy was discovered.
- Wigan Junction, 2nd issue,—.04. Doubtful if ever issued.
- Ayrshire and Wigtownshire. Only a proof is known.
- Glasgow, Barrhead & Kilmarnock Joint, 2nd Issue, —92.
- Highland, 7.92, 2nd Issue.
- Ballycastle. 1st, 3rd, 4th, 5th, 6th Issues all unknown (1891-1894), except proofs of 1st, 3rd and 5th.
- Belfast & County Down, 2nd and 7th Issues unknown.
- Belfast & Northern Counties, 11th, 14th, 16th, 22nd and possibly other earlier issues unknown.
- Finn Valley. Known used but not unused.

A total of 20 issues entirely unknown. The other principal discoveries waiting to be made are as follows:—

- Great Western Railway, 1st Issue. All 60 types are known but in the absence of blocks 16 of them cannot be placed.
- London, Chatham & Dover. The order and identity of the 1891-97 printings is very uncertain. Transfers I. and II. are not yet completely identified. Nos. 1 and 2 of transfer IV. are unknown and would be specially interesting in view of the irregularity in the intermediate types.
- London, Tilbury & Southend. The number of printings before 1898 is uncertain.
- Manchester, Sheffield & Lincolnshire. Absence of sufficient material prevents the 2nd to 7th issues being definitely identified.
- City of Glasgow Union. Transfer types are unidentified.
- Glasgow, Barrhead & Kilmarnock Joint. Knowledge of transfers I. to IV. is very insufficient.
- Great North of Scotland. Transfer I. not yet completely described.
- Highland Railway. Identity of 3rd issue doubtful.
- North British. Order of first three printings not quite certain.
- Portpatrick & Girvan Joint. Number of printings unknown.
- Portpatrick & Wigtownshire. The 1891 printings are not yet definitely identified.
- Ballycastle Railway. Early history almost unknown.
- Belfast & County Down & Belfast & Northern Counties. Early history very uncertain.

The Principal Types of Railway Letter Stamps.

McCorquodale & Co.,
London and Newton.



McCorquodale & Co.,
Glasgow.



Waterlow & Sons,
London



Bemrose & Sons,
Derby



Blacklock & Co.,
Manchester.



Sealy, Briers & Walker,
Dublin.



- Finn Valley. Transfer types mostly unknown.
- Great Northern (Ireland). Types of transfers I., II. and III. only partially known.
- Great Southern & Western. Number of printings from transfer II. unknown; probably either 1, 2, 3 or 4.
- Kanturk & Newmarket. Transfer types not all known.
- Sligo, Leitrim & Northern Counties. Early history very insufficiently known.
- Waterford & Central Ireland. Transfer I., types unknown.
- Waterford, Limerick & Western. Types of transfer I. unknown.

There are also many finishing touches to be put to the order of the printings in such companies as the London & South-Western (the 1893-95 issues being at present arranged on very slender evidence), London, Brighton & South-Coast (1892-94 issues), etc.

To those collectors who wish to study these stamps the following hints may be given. (i.) Collect only in entire sheets and commence with a small group of the Companies; (ii.) mount the stamps in an album of which the leaves are at least $13 \times 10\frac{1}{2}$ or even $14 \times 10\frac{1}{2}$ in.; (iii.) mount the stamps sideways so that in turning over the leaves they fall away from you; (iv.) devote at least four leaves to each printing; (a) for notes, printed extracts, description of types, etc.; (b) for shades, postmarked copies, etc.; (c) for an entire sheet, unsevered if possible, otherwise reconstructed; (d) specimens on entires. In some cases *b* and *c* can go on the same page; in others *c* requires several pages if each pane is put on a separate page; (v.) a damaged copy of a type is better than none at all; (vi.) in collecting these stamps do not be dependent on stamp dealers; (vii.) don't be afraid to put your modest request before the secretary or other high official of a railway company; (viii.) the majority of Companies have no objection to your sending a letter to a station-master asking him to stick a letter stamp on it and forward by train, but the necessary fee must be enclosed; (ix.) it is advisable to hunt up the correct postal address of a station before writing to it; (x.) many Companies do not even object to their station officials being written to for unused stamps; (xi.) although there is little chance of now finding any of the great rarities at the stations, there is always a slight chance and in any case many of the issues of five or even ten years ago are still to be found with a little trouble; (xii.) keep an exact record of what your collection costs you; it will be interesting in future years. The author's remarkable collection catalogues some £27,000, but only cost between £2,000 and £3,000; (xiii.) set to work and think out other ways of getting the stamps; there are many ways not even hinted at in this preface, but let them be honest and fair.

ENGLAND AND WALES.

| Name of Railway Company. | Number of stamps printed to date. | Number of different types. | Do. wanting in Mr. Ewen's Col'ction | Size of sheets as printed. | Address of Secretary. |
|--|-----------------------------------|----------------------------|-------------------------------------|----------------------------|---|
| Aylesbury & Buckingham ... | 600 | 12 | — | 12 | (now G.W.R.) |
| Barry Dock & Railways ... | 1,000 | 24 | 20 | 12 | (now Barry . |
| Barry Railway ... | 17,800 | 84 | 11 | 12 | Barry Dock, South Wales. |
| Brecon & Merthyr ... | 9,500? | 60 | — | 60 | 132, Palmerston Bld., Old Broad St., E.C. |
| Cambrian Railways ... | 13,000? | 72 | 4 | 12 | Oswestry. |
| Cheshire Lines Committee ... | 42,120 | 48 | — | 24 | Central Station, Liverpool. |
| Cleator & Workington Junction ... | 2,976 | 12 | — | 12 | Central Station, Workington. |
| Cockermouth, Keswick & Penrith ... | 3,200? | 36 | — | 12 | Keswick. |
| Colne Valley ... | 1,000 | 12 | — | 12 | Halstead, Essex. |
| East & West Junction ... | 6,000 | 72 | 21 | 24 | Stratford-on-Avon. |
| Eastern & Midlands ... | 20,000 | 30 | — | 30 | (Now Mid. & G.N. Jt.) |
| East London ... | 1,120 | 14 | — | 2 | 31, Queen Street, London, E.C. |
| Furness Railway... .. | 9,000 | 70 | 1 | 10 | Old Terminus, Barrow-in-Furness. |
| Garstang & Knot End ... | 1,000 | 12 | — | 12 | Garstang, Lancs. |
| Great Central ... | 13,403 | 216 | 8 | 12 to 48 | } Marylebone Station, London, N.W. |
| Great Central & Midland Jt. Com. ... | 1,440 | 12? | — | 12? | |
| Great Eastern ... | 137,500? | 390 | 75 | 30, 60 | } Liverpool Street Station, London, E.C. |
| Great Northern ... | 78,000? | 360 | 36 | 60 | |
| Great Northern & G.C. Rlys. ... | 6,000 | 60 | — | 60 | } King's Cross Station, London. |
| Great Western ... | 290,000? | 180 | — | 60 | |
| Great Western & G.C. Jt. ... | G.W. sur. | 60 | — | 60 | } Paddington Station, W. |
| Hull & Barnsley Co. ... | 3,000 | 30? | 10 | 10 | |
| Isle of Wight ... | 1,002 | 12 | — | 12 | Charlotte Str., Hull. |
| Isle of Wight Central ... | 2,484 | 24 | — | 12 | Sandown, I.W. |
| Lancashire & Yorkshire ... | 36,716 | 342? | 49 | 24 to 54 | Newport, I.W. |
| Lancs., Derby & E. Coast ... | 2,576 | 120 | 4 | 24 | Hunt's Bank, Manchester. |
| Liverpool, St. Helens' & S. Lancs. ... | 240 | 12 | — | 12 | Chesterfield. |
| London & North-Western ... | 220,000 | 420 | 30 | 60 | (Now G.C.R.) |
| London & South-Western ... | 153,000 | 924 | 211 | 12, 24 | Euston Station, London, N.W. |
| London, Brighton & South Coast ... | 153,000 | 672 | 101 | 12, 24 | Waterloo Station, London, S.E. |
| London, Chatham & Dover ... | 5,516? | 252 | 109 | 12 | London Bridge Terminus, S.E. (Now S.E. & C.R.) |

| | | |
|-----------------------------------|-----------|-------|
| London, Tilbury & Southend ... | 26,400? | 288 |
| Macclesfield Committee ... | 1,888 | 42? |
| Manchester & Milford ... | 13,000 | 48 |
| Manchester, Sheff. & Lines. ... | 13,842 | 239? |
| Manchester, S. Junc. & Altr. ... | 6,276 | 187 |
| Maryport & Carlisle ... | 1,860 | 60 |
| Metropolitan ... | 20,400 | 1200 |
| Metropolitan & G.C. Jt. ... | 1,200 | 60 |
| Midland ... | 174,000 | 840 |
| Midland & G.N. Joint ... | 6,000 | 60 |
| Midland & S.W. Junc. ... | 4,800 | 24 |
| Neath & Brecon ... | 1,508? | 84 |
| Northampton & Banbury ... | 720? | 36 |
| North-Eastern ... | 262,000 | 2730 |
| North London ... | 3,840 | 48 |
| North Pembroke & Fishguard ... | 200 | 8 |
| North Staffordshire ... | 43,200 | 148 |
| North Wales & Liverpool ... | 1,092 | 48 |
| Oldham, Ashton & Guide Bridge ... | 1,228 | 36 |
| Pembroke & Tenby ... | 2,000 | 24 |
| Port Talbot & Docks ... | 500 | 24 |
| Rhondda & Swansea Bay ... | 2,000? | 48 |
| Rhymney ... | 6,000 | 120 |
| Severn & Wye & Severn Bridge ... | 1,000? | 24 |
| Severn & Wye Joint ... | 3,500? | 24 |
| Sheffield & Midland ... | 4,546? | 156 |
| Somerset & Dorset Jt. ... | 7,000 | 168 |
| South Eastern ... | 60,000 | 384 |
| South Eastern & Chatham ... | 80,000 | 540 |
| Southwold ... | 500? | 12 |
| Taff Vale ... | 10,000 | 24? |
| West Lancashire... ... | 5,000? | 24? |
| Wigan Junction ... | 480 | 24 |
| Wrexham, Mold. & Connah's Q. ... | 3,000 | 32 |
| Totals ... | 2,001,173 | 12458 |

| | | |
|-----|----------|--|
| 21 | 24 | Fenchurch Str. Station, E.C. |
| 6 | 6, 12 | (Sec., G.C.R. Marylebone Stat., N.W.) |
| — | 12, 24 | (Now G.W.R.) |
| 104 | 6 to 36 | (Now G.C.R.) |
| 48 | 12, 25 | Oxford Road Station, Manchester. |
| 5 | 12 | Maryport. |
| 397 | 60 | 32, Westbourne Terrace, London, W. |
| 4 | 60 | |
| 233 | 24 | Derby. |
| — | 60 | Austin Street, King's Lynn. |
| — | 24 | Swindon. |
| — | 8, 12 | Neath. |
| — | 12 | 3 Grt. Winchester St., London, E.C. |
| 387 | 30 | (Accountant, Newcastle-on-Tyne). |
| — | 12 | (Gen. Manager, Broad Str. Stat., E.C.) |
| — | 8 | (Now G.W.R.) |
| — | 8, 20 | Stoke-on-Trent. |
| 12 | 12, 24 | (Now G.C.R.) |
| — | 6, 12 | (See Secretary G.C.R.) |
| 11 | 12 | (Now G.W.R.) |
| — | 24 | Port Talbot, S. Wales. |
| — | 24 | 8, Fisher Street, Swansea. |
| — | 60 | Cardiff |
| — | 24 | (Now S. & W. Jt.) |
| — | 12 | Lydney, Glos. |
| 61 | 12 to 48 | (Now G.C. & M. Jt.) |
| 20 | 24 | Bath. |
| 133 | 24, 60 | (Now S.E. & C.) |
| — | 60 | London Bridge Station, S.E. |
| — | 12 | 17, Victoria Street, London, S.W. |
| 12? | 24? | Cardiff |
| 12? | 24? | (Now L. & Y.) |
| 12 | 24 | (Now G.C.R.) |
| 20 | 12, 20 | (Now G.C.R.) |

SCOTLAND.

| Name of Railway Company. | Number of stamps printed to date. | Number of different types. | Do. wanting in Mr. Ewen's Col'ction | Size of sheets as printed. | Address of Secretary. |
|-------------------------------------|-----------------------------------|----------------------------|-------------------------------------|----------------------------|--------------------------------|
| Ayrshire & Wigtownshire | 2,004 | 12 | 12 | 12 | (Now G. & S.W.) |
| City of Glasgow Union | 1,000? | 12 | 6 | 12 | (Now G. & S.W. and N.B.) |
| Caledonian | 121,000? | 180 | 26 | — | 302, Buchanan Street, Glasgow. |
| Dumbarton & Balloch | 528 | 12 | — | 12 | 21, Hope Street, Glasgow. |
| Dundee & Arbroath | 7,200 | 24 | — | 12 | Dundee. |
| Glasgow and South Western | 27,072 | 144 | 3 | 12,24 | St. Enoch Station, Glasgow. |
| Glas., Barr., & Kilmarnock | 8,000? | 72 | 33 | 12 | 14B, Bridge Str., Glasgow. |
| Great North of Scotland | 42,000? | 156 | 40 | 12 to 48 | 80, Guild Str., Aberdeen. |
| Highland | 43,260 | 216 | 45 | 12 to 48 | Inverness. |
| Invergarry and Fort Augustus | 1,000? | 12 | — | 12 | ; |
| North British | 180,036 | 216 | 5 | 12 to 48 | 23, Waterloo Place, Edinburgh. |
| Portpatrick & Girvan, Joint | 2,016? | 24 | 14 | 12 | (Now P.P. & W.) |
| Portpatrick & Wigtownshire | 8,064 | 48 | 15 | 20 | Carlisle. |
| Totals | 443,180 | 1128 | 199 | | |

IRELAND.

| | | | | | |
|-------------------------------------|---------|-----|-----|---------|---------------------------|
| Ballycastle | 7,458? | 117 | 69 | 9, 18 | Ballymoney. |
| Belfast & Co. Down | 12,755? | 135 | 52 | 9, 18 | Queen's Quar., Belfast. |
| Belfast & N. Counties | 50,698? | 396 | 186 | 9 to 36 | (Now Mid. N. Cos.) |
| Castleberg & Victoria Bridge | 2,000? | 48 | — | 24 | Castleberg. |
| Cavan, Leitrim & Roscommon | 2,400? | 24 | — | 24 | (Now C. & L.) |
| Cavan & Leitrim Railway | 2,400 | 24 | — | 24 | 37 College Green, Dublin. |

| | | | | | |
|--------------------------------|-----|-----|----------|------|-----|
| Clogher Valley Tramway | ... | ... | 2,000 | 24 | — |
| Clogher Valley Railway | ... | ... | 10,000 | 48 | — |
| Cork & Macroom Direct | ... | ... | 2,000 | 24 | — |
| Cork, Bandon & S. Coast | ... | ... | 34,500 | 180 | 4 |
| Cork, Blackrock & Passage | ... | ... | 900 | 36 | — |
| Donegal | ... | ... | 13,000 | 74 | 2 |
| Dublin, Wicklow & Wexford | ... | ... | 36,000? | 180 | — |
| Dundalk, Newry & Greenore | ... | ... | 1,500 | 60 | — |
| Finn Valley | ... | ... | 2,000? | 24 | 20 |
| Great Northern (Ireland) | ... | ... | 90,000 | 192 | 56 |
| Great Southern & Western | ... | ... | 114,000? | 312 | 49 |
| Kanturk & Newmarket | ... | ... | 100? | 24 | 16 |
| Londonderry & L. Swilly | ... | ... | 15,000 | 70 | — |
| Midland Grt. Western | ... | ... | 60,000 | 120 | — |
| Midland, N. Cos. Ctee. | ... | ... | 9,000? | 9? | — |
| Sligo, Leitrim & N. Cos. | ... | ... | 6,690? | 90 | 26 |
| Tralee & Dingle | ... | ... | 10,000? | 48 | — |
| Waterford & C. Ireland | ... | ... | 3,000 | 72 | 23 |
| Waterford & Tramore | ... | ... | 1,000 | 24 | 3 |
| Waterford, Dungarvan & Lismore | ... | ... | 1,576? | 48 | — |
| Waterford & Limerick | ... | ... | 3,000? | 72 | 25 |
| Waterford, Limerick & Western | ... | ... | 7,496? | 132 | 21 |
| West Clare | ... | ... | 48,000 | 24 | — |
| | | | 548,473 | 2631 | 552 |

SUMMARY

| | | | | | |
|-----------------|-----|-----|-----------|--------|-------|
| England & Wales | ... | ... | 2,001,173 | 12,458 | 2,188 |
| Scotland | ... | ... | 443,180 | 1,128 | 199 |
| Ireland | ... | ... | 548,473 | 2,631 | 552 |
| | | | 2,992,826 | 16,217 | 2,939 |

| | |
|----------|-------------------------------|
| 24 | (Now Cl. Rail.) |
| 48 | Aughnacloy, Co. Tyrone. |
| 8 | Cork. |
| 12, 60 | Cork. |
| 12 | Cork. |
| 10 to 60 | Stranorlar, Co. Donegal. |
| 60 | Westland Row Station, Dublin. |
| 20 | (Same as L. & N.W.) |
| 24 | (Now Don.) |
| 24, 48 | Amiens Str. Station, Dublin. |
| 24, 48 | Kingsbridge Terminus, Dublin. |
| 24 | (Now G.S. & W.) |
| 40, 30 | Londonderry. |
| 60 | Broadstone Terminus, Dublin. |
| 36? | York Rd. Terminus, Belfast. |
| 9 | Enniskillen. |
| 48 | Nelson Str., Tralee. |
| 24 | (Now G.S. & W.) |
| 24 | Waterford. |
| 24 | (Now G.S. & W.) |
| 24 | (Now G.S. & W.) |
| 24, 12 | (Now G.S. & W.) |
| 24 | 39, Dame Street, Dublin. |

WORKS BY H. L'ESTRANGE EWEN.

Standard Catalogue of British Stamps and Postmarks.

(The first Special Catalogue of British Stamps ever published).

| | | |
|----------------------------------|---|-----|
| 1st Edition, July 1893, 16 pages | - | 6d. |
| 2nd „ July 1894, 20 pages | - | 1/- |
| 3rd „ March 1895, 38 pages | - | 1/6 |
| 4th „ August 1895, 100 pages | - | 1/6 |
| 4th „ in French | - | 1/8 |
| 4th „ in German | - | 1/- |
| 5th „ October 1896, 220 pages | - | 2/6 |
| 6th „ March 1898, 210 pages | - | 2/6 |

Reference List of Railway Letter Post Stamps.

| | | |
|------------------------|---|-----|
| October 1898, 33 pages | - | 1/- |
|------------------------|---|-----|

History of Railway Letter Stamps.

| | | |
|-------------------------|---|------|
| October 1901, 430 pages | - | 21/- |
|-------------------------|---|------|

Priced Catalogue of Railway Letter Stamps.

| | |
|---|-----|
| No. 1, complete, May 1903, 44 pages | 2/6 |
| No. 2, „ October 1904, 55 pages | 2/6 |
| No. 3, England and Wales, November 1905, 96 pages | 2/6 |
| No. 4, Scotland and Ireland, October, 1906, 90 pages | 2/6 |

Priced Catalogue of Railway Newspaper and Parcel Stamps (in preparation).

Priced Catalogue of Unadhesive Postage Stamps of the United Kingdom.

| | |
|---------------------------------|-----|
| No. 1, September 1905, 86 pages | 2/6 |
|---------------------------------|-----|

British Postmarks and Obliterations.

| | |
|--|-----|
| Classified and Illustrated List (published as supplement to <i>E.W.S.N.</i>), 4 pages | 6d. |
|--|-----|

ALBUMS.

Compiled and arranged by H. L'ESTRANGE EWEN.

Album for British Stamps and Postmarks.

No. 1, November 1896; and several slightly revised editions.
All out of print.

"Our Own Times" Postage Stamp Album, for specialists of 20th Century stamps.

Vol. I., Great Britain and Colonies, May 1906
(with clasp 22/-) - - 20/-

Vol. II., under consideration.

"Good Old Times" Postage Stamp Album.

No more watermarks, no more perforations, no more surcharges,
no more worry! Stamp-collecting pure and simple.

Vol. I., Great Britain and Colonies in
preparation - - - 20/-

Vol. II., Europe and Colonies, September
1906 (with clasps 23/-) - 20/-

Vol. III., Rest of World, ready shortly 20/-

PERIODICAL PUBLICATIONS.

Under the Editorship of H. L'ESTRANGE EWEN.

English Specialists' Journal,

Nov. 1895 to Dec. 1897, Nos. 1, 4, 15, out of print; 2 to 17,
6d. each.

Ewen's Weekly Circular, 16.10.97 to 23.9.99, out of print.

Ewen's Monthly Stamp Quotations,

7.04 to date, 2/- for 12 Nos.

Ewen's Current Stamp Quotations, 1.06 to date, published as
supplement to E.W.S.N., with occasional separate issues.

Ewen's Weekly Stamp News,

30.9.99 to date. Nos. 1 to 223, 3d. each; 224 to date, 2d. each;
per annum, 6/6; or without right to change address, 4/4.

Obtainable from EWEN'S COLONIAL STAMP MARKET, Ltd.,

32, Palace Square, Norwood, London, S.E.

WORKS BY H. L'ESTRANGE EWEN.

Standard Catalogue of British Stamps and Postmarks.

(The first Special Catalogue of British Stamps ever published).

| | | |
|----------------------------------|---|-----|
| 1st Edition, July 1893, 16 pages | - | 6d. |
| 2nd .. July 1894, 20 pages | - | 1/- |
| 3rd .. March 1895, 38 pages | - | 1/6 |
| 4th .. August 1895, 100 pages | - | 1/6 |
| 4th .. in French | - | 1/8 |
| 4th .. in German | - | 1/- |
| 5th .. October 1896, 220 pages | - | 2/6 |
| 6th .. March 1898, 210 pages | - | 2/6 |

Reference List of Railway Letter Post Stamps.

| | | |
|------------------------|---|-----|
| October 1898, 33 pages | - | 1/- |
|------------------------|---|-----|

History of Railway Letter Stamps.

| | | |
|-------------------------|---|------|
| October 1901, 430 pages | - | 21/- |
|-------------------------|---|------|

Priced Catalogue of Railway Letter Stamps.

| | |
|---|-------|
| No. 1, complete, May 1903, 44 pages | 2/6 |
| No. 2, .. October 1904, 55 pages | 2/6 |
| No. 3, England and Wales, November 1905, 96 pages | - 2/6 |
| No. 4, Scotland and Ireland, October, 1906, 90 pages | - 2/6 |

Priced Catalogue of Railway Newspaper and Parcel Stamps (in preparation).

Priced Catalogue of Unadhesive Postage Stamps of the United Kingdom.

| | | |
|---------------------------------|---|-----|
| No. 1, September 1905, 86 pages | - | 2/6 |
|---------------------------------|---|-----|

British Postmarks and Obliterations.

| | | |
|---|---|-----|
| Classified and Illustrated List (published as supplement to <i>E.W.S.N.</i>), 4 pages | - | 6d. |
|---|---|-----|

ALBUMS.

Compiled and arranged by H. L'ESTRANGE EWEN.

Album for British Stamps and Postmarks.

No. 1, November 1896; and several slightly revised editions.
All out of print.

"Our Own Times" Postage Stamp Album, for specialists of 20th Century stamps.

Vol. I., Great Britain and Colonies, May 1906
(with clasp 22/-) - - 20/-

Vol. II., under consideration.

"Good Old Times" Postage Stamp Album.

No more watermarks, no more perforations, no more surcharges,
no more worry! Stamp-collecting pure and simple.

Vol. I., Great Britain and Colonies in
preparation - - - 20/-

Vol. II., Europe and Colonies, September
1906 (with clasps 23/-) - 20/-

Vol. III., Rest of World, ready shortly 20/-

PERIODICAL PUBLICATIONS.

Under the Editorship of H. L'ESTRANGE EWEN.

English Specialists' Journal,

Nov. 1895 to Dec. 1897, Nos. 1, 4, 15, out of print; 2 to 17,
6d. each.

Ewen's Weekly Circular, 16.10.97 to 23.9.99, out of print.

Ewen's Monthly Stamp Quotations,

7.04 to date, 2/- for 12 Nos.

Ewen's Current Stamp Quotations, 1.06 to date, published as supplement to E.W.S.N., with occasional separate issues.

Ewen's Weekly Stamp News,

30.9.99 to date. Nos. 1 to 223, 3d. each; 224 to date, 2d. each;
per annum, 6/6; or without right to change address, 4/4.

Obtainable from EWEN'S COLONIAL STAMP MARKET, Ltd.,
32, Palace Square, Norwood, London, S.E.

**WANTED TO PURCHASE for my
PRIVATE COLLECTION.**

RAILWAY LETTER STAMPS,

USED AND UNUSED.

**In many cases even the commonest varieties
are wanted to assist in reconstructing
sheets of the various printings.**

**H. L'ESTRANGE EWEN,
32, Palace Square, Norwood, London, S.E.**