

SOME INFORMATION ON THE POSTAL HISTORY OF ALTON, HAMPSHIRE,
COLLECTED FROM HERE, THERE, AND EVERYWHERE, WITH MUCH TRAVAIL
BY

STANLEY G. YATES of Beech, near ALTON.

Who or what race invented the carried message is not known. The first letters appear to have been written on stone, and later in clay which was then baked. Tablets of stone are mentioned in Exodus. Jezebel was a great letter writer according to the First Book of Kings XXI. Letters were for thousands of years carried by personal servants between individuals. In England travellers were asked to carry letters to towns to which they were going, and carters were also employed for this service - the fee being arranged between the carter and the writer.

Before 1500 the system of carrying the "Mail" was a haphazard affair organised by the King for official dispatches only as the need arose. In 1509 Henry VIII set up the first organised system of horse-posts and an official was appointed in charge of the system, namely Sir Brian Tuke who was given the title of Master of the Posts. Certain inns at regular intervals along the main roads were appointed as "stages" or "posts" at which the "postmaster" (usually the inn-keeper) had to ensure that horses were available for the "couriers" or "Kings Messengers" at any time.

Often "riding post" meant that a courier rode, say, 20 miles then handed the mail at the post to another courier who rode on freshly mounted to the next post.

However "riding through post" meant that the same courier rode on, changing horses at each post.

One memorable ride was that of Robert Carey in 1603 when he heard that Queen Elizabeth I had died at 1 a.m. on 25th. March. He left London at 9 a.m. to carry the news to James VI. of Scotland in Edinburgh who was to be James I of England. He rode "through post" to Doncaster (160 miles) by nightfall, the next day to Widdrington (another 137 miles), and on the third day reached Edinburgh (106 miles) and saw the King.

In the month of March each day had 12 hours darkness. He travelled over 400 miles in under 60 hours - averaging 7 miles an hour: or put another way, he travelled over 400 miles in about 36 day-light hours - averaging 11 miles an hour.

He fell at one stage and broke his collar-bone but rode on. He became Sir Robert Carey under King James, later Earl of Monmouth, then Duke of Monmouth. He is buried in Rickmansworth Church, in Hertfordshire.

In 1635, in the reign of Charles I, the postal services as we know them came into being. Private letters were officially carried at published charges, which were as follows:-

For one sheet of paper 2d. up to 80 miles, 4d. for 80 to 140 miles, 6d. above 140 miles, and 8d. into Scotland. For two sheets of paper double rate. For three sheets treble rate.

A photostat copy of the Act is shown on the next pages.

Thomas Witherings was appointed "His Majesties Post-Master".

Prepayment was optional and payment was usually left for the recipient to settle, so as to ensure delivery of the letter.

In 1660 Charles II came to the throne after Cromwell's twelve years of rule , and Colonel Henry Bishop was granted the office of Postmaster General for a fee of £21,500 a year payable to the King. He invented a stamp which he said " is putt upon every letter shewing the day of the moneth that every letter comes to the office, so that no Letter Carryer may dare detain a letter from post to post, which before was usual."

This was the first British postage stamp - now known as the Bishop Mark - and was then used only in London.

Some Bishop Marks are shown further on.

In 1663 Parliament agreed to grant the profits from the Post Office to the King's brother the Duke of York , so Bishop was forced to resign but his stamps continued in use for over 100 years.

In London in 1680 a Quaker merchant named William Dockwra started a Penny Post for the purpose of conveying letters from various parts of London to the General Post Office in Lombard Street. For this service a fee of 1d. was charged on each letter.

The Duke of York objected and Dockwra lost a High Court Action in the Autumn of 1682, and so once again a thriving enterprise was taken out of private hands. Examples of Dockwra Marks are shown with the Bishop Marks further on. The Dockwra type marks continued in use for many years.

In 1765 country Penny Posts were authorised and were used to convey letters from villages and remote parts of large towns to the Post Office in the Post Town at which letters were put into the General Post. The 1d. fee was payable to the sub-postmaster in the particular village in which the letter was written.

Two engineers by their skill and efforts greatly improved the quality of our roads which made possible the quicker movement of coaches, and enabled the Mail coaches in the later decades of the 18th. century to take over from the post-boys on horseback.

They were, firstly, John McAdam (1756 - 1836), a Scottish engineer who introduced improved road making by the use of crushed stone, and secondly, Thomas Telford (1757 - 1834), another Scottish engineer who built many of the bridges in Britain including the Menai Suspension Bridge in Anglesey in 1826.

In 1784 John Palmer who ran a theatre in Bath and who used the stage-coaches to get his actors and actresses to and from London applied for a contract to carry the Mails by coach. He stated he could keep to a timetable and give a speedier service than the post-boys.

William Pitt , Prime Minister, ordered him to try his scheme.

On 2nd. August 1784 the Mail Coach with four passengers left Bristol at 4 pm. and arrived in London at 8 am. - an hour shorter than the fastest stage-coach. It left London at 8 pm. and reached Bristol at noon next day. Five inn-keepers supplied horses.

Letters were thereby delivered quicker by a whole day.

The use of Mail Coaches spread rapidly over the whole country and flourished for about 50 years. Then came the railways - first used for carrying Mail on 11th. November 1830, and by 1848 the Mail Coaches were finished except in very remote areas.

In 1837 Rowland Hill published a pamphlet on postal reform - he suggested the use of adhesive stamps for prepayment of letters and a reduction of the fee to 1d. per letter weighing up to $\frac{1}{2}$ oz. for any distance in the country: the average cost of a letter (rated by distance) at that time was between 9d. and 10d. each.

On 5th. December 1839 an experimental uniform Fourpenny Post was tried and this lasted only until 10th. January 1840 when Uniform Penny Postage was proclaimed.

On 6th. May 1840 the first British adhesive postage stamp was put on sale.

The use of the adhesive postage stamp became compulsory in 1851 for London and in 1852 for the rest of the country.

Since 1840 many improvements have been made for the benefit of the public, for example, the introduction of roadside letter-boxes during and after 1853, previous to which all letters had to be taken to a Post Office.

Technology has advanced enormously to enable the Post Office staff to cope with the vastly increased number of items which are posted daily.

S.G. Yates,
27, Kings Hill,
Beech. Alton. Hants.



By the King.

A Proclamation for the setting of the Letter
Office of England and Scotland.



Hereas to this time there hath bene no certaine or constant enter-
course betweene the Kingdomes of England and Scotland, His Maestie
hath bene graciously pleased, to command his servant Thomas
Witherings, Esquire, his Maesties Post-master of England for forraigne
parts, to settle a running Post, or two, to run night and day betweene
Edenburgh in Scotland, and the City of London; to goe thither, and come
backe againe in fixe dayes, and to take with them all such Letters as
shall be directed to any Post-towne, or any place neere any Post-towne
in the said Roade, which Letters to bee left at the Post-houle, or some other House, as the said
Thomas Witheringe shall thinke convenient: And By-Posts to be placed at severall places out of
the said Roade, to run and bring in, and carry out of the said Roades the Letters from Lincolne,
Hull, and other places, as there shall be occasion, and answers to bee brought againe accordingly,
And to pay Post for the carrying and recarrying of the said Letters, two pence the single
Letter, if under fourescore miles, And betweene fourescore, and one hundred and fourty Miles,
fourre pence; If above a hundred and fourty Miles, then sixe pence; and upon the borders of
Scotland, and in Scotland, eight pence: If there be two, thre, four, or five Letters in one Packet,
or more, Then to pay according to the bignesse of the said Packet, after the rate as before, which
money for Post as before, is to be paid upon the receiving and delivry of the said Letters here
in London.

The like rule His Maestie is pleased to order the said Thomas Witheringe to observe to
Westchester, Holyhead, and from thence to Ireland, according to a prouision made by the Lord De-
putie and Councill there; and to take Post betwixt the City of London and Holyhead, as before to
the Northward, and to goe thither, and bring answers backe to the City of London, from all
the places in that Roade in fixe dayes, which is constantly hereafter to be observed, and to settle
By-posts in the said Roade, as there shall bee occasion, for the benefit of all His Maesties loving
Subjects.

His Maestie is pleased further to command the said Thomas Witheringe, to observe the
like rule from the City of London to Plymouth; and to prouide sufficient messengers to run night
and day to Plymouth, and to returne within fixe dayes to the City of London, and for carriage of the

said Letters to Plymouth, Exeter, and other places in that Roade, His Maestie doth order the said Thomas Witherings, to take the like Post that now is paid as neere as possibly he can.

And further, His Maestie doth Command and Order the said Thomas Witherings, so soone as possibly may be, to settle the like conveyance for Letters from Oxon, Bristol, and other places on that Roade, for the benefit of all His Subjects; And the like the said Thomas Witherings is to observe with all convenient speed to Colchester, and so to Norwich, and divers other places in that Roade.

The three first conveyances from London to Edinburgh, from London to Westchester and Holyhead in Wales, and from London to Plymouth and Exeter, are to begin the first week after Michaelmas next.

Now for the better enabling the said Thomas Witherings to go forward with this service, and for the advancement of all His Maesties Subjects in their trade and correspondence, His Maestie doth hereby Command and Order all His Post-Masters upon all the Roades of England, To have ready in their Stables one or two horses, according as the said Thomas Witherings shall have occasion to use them, to carry such Messengers with their postmanles, as shall be employed in the said service, to such Stage or place as His present occasions shall direct him to: If the said Messenger shall have occasion but for one horse, then to leave him at the place where he shall take the said horse, paying for him Two pence halfe peny for every Mile; If two horses, then to take a Gald, and pay five pence a Mile.

And that the said Post-masters may be provided for this service, His Maestie doth hereby Order and Command, that such horses as shall be provided for the said service, shall not upon that day the Messenger shall be expected, let, or send forth the said horses so provided, upon any other occasion whatsoever.

And His Maesties further will and pleasure is, that from the beginning of this service or employment, no other Messenger or Messengers, Foot-post or Foot-posts, shall take up, carry, receive, or deliver any Letter or Letters whatsoever, other then the Messengers appointed by the said Thomas Witherings to any such place or places as the said Thomas Witherings shall settle the conveyances, as aforesaid. Except common known Carriers, or a particular Messenger, to be sent of purpose with a Letter by any man for his owne occasions, or a Letter by a friend. And if any Post, Messenger, or Letter-Carrier whatsoever, shall offend contrary to this His Maesties Proclamation; His Maestie upon complaint thereof made, will cause a severe exemplary punishment to be inflicted upon such delinquents.

And His Maestie doth hereby strictly require and Command all His loving Subjects whatsoever, duly to observe and performe His Royall pleasure herein declared, as they will answer the contrary at their perils.

And lastly His Maestie doth hereby charge and command all Iudices of Peace, Mayors, Sheriffes, Bailiffes, Constables, Heaboroughs, and all other His Officers and Ministers whatsoever, to be aiding and assisting to the said Thomas Witherings, in the due accomplishment of this His Maesties Will and pleasure.

Given at Our Court at Bagshot, the last day of Iuly, in the eleventh yere of Our Reigne. 1635.

God saue the King.

Imprinted at London by ROBERT BARKER, Printer to the Kings most Excellent Maiesty: And by the Assignes of JOHN BILL, 1635.

BISHOP MARKS

The first type was a circle 13mm diameter divided through the centre - above the line two letters representing the month - below the line a number being the day of the month: earliest known 1661. In 1713 the position of the month and the day was reversed. The size of the circle increased consistently until in the 1780s it was 20mm in diameter.



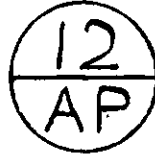
13mm

22nd. Aug
1701



15mm

30th. Mar
1737



18mm

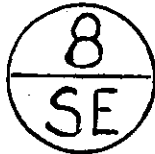
12th. Apr
1780



20mm

21st. Nov
1786

The following Bishop Marks have been copied from letters originating in Alton :-



8th. September 1773



10th. November 1777 . There was also a straight-line ALTON on the letter, which was to Manchester regarding the earthquake of 14th. September 1777.



28th. December 1778
Letter from Selborne to Rutland , with manuscript " by Uppingham bag "



22nd. April 1780
Letter from Selborne to Fyfield, Basingstoke.

All are 18mm.

The fact that these letters had Bishop Marks on them showed that they had all been routed through London.

DOCKWRA MARKS



Marks of 1681.
L = Lyne Street



8 in the morning



4 in the afternoon



W = Westminster



Dockwra type marks of 1685
H = Hermitage.



W = Westminster



T = Temple



Marks copied off a letter dated 21st. May 1785
WE = Wednesday.



Copied off a letter from Selborne dated 22nd. April 1780
S' = Southwark

This stamp indicated that postage had been paid in advance.
TH = Thursday.

INTERNAL TRADE IN HAMPSHIRE, CIRCA 1400,
SHOWING MAIN ROUTES USED BY CARRIERS.



TOWNS AND VILLAGES WHICH HAD MARKETS	○
" " " " " FAIRS	(F)
" " " " " TRAVELLERS HOSPITALS	(H)

HORSE POSTS 1677.

THE WESTERN, BRISTOL, DOVER, & YARMOUTH ROADS.

AFTER THOMAS GARDINER'S SURVEY.

WESTERN ROAD	
LONDON	18
STAINES	18
HARTFORD	18
READING	18
MAGNENHEAD	18
CHIPPENHAM	18
MAULBOROUGH	18
NEWBURY	18
BASINGSTONE	18
ANDOVER	18
SALISBURY	18
SPRATTON	18
CHICHESTER	18
DOVER	18
YARMOUTH	18
Total Miles	201

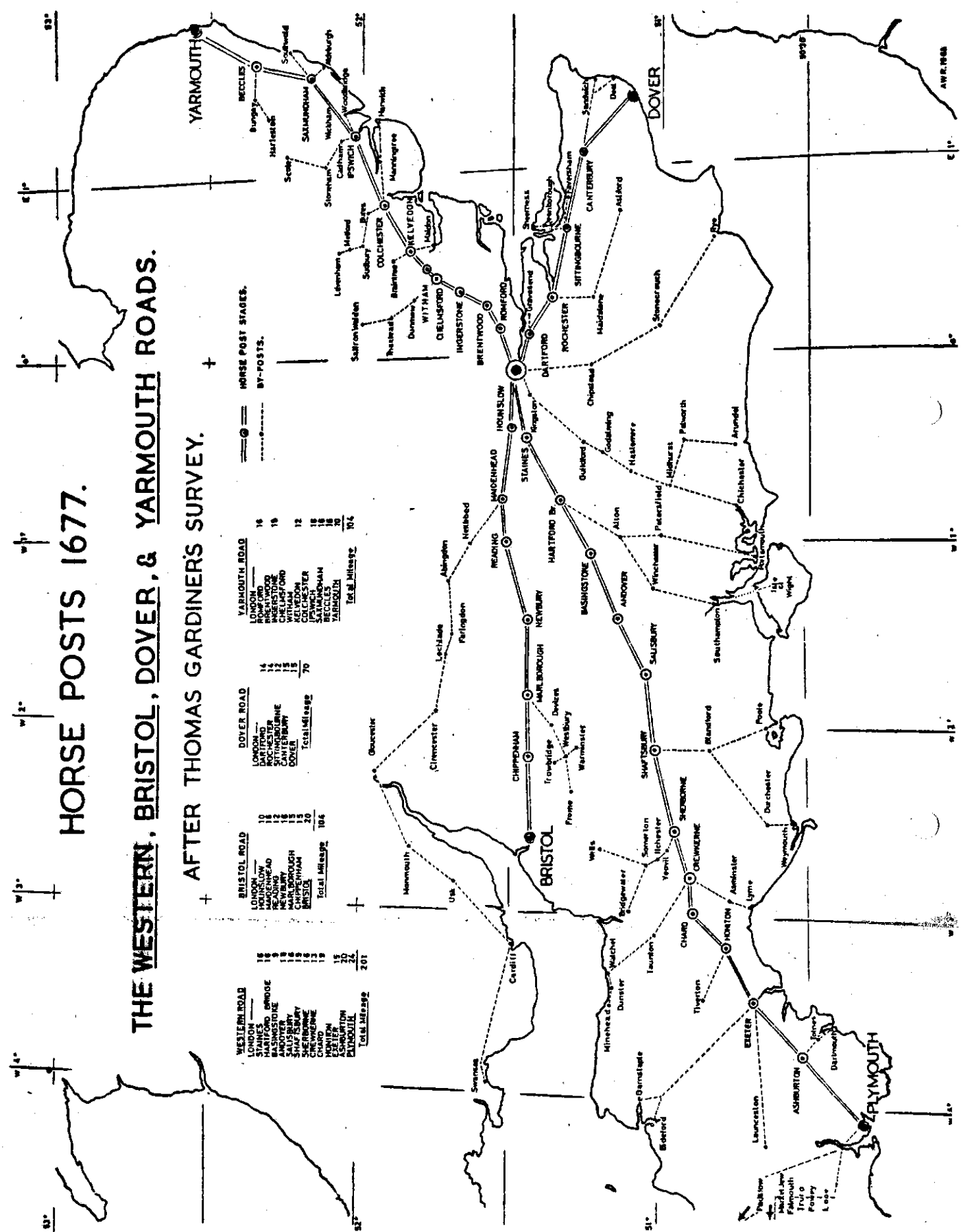
BRISTOL ROAD	
LONDON	10
GLoucester	10
MAGNENHEAD	10
CHIPPENHAM	10
MAULBOROUGH	10
NEWBURY	10
BASINGSTONE	10
ANDOVER	10
SALISBURY	10
SPRATTON	10
CHICHESTER	10
DOVER	10
YARMOUTH	10
Total Miles	106

DOVER ROAD	
LONDON	14
ROCHESTER	14
SITTINGBOURNE	14
ROCHESTER	14
DOVER	14
Total Miles	70

YARMOUTH ROAD	
LONDON	16
ROCHESTER	16
SITTINGBOURNE	16
ROCHESTER	16
DOVER	16
YARMOUTH	16
Total Miles	104

○ HORSE POSTS.

 - - - - - BY-POSTS.



APR 1888

The earliest known map of Britain showing the Post Roads was found in 2004 at Holkham Hall, Lincolnshire. It is known to date from around 1735, and an authorised photographic copy is held by D Allan.



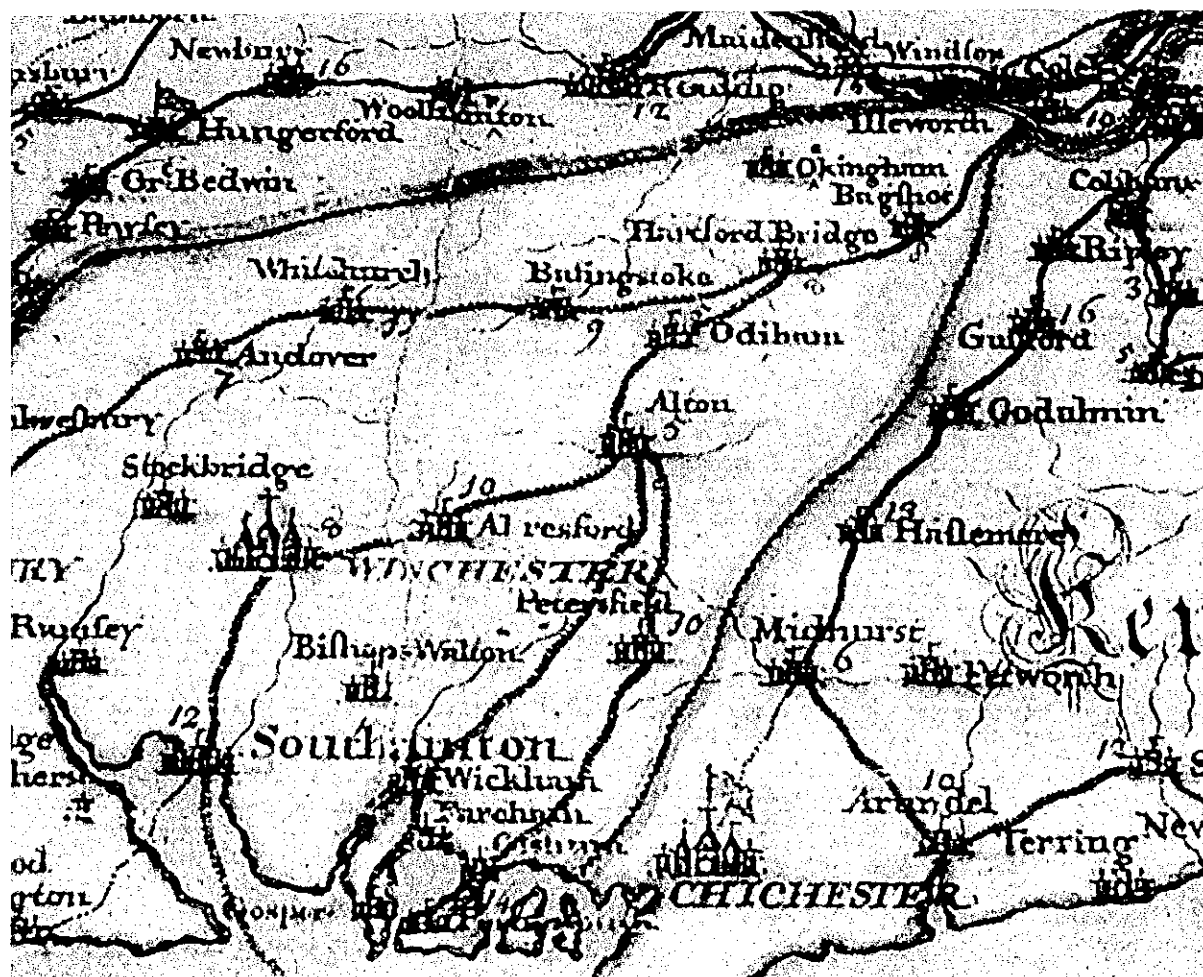
It shows Alton as a significant junction on the West Road, with mails arriving from London by way of Staines and Bagshot to Hartford Bridge (presently an Inn on the A30 east of Hartley Wintney), then onwards by way of Odiham.

From Alton, mail travelled by three separate routes:

- To Southampton, by way of Alresford and Winchester, with onward mail by sea to Cows (sic) on the Isle of Wight
- To Gosport, by way of Wickham and Fareham
- To Portsmouth, by way of Petersfield and Cosham

It can be surmised that Alton was a significant staging post for the mail in the early 1700s.

The distances are also indicated on the map, as shown below.



Hartford Bridge	to Odiham	5 miles
Odiham	to Alton	8 miles
Alton	to Alresford	10 miles
	Winchester	18 miles
	Southampton	30 miles
	to Gosport	<i>not indicated</i>
	to Portsmouth	30 miles

General Post-Office, August 15, 1785.

MR. PALMER having engaged to accomplish his Plan for the Conveyance of His Majesty's Mails to all Parts of the Kingdom as soon as possible, the Letters for every Part of Great Britain and Ireland, must in future be put into the Receiving Houses before FIVE o'Clock in the Evening, and into this Office before SEVEN, in order to prevent the Inconveniencies which have arisen to the Public from Two Deliveries in London on the same Day, and the sending out the Mails at different Hours on the same Evening.

The Letters likewise will be sent out regularly from hence between the Hours of Nine and Ten in the Morning, so as to reach the most distant Parts of the Town by Twelve at Noon.

Notice will be given in a few Days when the Mail Conveyance upon Mr. Palmer's Plan will be established to all Parts of Hampshire, Wiltshire, Dorsetshire, Somersetshire, Devonshire, and Cornwall, as likewise to Birmingham, Shrewsbury, Gloucester, Worcester and Ludlow, and also to Dover.

By Command of the Post-Master General,
Anthony Todd, Sec.

The following are the Mail Coaches already established.

To Bath and Bristol from the Swan with Two Necks, Lad-lane, and the Gloucester Coffee-house, Piccadilly.

To Norwich and Yarmouth, through Newmarket and Thetford from the White Horse, Fetter-lane.

To Norwich, through Colchester and Ipswich from the same Place.

To Nottingham and Leeds from the Bull and Mouth, in Bull and Mouth-street.

To Manchester, through Derby.

And to Liverpool, through Coventry and Litchfield, from the Swan with Two Necks, Lad-lane.

Also this Day,

To PORTSMOUTH,
through

Kingston,
Essex,
Cobham,
Ripley,
Guildford,
Godalmin,
Haslemere, and
Peckersfield.

To POOLE,
through

Staines,
Bagshot,
Farnham,
Alton,
Alisford,
Winchester,
Southampton,
Ringwood, and
Winbourne.

The Mail Coach to Portsmouth, from the Angel behind St. Clement's Church; and

To Poole, from the Bull and Crown, Hulborn; the Swan with Two Necks, Lad-lane; and the Gloucester Coffee-house, Piccadilly.

ALTON : COACHES IN 1836

LONDON TO POOLE

ROYAL MAIL

COACH OWNER : W. CHAPLIN & CO

7.30 P.M.	↓	LONDON : SWAN WITH TWO NECKS	6.40	↑
8.00		LONDON : G. P. O.	6.25	
10.05		STAINES	4.20	
12.22 AM		FARNHAM	2.08	
1.22		ALTON	1.08 AM.	
4.30	↓	ALRESFORD	9.18	↑
7.26		WINCHESTER	6.52	
9.18		SOUTHAMPTON	5.00 PM	
		RINGWOOD		
		POOLE		

LONDON TO SOUTHAMPTON

PASSENGER COACHES

R. GRAY & CO

THE RED ROVER.

LICENCE NUMBERS
2058 & 2254.

LONDON, KINGSTON, ESHER, GUILDFORD, FARNHAM, ALTON,
ALRESFORD, WINCHESTER, SOUTHAMPTON.

DEPART : LONDON, BOLT-IN-TUN, FLEET ST. 8.30 AM.
" : SOUTHAMPTON 9.45 AM.

JOURNEY 78 MILES IN 8 HOURS

SEATING 4 INSIDE 11 OUTSIDE.

A. COLLYER & CO

THE TIMES

1902 & 1903

THE SAME ROUTE

DEPART : LONDON, BELLE SAUVAGE, LUDGATE HILL 7.00 AM

JOURNEY : 79 MILES IN 10 HOURS

SEATING 4 IN 11 OUT.

W. CHAPLIN & CO / R. FAGG & CO. THE ROYAL WILLIAM

2121 & 2122

THE SAME ROUTE

DEPART : LONDON, SWAN WITH TWO NECKS, LAD LANE :

" : SOUTHAMPTON WHITE BEAR, BASINGHALL ST., 6.30 P.M.
" : SOUTHAMPTON 7.30 P.M.

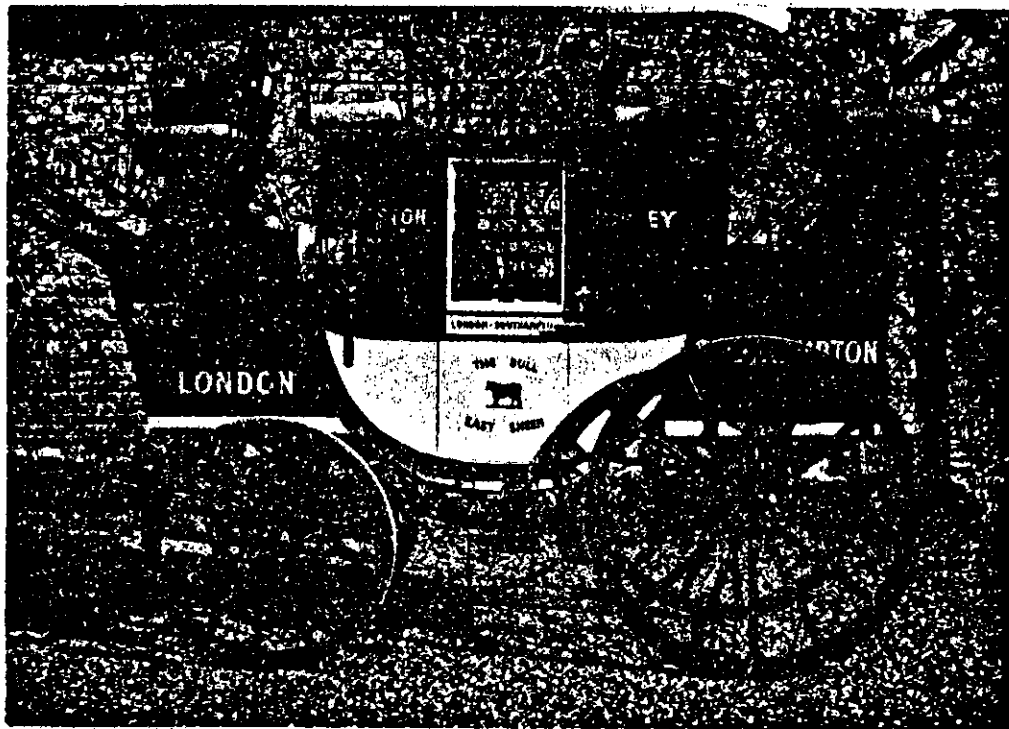
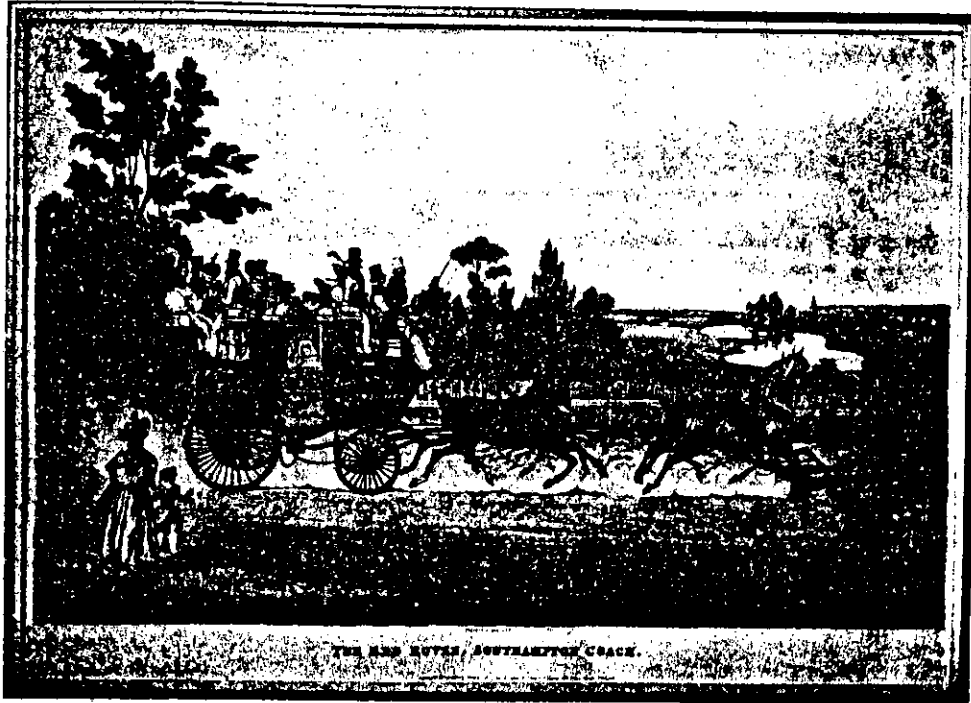
JOURNEY 78 MILES IN 12 HOURS

SEATING 5 IN 10 OUT.

THE RED ROVER

LONDON - KINGSTON - ESHER - GUILDFORD - FARNHAM - ALTON -
ALRESFORD - WINCHESTER - SOUTHAMPTON. 78 MILES

(THE COACH STOPPED AT "THE SWAN", ALTON) IN 8 HOURS



ALTON POST OFFICE

The Alton Post Office was first mentioned in the Post Office List of 1635.

According to William Curtis in his History of Alton, in 1750 the mail was carried by night coach to and from London.

On 5th. April 1775 it was announced that a daily post would run from London to Alton.

The Hampshire Directory of 1784 states that the Post was received from London every Sunday, Wednesday and Friday at 2 o'clock, and sent to London every Sunday, Tuesday and Thursday at 6 o'clock in the evening.

Carters' Waggons

Carters' waggons used the George Inn (no longer in existence) and stopped each Monday and Wednesday evening to and from London and Winchester: they were named "Brookman's Winchester Wagons".

Clark's Gosport Wagons stopped at the George Inn on Tuesday evenings on the way to London, and spent the night there on the way back each Friday.

The Black Boy (now the White Horse Inn) also appears to have been used by the carters.

Coaching Inns

In 1750 a coach named the "Alton Machine" plied between Alton and London each day.

In the same period it appears that there were three up and three down coaches daily between London and Southampton and Gosport passing through Alton. Names quoted are, "The Age", "The Times", and "The Red Rover".

Mr. Yalden's coach went to London one day and returned the next.

In 1784 there were three services operating: Southampton to London, Gosport to London, and Poole to London.

The Hampshire Directory of 1784 states that the coach services available were:

Collyer's Southampton to London coach, calling at the Swan Inn at 10 am daily except Sunday, the return coach stopping at the Swan Inn at 12 noon.

Coaches from Gosport to London stopped at the George Inn at 4 am and a second coach at the Swan Inn at 10 am daily.

A local coach left the Crown Inn at 4 am daily for London.

The Poole coach stopped at the Crown Inn at 8.30 am on the way to London, and returned at 4 am from the Crown Inn to Poole.

These were not Mail Coaches, even though the coachmen may have carried letters unofficially.

In 1836 the Royal Mail Coach run by W. Chaplin & Co went through Alton to and from London and Poole.



The Swan Hotel,
Alton - once a
famous coaching
inn.

SITES OF ALTON POST OFFICE

The Alton Post Office was first mentioned in the Post Office List of 1635.

- Early 1800's A small house in Church Street.
Circa 1838. A house on the South side of Normandy Hill - now known as Crown Hill. The house was probably "King's Library".
1840 - 1875. Mrs.M.A.Caesar's house at 66, High Street - the hairdressers.
1875 - 1890. At the corner of Turk Street and High Street.
A small window through which business was conducted although now blocked up is still visible.
1890 - 1900. At 72, High Street, which has since been a Chemist's shop.
1900 - 1965. At the bottom of Crown Hill on premises erected and owned by Mr.J.H.Farthing, a grocer & provision merchant, which were leased to the Post Office until 1965.
October 1965. The present premises in the High Street.

Postmasters of Alton

1635
1678 Matthew Hawkins
1681 Matthew Hawkins
1784 Mr.Easton
1814 B.Wilkinson
1828 Mrs.Ann Crompton
1838 -1867 John Bryant, Senior.
1867 -1868 Richard King
1869 -1890 John Bryant, Junior.
1890 -1919 J.F.Parsons
1919 - W.H.Berry
1935 W.G.H.Elson
L.G.Vincent
Mr.McDonald
Mr.Cavell
H.G.French
1965 A.J.Winchester

N.B. This is not a complete list.
In 1800 the Postmaster appears to have been an old lady , but the name is not known.

ALTON TOWN SUB-OFFICES

1852 None
1856 None
1902 9, Anstey Road
Butts Road
1920 Anstey Road
Butts Road
Beech
1965 Anstey Road
Beech
Chawton
Holybourne

In 1852 Alton was a sub-office of Winchester.

Other sub-offices of Alton Post Office

1852 Bentworth
Binsted
Chawton
Colemore
East Tisted
East Worldham
Farringdon
Lower Froyle
Upper Froyle
Hartley Mauditt
Hollybourne
Kingsley
Lassam
Selbourne
Letters were delivered from Alton via Selbourne to
Empshot and Greatham.
1856 as above and
Privett
1902 as above and
Beech Estate
Shalden
Lassam changed to Lasham.
Hollybourne changed to Holybourne.
Colemore, East Worldham, & Hartley Mauditt were deleted.
1910 Four Marks
Medstead were both transferred from Alresford to Alton.
1920 As before but Beech Estate became Beech

Mail delivered direct from Alton

1920 Colemore
Hartley Mauditt
Newton Vallence
East Worldham
West Worldham
Mail delivered from Alton via Binsted to Isington
Mail delivered from Alton via Bentworth to Wivelrod
and Burkham.

Sub-postmasters in 1920

Anstey Road	E. E. Ham
Beech	Mrs. J. Bone
Bentworth	George Cook
Binsted	Ben Dickinson
Chawton	William Andrews
Lower Froyle	Walter Lewis Brownjohn
Upper Froyle	Thomas Robinson
Holyborne	Annie Andrews
Lasham	Mrs. W. Wright
Medstead	Alick Licence
Privett	Arthur Baker
Four Marks	Wm. Leonard Tomlinson
East Tisted	John Wm. Such
Selborne	John Philip Legg

Population of Alton

1666	1125
1801	2026
1821	2499
1841	3139
1861	3769
1881	4497
1911	5555
1931	7693
1951	9080
1977	15068

ALTON HAND-STAMPS OF THE 18th. CENTURY

ALTON

Seen on a letter dated 1720

ALTON

On a letter dated 25th. Nov. 1747
(also on a letter of 1847)

ALTON

On letters dated January and
November 1766

ALTON

From a letter of 6th. April 1770

ALTON

On a letter dated 10th. Nov. 1777

ALTON

This tapered mark occurs on letters
dated 23rd. October 1781 and
19th. August 1782. *

ALTON

This hand-stamp is obviously old:
it is cut from a solid brass block:
the A and N of ALTON are so worn that
it must be rolled to get a clear mark.
The box-wood handle is badly worn with
use. Records of this stamp are not
known at the Post Office, but it is
still occasionally used as an Office
of Origin stamp on mail-bags.

ALTON

This concave stamp is taken from a
letter dated 2nd. September 1796

* A similar tapered hand-stamp of
Rickmansworth is in my collection.
S.G.Y.

Mileage Marks on which the number of miles from the named town to London was shown were first in use in 1784. Owing to disputes concerning the accuracy of the distances shown the device was abandoned for 12 years but re-introduced in 1801 after new mileages had been calculated.

This mark was intended for post-towns only, not for sub-post-towns.

Early Mileage mark

52 ALTON

On letter of 23rd.May 1785.

Later Mileage mark

ALTON

50

This type with "boxed" mileage seen on letters dated 4th.November 1810, 3rd.March 1814, 9th.April 1819 , 22nd.Sept.1823.

ALTON

50

This circular type seen on letters dated 22nd.June 1825, 24th.November 1826, and 3rd.January 1827.

In 1829 instructions were issued to all postmasters to examine carefully the distances on their stamps, and if any were found to be incorrect, through change of route for example, the distances were to be filed off. From this date the marking of distances gradually ceased.

Shortly afterwards a new type of stamp was brought into use with the town name under which were two semicircular lines for all country post-towns. Some were dated - for towns of over £1000 per annum gross revenue ; those towns with under £1000 p.a. gross revenue were forbidden to use dated stamps. Here is an Alton stamp of 18th.August 1834 :-

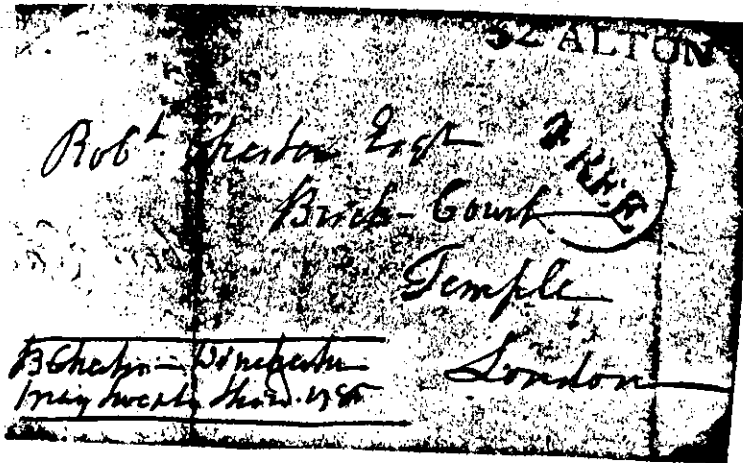


This ruling remained in force until 3rd.March 1837, when the G.P.O. admitted that dated stamps would be advantageous for all post-towns.

ALTON MILEAGE MARK AND FREE FRANK

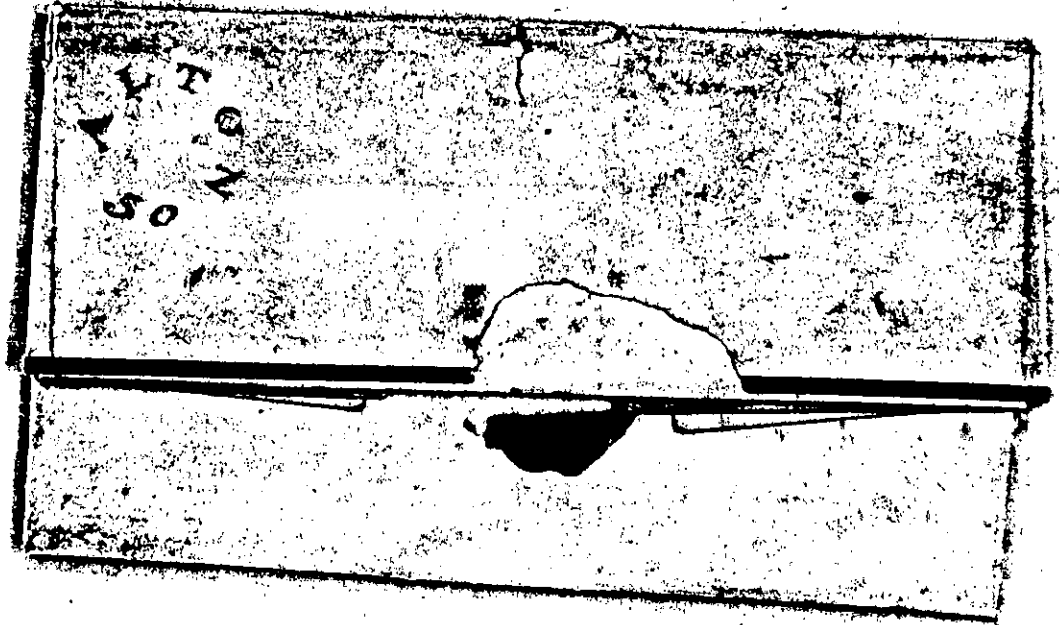
23RD. MAY 1785.

MILEAGE MARKS WERE IN USE BY 1784, BUT OWING TO DISPUTES WERE ABANDONED 12 YEARS LATER UNTIL NEW MILEAGES HAD BEEN WORKED OUT. NEW MILEAGE NUMBERS CAME INTO FORCE IN 1801, AND ALTON MILEAGE BECAME 50.

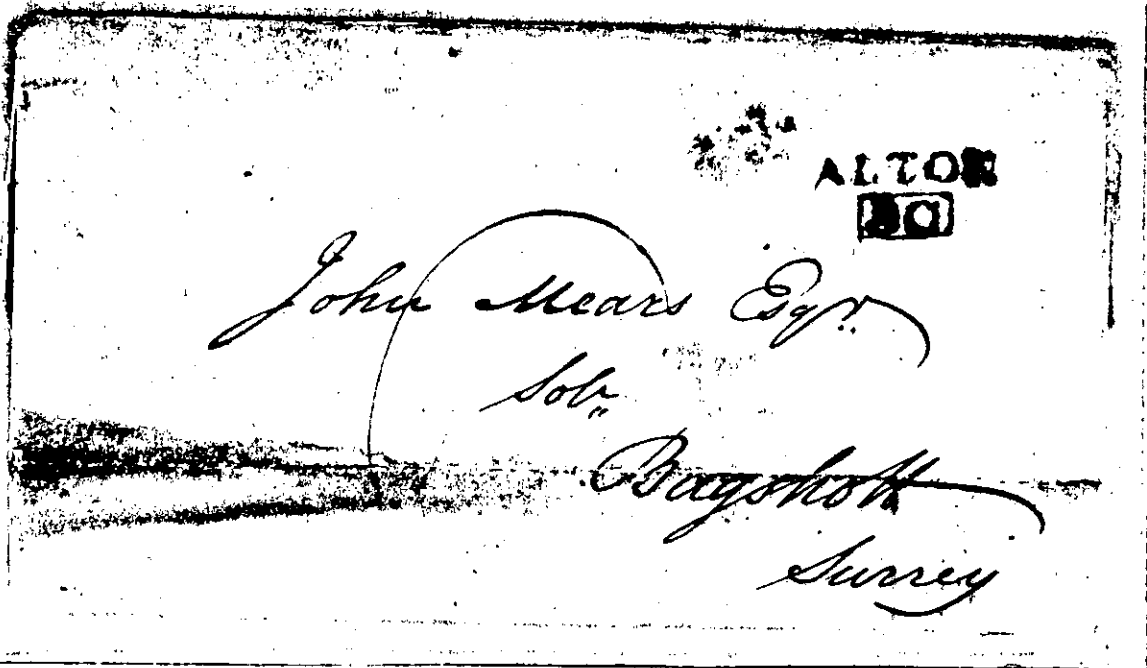


EARLY FREE MARK,
INTRODUCED IN 1764 BY THE LONDON
CHIEF OFFICE. MORE DECORATIVE
TYPES WERE USED BY THE LATE 1780S.

Alton to Andover 24th. November 1826



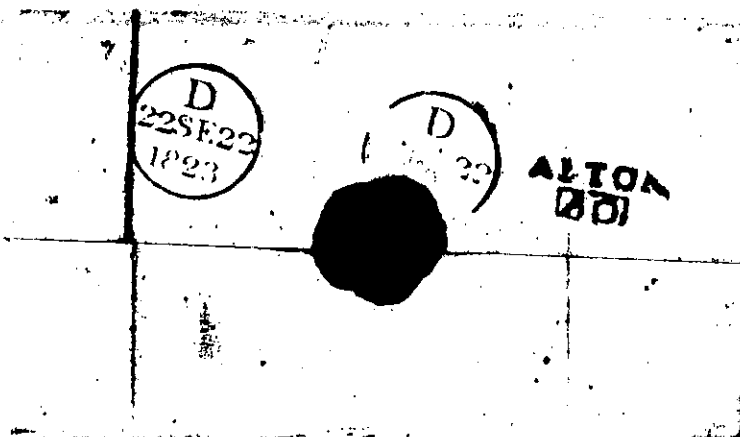
Alton to Bagshot 3rd. March 1814



MILEAGE MARKS

LETTER FROM ALTON TO LONDON, 21ST. SEPTEMBER 1823.

POSTAGE 8d: SINGLE SHEET, 50 TO 80 MILES (1812 RATES)



ALTON
50

D
22SE22
1823

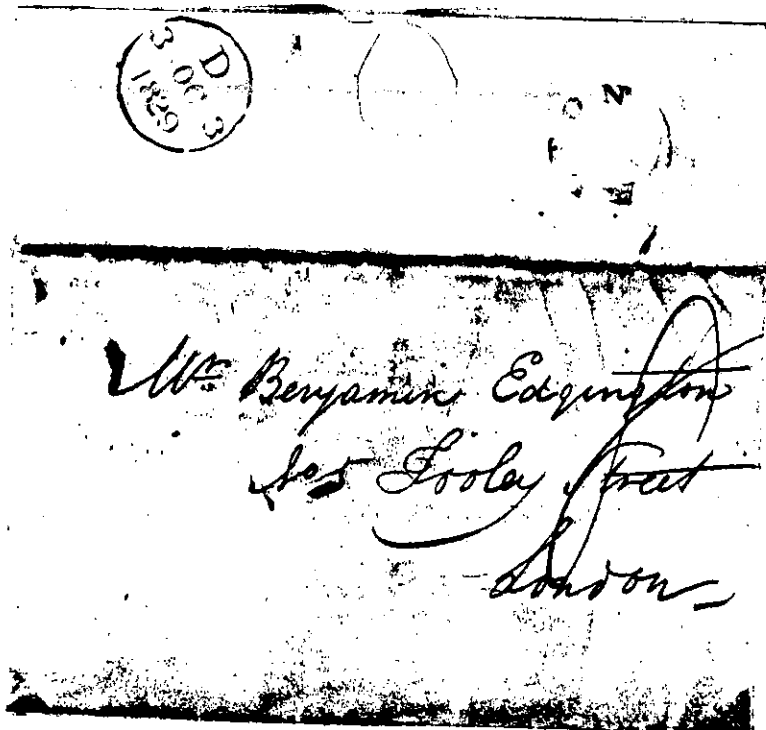
LONDON RECEIPT.

LETTER FROM ALTON TO ANDOVER, 22ND. JUNE 1825.
POSTAGE 9d. SINGLE SHEET, OVER 50 MILES. VIA BAGSHOT.



ALTON
50

LETTER FROM GEO. + WM DYER OF ALTON TO B. EDGINGTON
IN LONDON: 2ND OCTOBER 1829:
ORDERING "A TARPAWLING FOR A FARMERS WAGGON.... TO BE
SENT BY SAYERS WAGGON..... AS EARLY AS POSSIBLE AS IT
WILL BE OF NO USE UNLESS WE HAVE IT IN TIME TO SEND
TO WEYHILL FAIR!"



ALTON

D
3 OCT 3
1829

LONDON RECEIPT

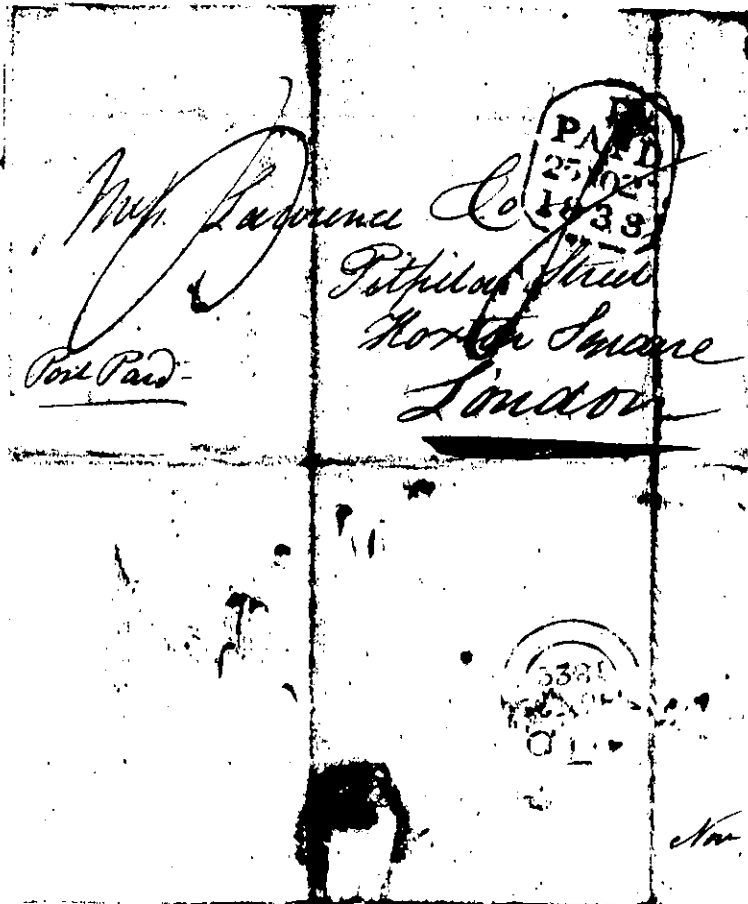
AT THIS TIME TOWNS WITH AN ANNUAL REVENUE OF LESS THAN
£1000 WERE FORBIDDEN TO USE A DATED STAMP.
AFTER 3rd. MARCH 1837 IT WAS DECIDED THAT ALL STAMPS SHOULD
INCLUDE THE DATE.



LETTER FROM ALTON TO LONDON : 24TH. NOVEMBER 1833

POSTAGE 8d. - 50 TO 80 MILES AT 1812 RATES

NOTE: SOME DATE "PLUGS" REVERSED IN ALTON STAMP.



ALTON HAND-STAMPS OF THE 19th.CENTURY

With the introduction of adhesive postage stamps and the Mulready covers on 6th.May 1840, also came a new "obliterating stamp to deface the postage labels". This was in the shape of a Maltese Cross or more correctly a croix patée. The normal English type was in use at Alton :-



Date and name stamps had also to be used on letters.

Later another system was suggested by Francis Abbott of the G.P.O. It was that the obliterator should consist of a number within bars and in May 1844 each post-town was given a number which had been allocated in alphabetical order.

Thus Abergavenny became No.1 , Alresford became No.10 , and Alton became No.11 . Many varieties came into being, of which some Alton ones are shown below together with a dated stamp of the same period.



10/1/1846



26/6/1852



10/8/1858



12/3/1862



5/2/1868

The RAILWAY came to Alton from Guildford via Farnham on 26th. July 1852 and the extension to Winchester was completed on 2nd.October 1865. The mail was collected on contract from firstly Farnham Station and later Alton Station by Mr.Fosbury, a local farmer and carter. From this time the use of coaches rapidly declined.

Reduced by 3/5ths.

Alton stamp 15mm diameter.

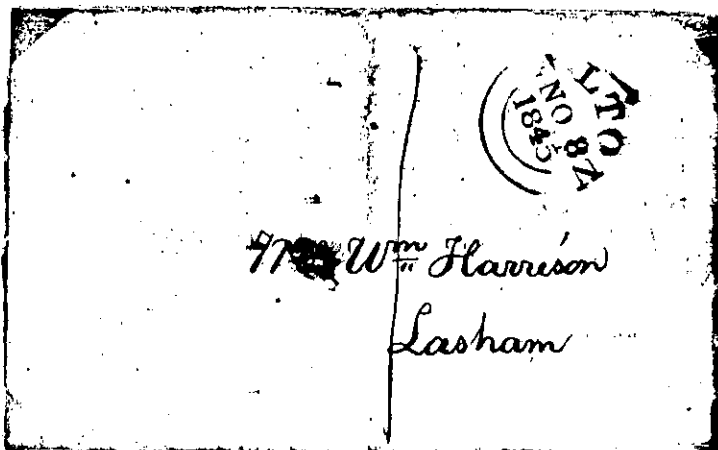
PRE-PAYMENT BY CASH.

LETTER FROM ALTON TO LASHAM : 8TH. NOVEMBER 1845.
1d. PAID.

FROM 10TH JANUARY 1840 PRE-PAYMENT FOR INLAND LETTERS
CAME INTO FORCE EITHER BY CASH, OR AFTER 6TH MAY 1840
BY ADHESIVE LABELS OR MULREADY ENVELOPES IF THE SENDER
SO WISHED.

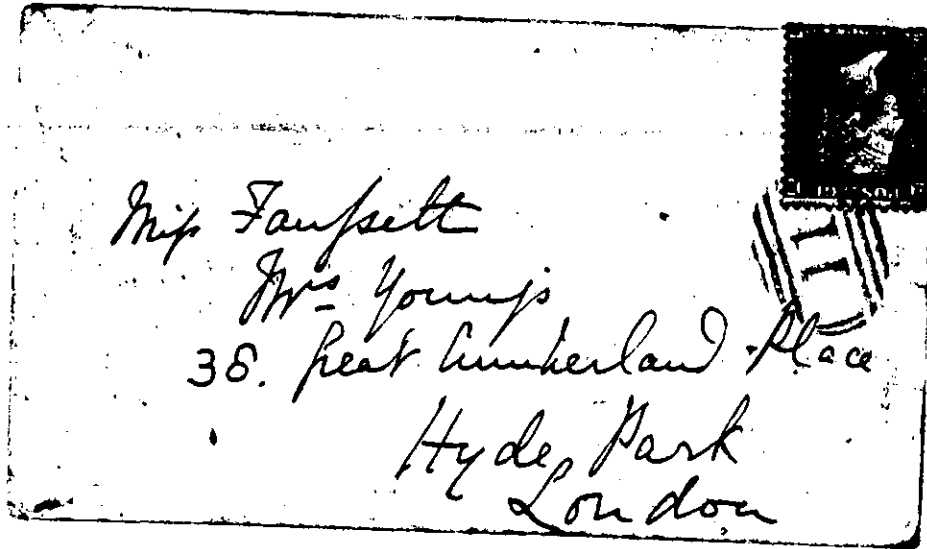
FROM 10TH JANUARY LETTERS NOT PRE-PAID WERE CHARGED
DOUBLE RATE ON RECEIPT.

PRE PAYMENT BY CASH WAS ABOLISHED IN 1851 FOR LONDON
AND IN 1852 FOR COUNTRY AREAS.

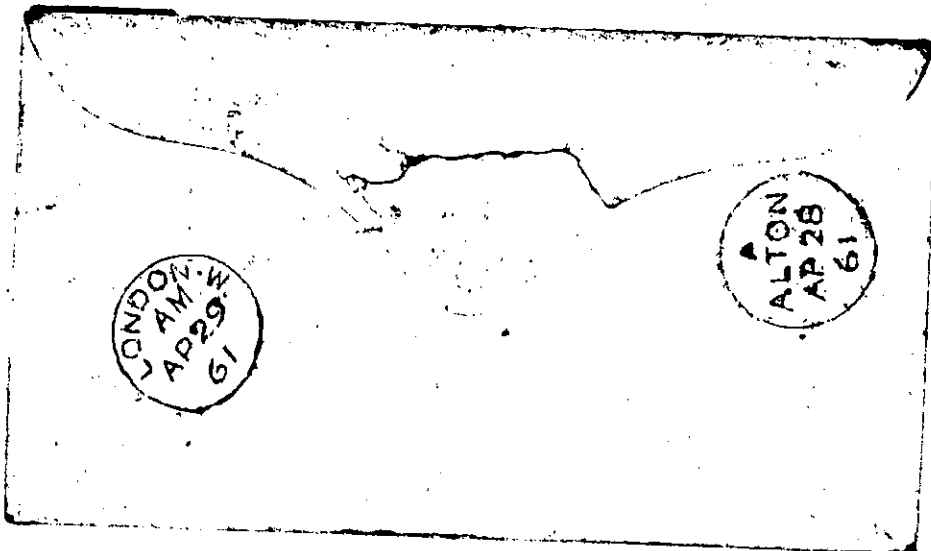


LETTER FROM MESSRS TRIMMER, SOLICITORS OF ALTON, TO
WM HARRISON OF LASHAM, RE PURCHASE OF ELM AND BEECH
TIMBER FROM EDWARD KNIGHT ESQ.

Alton No. 11 cancellation on letter from Alton to Hyde Park, London,
28th. April 1861.



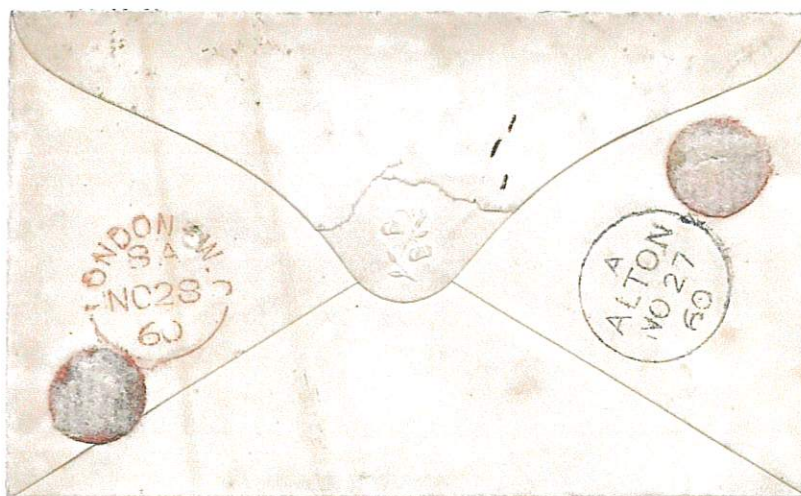
1d. Rose-red



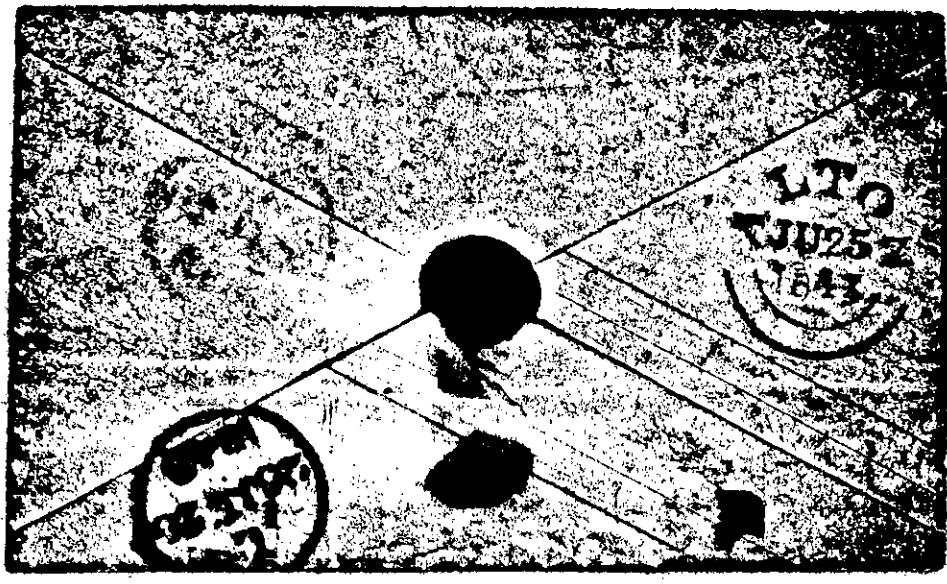
ALTON No 11 CANCELLATION

This cover is from Alton to Chancery Lane, London.

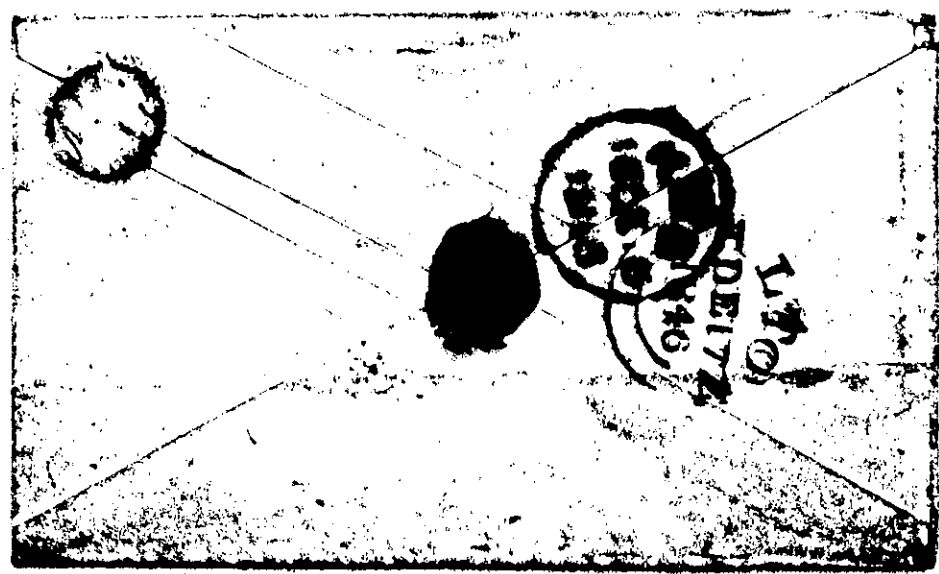
27th November 1860.



Letter from Alton to Oxford Street, London.
Posted in Alton 25th. July 1843. Postage stamp is an impressed
One Penny (early postal-stationery) cancelled by Alton Maltese
Cross, and back-stamped as shown.
London receipt mark 26th. July 1843 is in red.



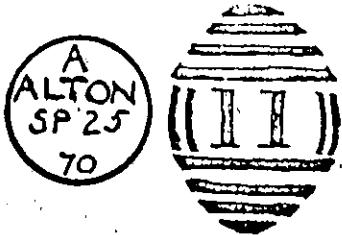
Letter from Alton to Lincolns Inn, London.
Posted in Alton 17th. December 1846. Postage stamp is an impressed
One Penny (early postal-stationery) cancelled by Alton No. 11
within bars, and back stamped as shown.
London receipt mark is in red.



ALTON HAND-STAMPS OF THE 19th.CENTURY

A combined stamp to cancel the adhesive and to show the town and date was introduced at the beginning of 1854, and this became known as the DUPLEX.

Here are examples of the Alton duplex cancels:-



Alton in a straight line and no county.
Seen on letters 25th.Sept. 1870,
and 5th.December 1873.



Alton curved and Hants added.
Date shows only the last figure of the year.
Seen on letters 25.Feb. 1877,
and 5th.January 1878.

During the 1870s a new type of cancellation which would date-stamp and obliterate was considered necessary.

In 1879 the squared-circle design was introduced.

Here are examples of the Alton SQUARED CIRCLE :-



April 21st. 1881



19th.February 1881
1st.January 1891
29th. March 1895

Both therefore appear to have been in use at the same time.

The above stamps were still hand-stamps. Machine trials were taking place in London between 1882 and 1893.

ALTON HAND-STAMPS OF THE 19th.CENTURY

ALTON DUPLEX

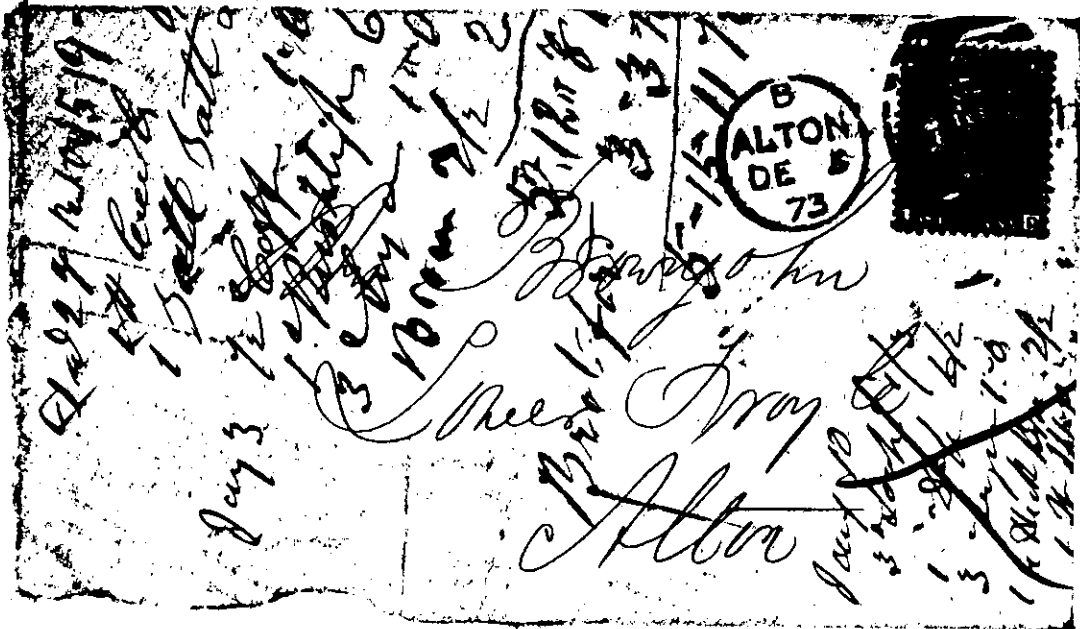
Letter from Alton to Wm.Brownjohn
Lower Froyle
Alton

postmarked 3rd.December 1873.

Envelope then used as a shopping account.

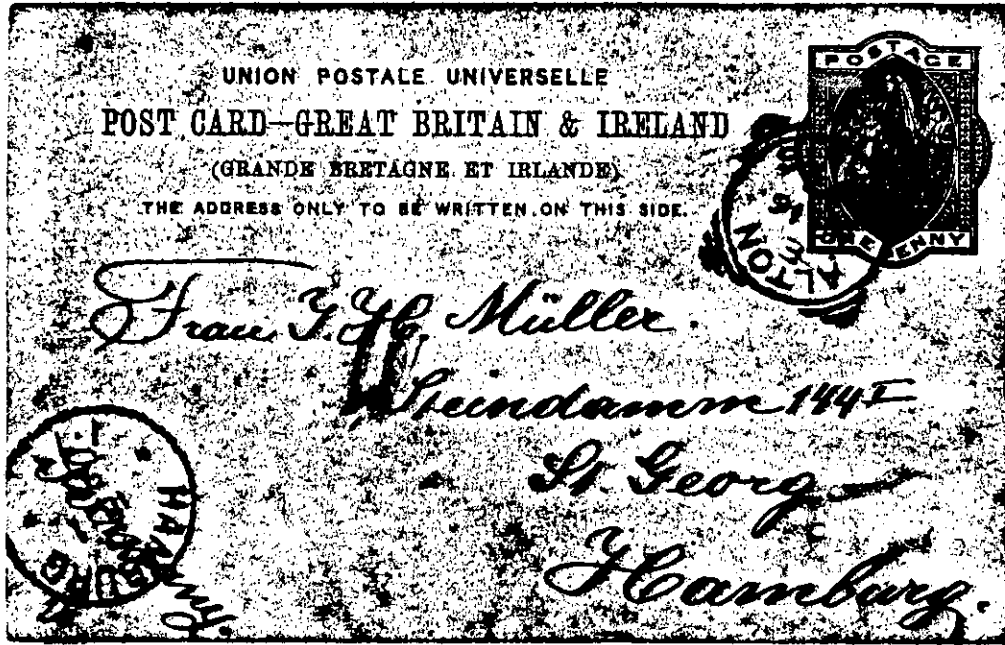
Items:-

1	gall. salt	4 ¹ / ₂ d
1	lb Rushlights	6 ¹ / ₂ d
3	lb Sugar	1/-
2	lb Coffee	1/-



ALTON HAND-STAMP : THE SQUARED CIRCLE.

Postcard from Alton to Hamburg 16th. November 1893
Hamburg receipt stamp 18:11: 93.



ALTON PENNY POST

Local Penny Posts were first authorised to certain towns outside London by Act of Parliament in 1765 : the authorisation was extended in 1793 , and by 1839 there were over 2000 in use.

The earliest date so far noted for an Alton Penny Post mark is 2nd.June 1807.

These local Penny Posts were used by villages to get their letters into the General Post town on payment of 1d. for each letter.

The first method of marking was for the receiving office to have a number, and the Post-town to have its named Penny Post stamp. Bristol had 63 numbers.

It was decided in March 1838 to adopt a uniform system by furnishing all Penny Post receivers with stamps bearing the name of their offices - these were of a script type - such as the 1839 example shown below.

Seen on letters between 1807 and 1824

**ALTON
Penny Post**

N° 1

N° 2

N° 3

No.1 = West Meon.

No.2 = Warnford

No.3 = Droxford

Seen on an 1827 letter.

*Alton
Py Post*

Seen on an 1839 letter.

*Alton
Penny Post*

WEST MEON, No. 1 Receiving House, under Alton

1819

HMS

Mr. Webb
5. Feb 1819

ALTON
MIDDLESEX

Handwritten address:
Mr. Webb
5. Feb 1819
London

No. 1



ALTON DATE-STAMPS : SINGLE-LINE CIRCLES

1858



(a)

1897



(b)

1913



(c)

1920



(d)

(a) Straight ALTON
- no time.

(b) Curved ALTON.Hants.,
with time plug.

(c) Curved ALTON-HANTS.,
no time plug.

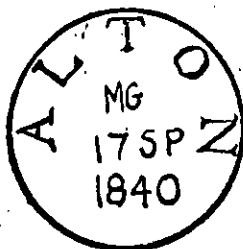
Christmas period.

(d) Date and month now
reversed.

SKELETON hand-stamps were made up from loose type and issued temporarily to offices when normal stamps had been withdrawn, lost, stolen, or when an additional stamp was needed.

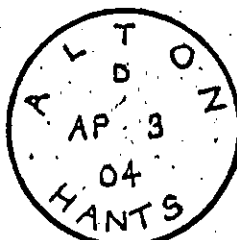
Alton skeletons

1840



(e)

1904



(f)

1908



(g)

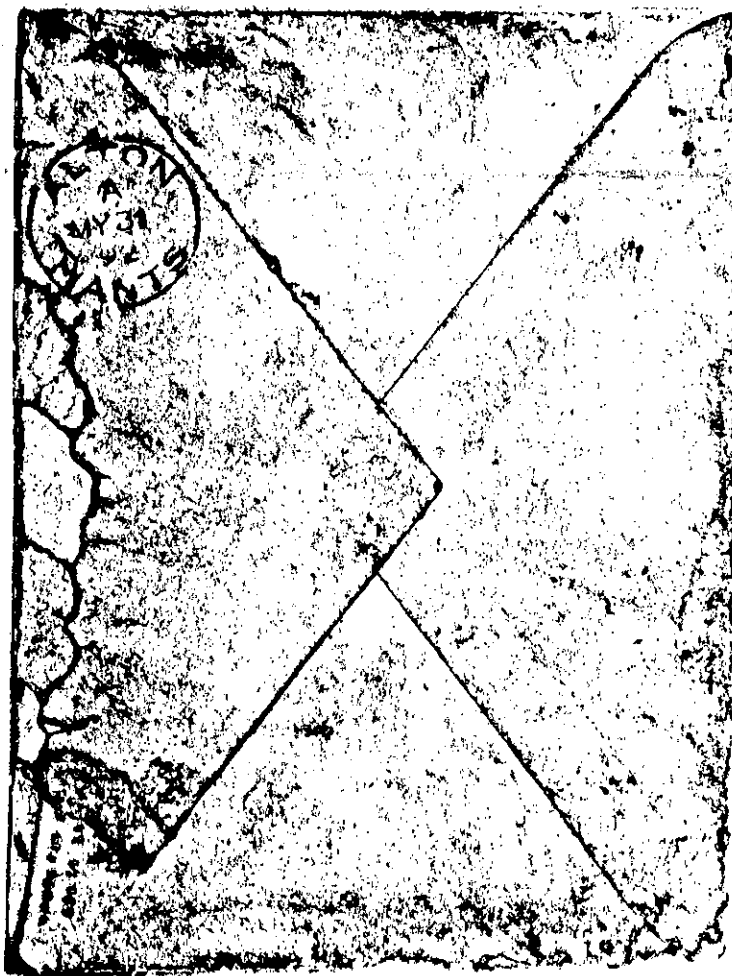
(e) Only one example seen. MG = morning.

(f) Only seen on postcards, circa 1904.

(g) Seen used on postcards between 23rd.Jan.1908 and 15th.April
1908.

Letter from Petersfield to Alton : 30th.May 1892.
Adhesive 1d.lilac cancelled by Basingstoke squared-circle.
Backstamped as shown by Alton single-line circle dated
31st.May 1892.

Single-line circle with Alton. Hants. centred with letter A
and the date, is not shown on the previous sheet.



ALTON DATE-STAMPS : DOUBLE-LINE CIRCLES



(a)



(b)



(c)

- (a) Thin, small, date and time plugs.
From letters 12th. December 1880, 1st October 1901, etc.
- (b) Thicker lettering, thick side-lines, date and time plugs different. From letters 1st. May 1897, 16th. July 1888, 12th. July 1907, 9th. April 1911, etc.
- (c) Alton but no Hants, small Maltese cross at bottom, date before month.
From numerous letters circa 1925.



(d)



(e)

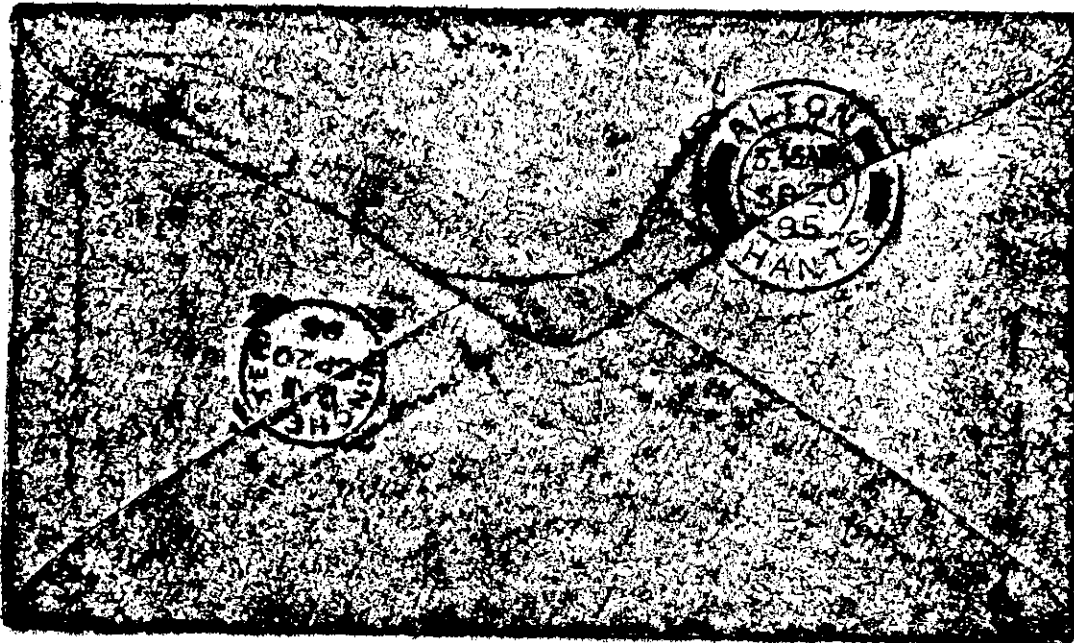
- (d) Thin lettering, very thick side-lines, plugs with large type.
From numerous letters circa 1957
- (e) Letters larger, thin side-lines, etc.
In use circa 1962.



(f)

- (f) Taken from a Certificate of Posting dated 8th. March 1967

Letter from Basingstoke to Alton : 19th. September 1895.
Adhesive 1d. lilac cancelled by Basingstoke Duplex.
Backstamped as shown by Alton double-line circle dated
20th. September 1895, and also Winchester small squared-circle.




This back-stamp shows a variation from those shown on
the previous sheet.

ALTON - DOUBLE LINE CIRCLES


On postcards.

ALTON
"SILVERETTE"
Raphael Tuck & Sons (REGD) Post Card No. 1111
BY PLACING TO THEIR RESPECTIVE THE KING & QUEEN



TUCK'S POST CARD

CARTE POSTALE POSTKART



Alton Church, Hants. This edifice is of considerable interest. On one of the doors are marks of bullets from the guns of the Parliamentarians during the Civil War, and in the interior are some frescoes, and a painting said to represent Henry VI.

Dairy Farm

Dear M. F.

We received the parcel quite safe with my many thanks to all I shall write in a day or two we both wish you all a very happy Xmas & a bright new year with love to all from
M. F. Turner

Mrs G. Turner

17 Nursery Rd
Woodhouse
Barnmouth
Hants

23rd. December 1906

POST CARD

THIS SPACE MAY BE USED FOR PRINTED OR WRITTEN MATTER.

ONLY THE ADDRESS TO BE WRITTEN HERE.

Sat 8th 08.


Rougemont Castle, Exeter, built before the time of Wm. the Conqueror, was besieged during the reign of King Stephen. Was visited by King Richard III, & mentioned in Shakespeare's Play. The East Gate close by was bombarded & taken by Perkin Warbeck, but he was repulsed upon entering the city. (See Worth's Exeter Guide 6d.)

"Phillimore" Series, Worth's Art Gallery, Exeter. Copyright, regd.

Very at Y. H. 10th to 6.3.
plenty of time for dinner at 1.30
We were rather tired but had
to eat here & found it nice
supper & quiet & good
at least until 10.0
then we had to go to bed
and were
and were

Mrs H. S. Richard

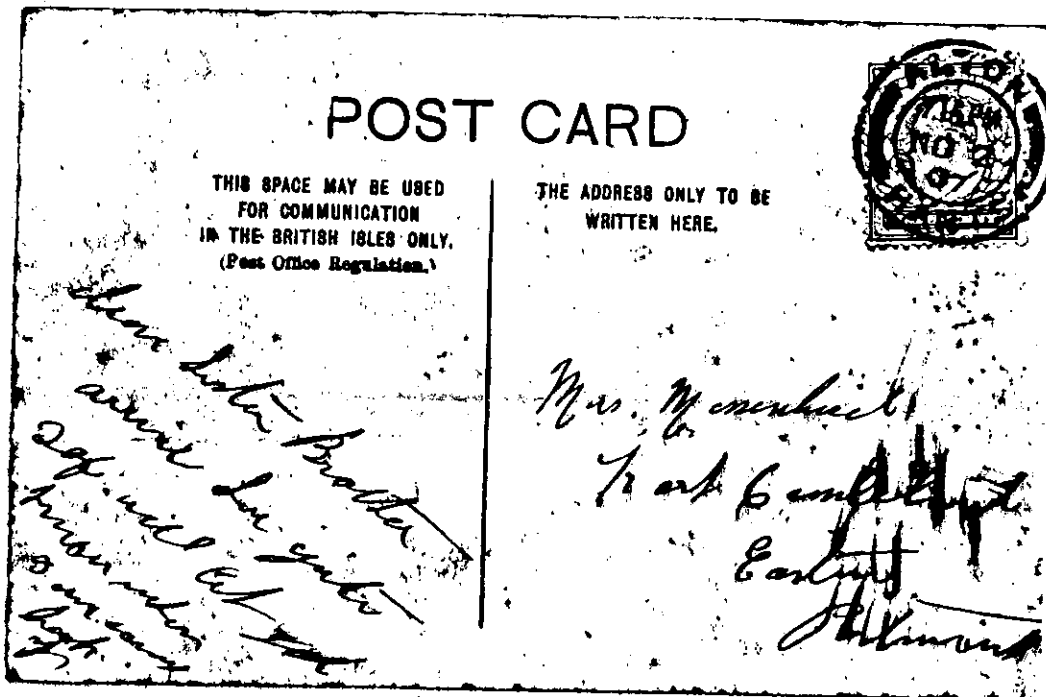
Hinchester Rd
Farnham
Perhaps Wotton
Hampshire.



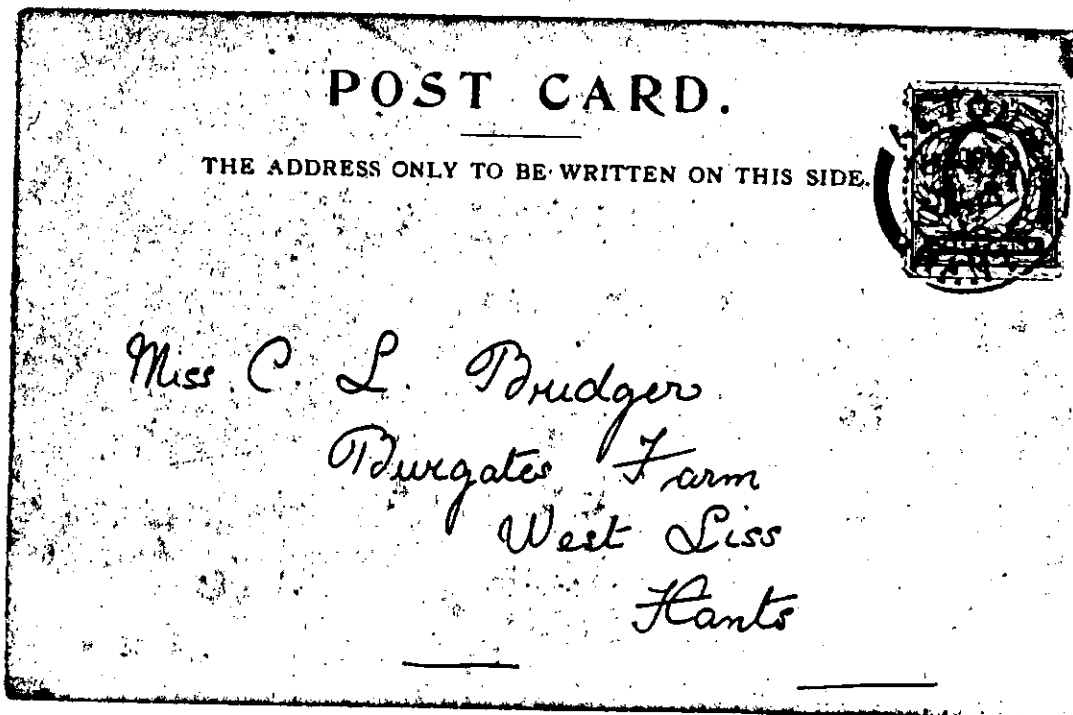
8th. August 1908.

ALTON DOUBLE-LINE CIRCLES

On postcards.



2nd. November 1907



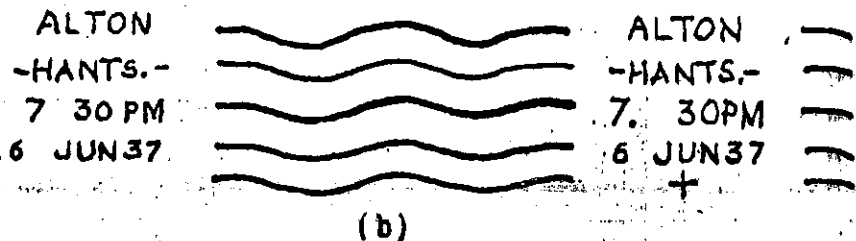
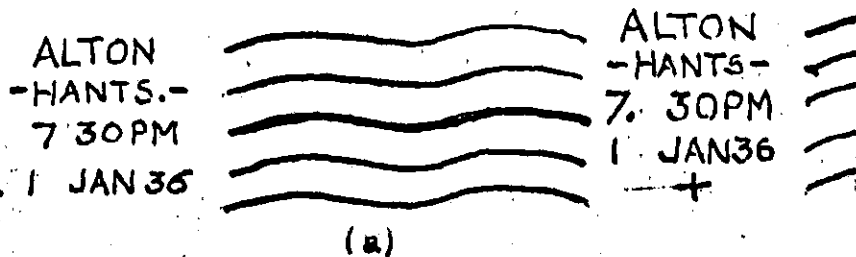
3rd. July 1903

ALTON DOUBLE-LINE CIRCLES

On fragments



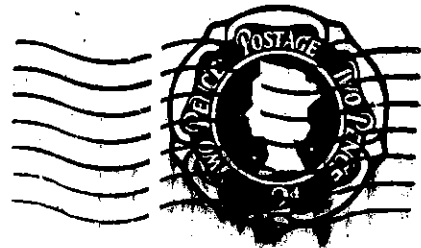
These rather poor specimens are all dated 1946, and are of Type (d), Page 37.



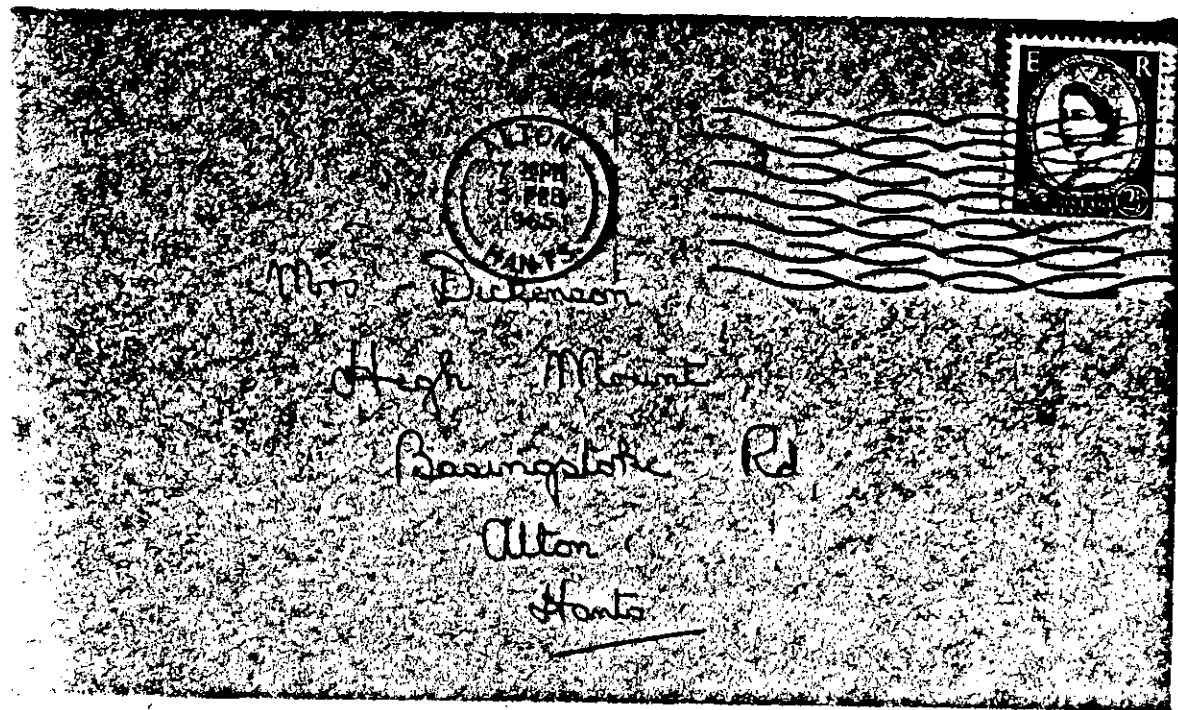
(a) and (b) show different line-formations.
The machines in use were most probably Universals.

(c) The Queen's Coronation. This was the first slogan cancellation ever used in Alton. The machine was a U.P.F.

(d) This was also from a U.P.F. machine : side bars have been added to the circular date stamp.



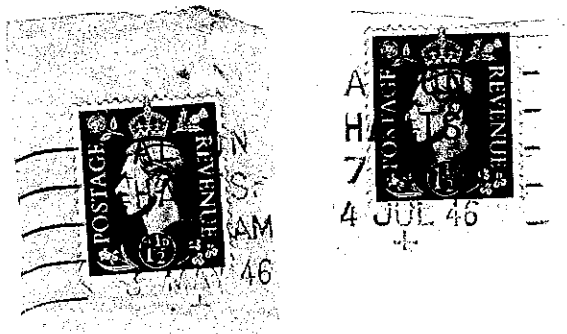
As shown item (d) on previous sheet



Another machine cancellation

ALTON – MACHINE CANCELLATIONS

On fragments



These rather poor specimens are dated 1946, and are of Type (a) or (b), Page 41.

PARCEL POST HAND-STAMPS OF ALTON



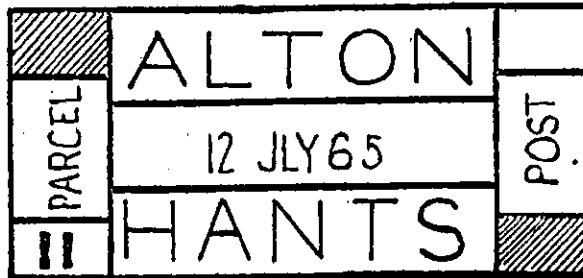
The undated double-circle type with Alton in a straight line.



Double circle with Alton.Hants. used on SG237 - therefore between 1906 and 1912.



Large type showing the date and the words Parcel Post.



Later type with Alton Post Office number 11 added.

TRIANGULAR CANCELLATIONS OF ALTON

Printed Papers - Section C:- Circular letters, price lists, and similar items identical in text and handed in to the Post Office in bulk (minimum 20 pieces) were sent at a special printed-paper rate. The cancellations showed no date of posting. These triangular cancels were first used in 1893 and ceased at the introduction of two-tier postage in September 1968.



This triangular handstamp shows the telegraphic code letters of Alton.



This mark with the Alton Post Office number was produced by the U.P.F. machine with the usual wavy lines.

PRE-PAID MARKS IN RED FOR BULK POSTING OF PACKETS & SAMPLES.



Second one required for the change in postage rate.



Machine c.d.s. for second class mail.

Machine c.d.s. for first class mail.

ALL IN RED

EARLY POSTAGE DUE STAMPS.

Only seen used in red. Alton number 11.

1^d
11

2^d
11

3^d
11

These stamps were still in the Sorting Office in 1970 and were even then occasionally used.

COUNTER HAND-STAMPS USED AT ALTON



(a)



(b)



(c)



(d)



(e)



(f)



(g)

(a) Untimed hand cancel with star.

(b) Similar but no star.

(c) No Hants. Large star.

(d) Hants added at top.

(e) Star replaced by personal number of counter clerk

(f) Number at base is hand-stamp number, not counter-clerk number.

(g) The same as f but * personal number is added.

With the present system the hand-stamp has a number which can be changed and the counter-clerk also has a number. Many combinations of numbers may therefore exist. This is a security measure, for example, to ascertain if franks are forged in P.O. Savings Bank books.



Oval cancel used on registered letters and packets.



Rubber hand-stamp for letter packets: time above the date also seen.

PARCEL POST.

Certificate of Posting of an Unregistered Inland Parcel
or of an Uninsured Ordinary Parcel for Abroad.

A parcel prepaid 3 s - d. and addressed as under has been
posted here this day (enter FULL address); see also OVERLEAF.

<p style="text-align: center;">Date Stamp</p> <p style="text-align: center;"><i>Romians</i> <i>27 The Law</i> <i>Penn.</i></p> <p>Accepting Officer's Initials } <i>D</i></p>	<p style="text-align: center;">SERIAL NO. IF FOR ABROAD OR INLAND C.O.D. FORM NO.</p> <p style="text-align: center;">ALTON. HANTS. 29 NOV 65</p>
---	--

29th. November 1965.

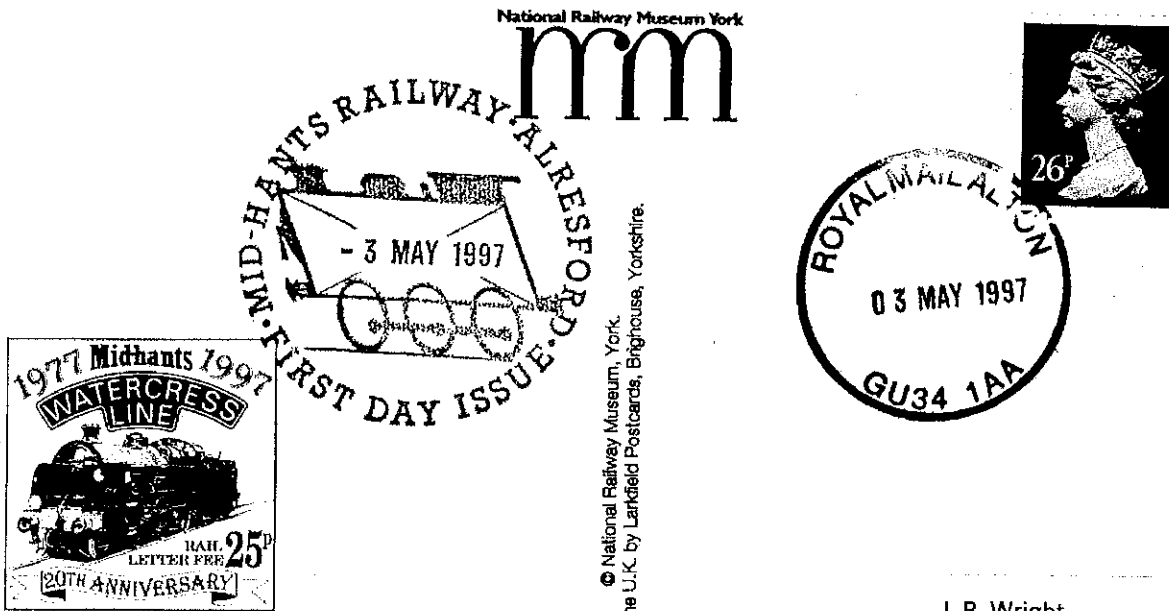
A stamp similar to item (g) on previous sheet.

COUNTER HAND STAMPS USED AT ALTON

The special covers prepared by the Mid Hants Railway Company were sometimes taken to Alton Post Office, presumably after transport from Alresford by train, to be hand-cancelled.

The cancellation used appears to be a rubber stamp, presumably that normally used on letter packets posted at Alton Post Office.

The example below is dated 3 May 1997.



© National Railway Museum, York.
Printed in the U.K. by Larkfield Postcards, Bighton, Yorkshire.

LONDON MIDLAND & SCOTTISH RAILWAY 4-6-2 locomotive, *Duchess of Hamilton* was designed by William Stanier in 1938. The locomotive was restored to steaming in 1980 with the assistance of the Friends of the National Railway Museum.
Y13

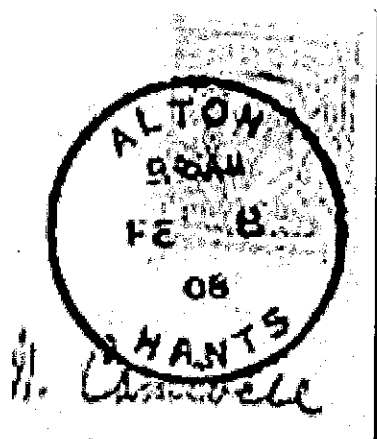
J. R. Wright
8 Windrush Close
Basingstoke
Hampshire
RG21 4BY

To be posted on arrival at ALTON Station

SKELETON CANCELLATIONS

When normal hand-stamps were unavailable, perhaps withdrawn for repair, "skeleton" cancellers were made available by the Post Office. The name of the office where the skeleton was to be temporarily used was inserted around the perimeter of a larger-than-normal date-stamp.

The cancellation below looks similar to the rubber hand-stamp shown on Page 46, but the lettering is smaller and more spaced out. It was used on a postcard addressed to Wisbech, Cambridgeshire on 8th February 1908. *See (9) on p 35*



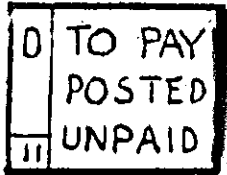
COUNTER HAND STAMPS USED AT ALTON

By 2013, the Post Office was housed in the premises of WHSmith, in Westbrook Walk.

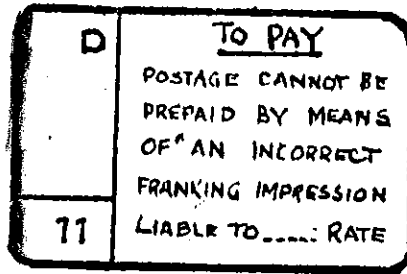
Cancellations using the Counter handstamps were applied to items with postage stamps affixed that were accepted over the counter, rather than posted in the postbox.

The example below is from an overweight Large Letter sent by Recorded ("Signed For") Delivery, and is dated 23 SE 13 (23rd September 2013).

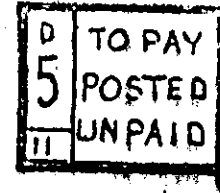




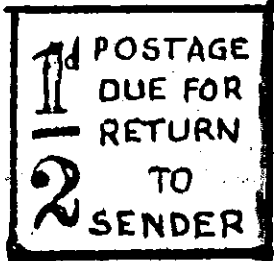
(a)



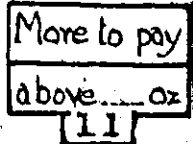
(b)



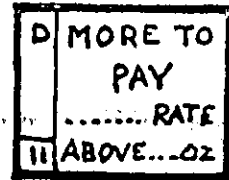
(c)



(h)



(d)



(e)

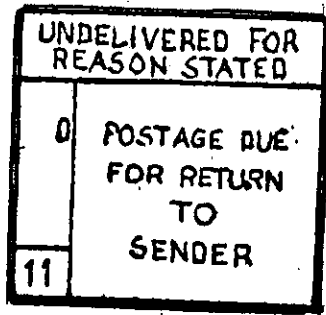


(f)

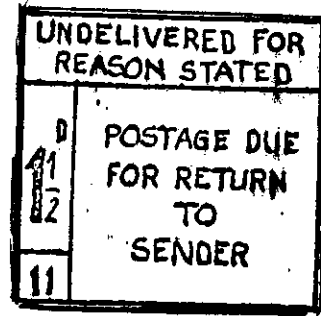


(g)

- (a) Posted unpaid, with charge space left blank.
- (b) To Pay stamp when meter mark is illegible or otherwise at fault.
- (c) Posted unpaid, with charge space showing 5d - when postal rate was 2½d.
- (d) More to pay on account of being overweight.
- (e) More to pay for being overweight for either 1st. or 2nd. class mail.
- (f) Liable to letter rate : used for postcards which contravene Postal regulations.
- (g) Misdirected stamp used to account for delay in delivery, or sometimes as a mis-sorted stamp.
- (h) Used when an item had to be returned to the sender because of the sender's error.



(a)



(b)

*Undelivered for reason stated.
To be returned to sender
at address shown on cover.*

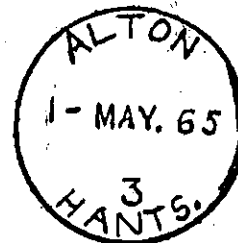
UNDELIVERED FOR REASON STATED.
RETURN TO SENDER

(c)

Insufficiently Prepaid
11

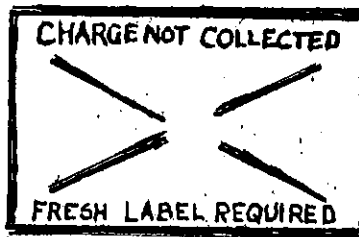
(d)

- (a) Postage due for return to sender : charge space in blank.
- (b) As (a) but with charge space showing 1½d. When a sender requests the return of an undelivered letter the charge is at the normal postage rate.
- (c) Undelivered stamps for use in conjunction with other stamps.
- (d) Insufficiently prepaid stamp used in the Writing Room for letters passed on by the Sorting Office for checking.

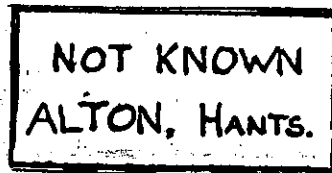


These stamps have been found on letters and packets which have been dealt with by the Writing Room for postage due or for badly addressed items.

ALTON WRITING ROOM STAMPS USED IN PURPLE



(a)



(b)

*writer of a letter addressed
to*

(c)

- (a) This stamp is used when a letter bearing postage-due labels has not been accepted by the addressee and is therefore used to cancel the postage-due labels.
- (b) and (c) are used by the Dead Letter Branch when a letter cannot be delivered and has to be opened and returned to the sender.

ALTON POST OFFICE HAND-STAMPS

4

6

These two single figures are from the stamp rack in Alton Sorting Office. They are cut from solid brass mounted with boxwood handles and appear to be of the period of the stamp shown on the page of Alton hand-stamps of the 18th. century (item No.7).

When asked their use the spokesman replied-
"They've been in the rack for many years and have never been used to my knowledge".

Their worn condition shows that they were frequently used in the past.

HAND-STAMPS USED BY ALTON TOWN'S SUB-OFFICES



(a)



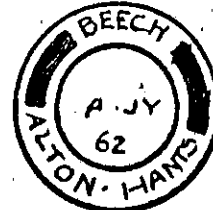
(b)



(c)



(d)



(e)

A Post Office spokesman stated (in 1970) that a new stamp is issued to each office each year with the year cut on the original die and that therefore there may be many minor differences from year to year.

PARCEL POST.

Certificate of Posting of an Unregistered Inland Parcel or of an Uninsured Ordinary Parcel for Abroad.

SERIAL No. IF FOR ABROAD OR INLAND C.O.D. FORM No.

A parcel prepaid s. d. and addressed as under has been posted here this day (enter FULL address); see also OVERLEAF.

Mr G Luthwell
Wingate 89 South court Ave
Levensale - Brighton Beds.
 Accepting Officer's Initials } *GL*

Date Stamp



ALTON TOWN SUB-OFFICES

The fragment below is from a Certificate of Posting, believed to be under the Compensation Parcel scheme, and is a receipt for a fee of 65p. The date is 5 December 1994, the Sub-Office being Amery Estate, Alton.





THE GREAT ROADS AND PRINCIPAL CROSS ROADS IN 1756

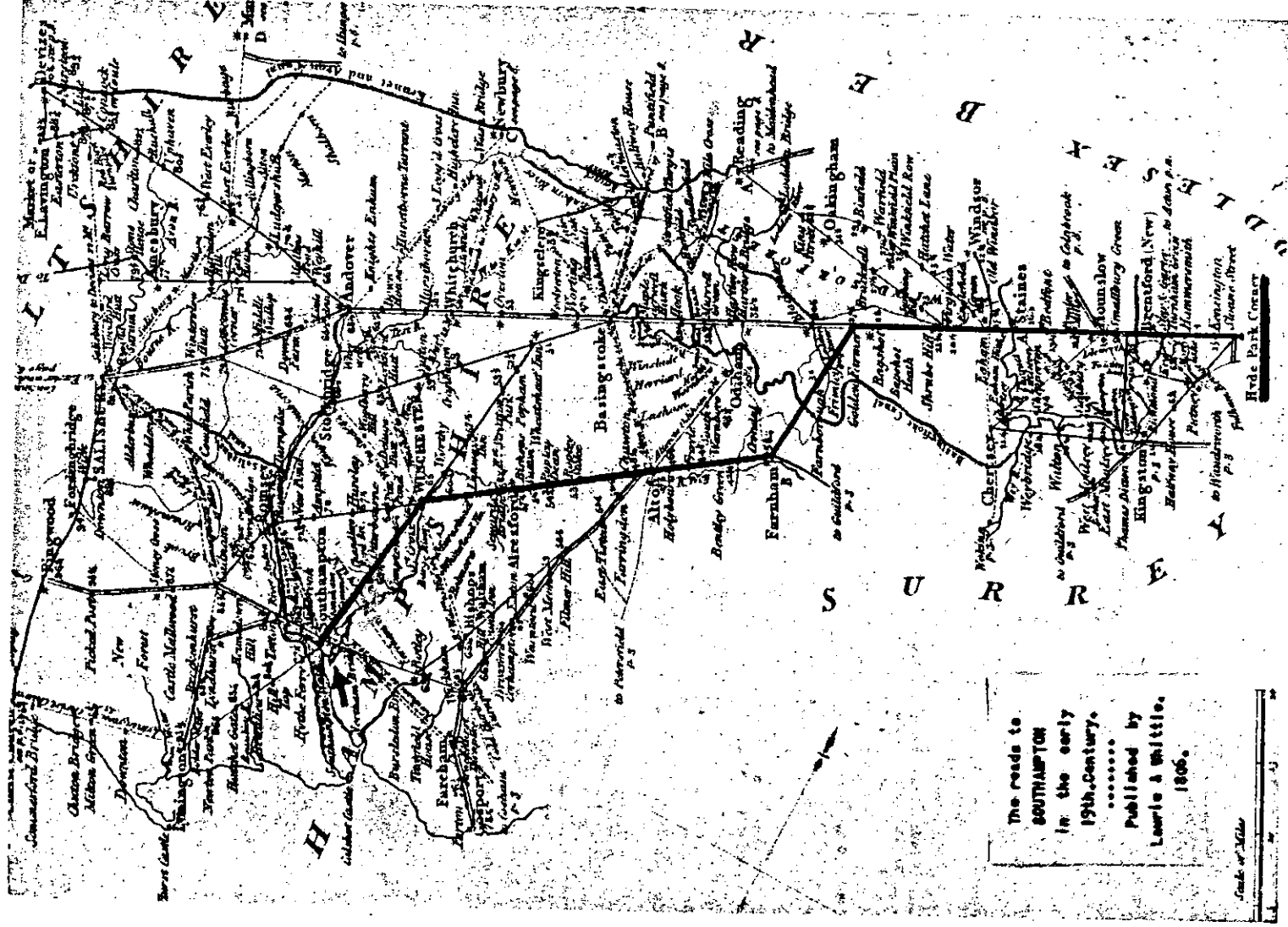
— Roads having daily Postal service (save Sunday) from London

- - - Extensions not served six days a week

0 20 40
Scale of miles

NORTH
SEA

English Channel



This section of one of a series of coloured road maps published by Laurie & Whittle in 1806 illustrates the standards of road-cartography in the early 19th century. The line of the main road up the centre of the map is the great post-road to the west. Distances westward were measured from Hyde Park Corner, and stars indicate the places where fresh horses were available for horse-traveller and coach.

ALTON'S SUB-OFFICES

BENTWORTH

POST CARD

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE



A. J. M. Downie

Alton Hants



ALTON'S SUB-OFFICES

BINSTED
BINSTEAD



Also seen dated 13th. June 1910.

CHAWTON

There is no mention of Chawton having a Post Office in the P.O.List of 1846.

In 1852 it is shown as being a sub-office of Alton Head Post Office.

In 1867 and again in 1878 it is shown as having no Post-office, with mail being delivered direct from Alton.

In 1899 Mrs. William Andrews is named as Postmistress with letters and packets coming twice a day from Alton.

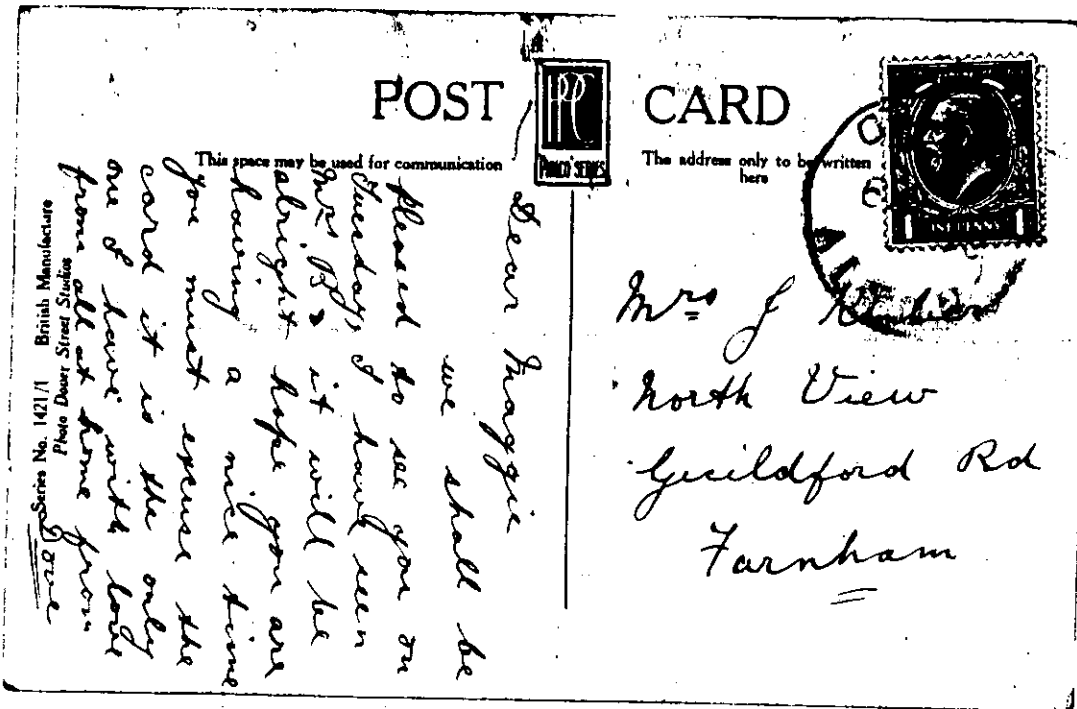
In 1920 Mrs. Andrews was still Postmistress and the population had rapidly doubled by the inclusion of the patients and staff of the Treloar Hospital.

Chawton remained a village Post Office until it was made a sub-office of Alton in 1935.



Seen used on postcards 23/9/1911 and 20/12/1917





Series No. 1421/1 British Manufacture Photo Dues Street Studios

*Dear Maggie
we shall be
pleased to see you on
Sunday if you can
if it will be
convenient. Hope you are
having a nice time
you must excuse the
card it is the only
one I have with me
from all at home
Love
Dore*

*Mrs J. ...
North View
Guildford Rd
Farnham*



MR. C. GOODALL
71 ACKENDER ROAD
ALTON
HANTS.

CHAWTON COMMEMORATES
JANE AUSTEN
1775-1967

Authorised by the Jane Austen Commemoration Committee, 1967, Chawton, Alton, Hampshire.

EAST TISTED



A similar one also seen with the year below the month,
dated 7th. July 1962.

A First Day Cover for the Prince of Wales Investiture was serviced at East Tisted on 1st July 1969.

This cover may not have travelled through the post, as it is apparently unaddressed. It is believed that the cover belonged to Mrs E Budd, who was the owner of The Stores at East Tisted, where the Sub Post Office was located at the time.



POST CARD



ADDRESS TO BE WRITTEN HERE.

Miss Pearce
C/o Mrs Gray
Synhurst
Bracknell
Berks

133976

INLAND POSTAGE ONLY. THIS SPACE
MAY BE USED FOR CORRESPONDENCE.

Thanks for letter, if you
are going to Aldenest-
we are only 11 miles off
could sit you come over
on Sunday morning
for a few hours, we
could meet you at
Walter Allen Station & discuss
the quite detailed & say you
don't in. etc. & thank you.

POST CARD

Words' Series.



The Address only to be written here.

Miss Pearce
3 Stonor Road
West Kensington
London
W.

INLAND POSTAGE ONLY. THIS SPACE
MAY BE USED FOR COMMUNICATION.

3 delian Place
Farrington
in letter
Thanks for letter so glad
to hear H. is better. I
recommended my post-a-
week post card. am glad to say I
can now get up the garden with
a stick. Mrs A. has had quite
enough to do. Love from all. Pearce

FARRINGTON

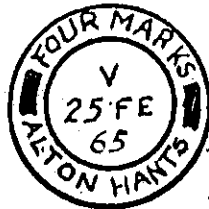


FOUR MARKS

Four Marks was a sub-office to Alresford until in 1910 it was transferred to Alton.



Four Marks. Alresford, 3rd. October 1904.

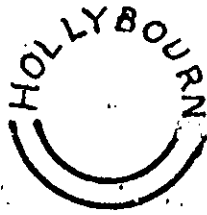


Personal letters A, C, and D seen, also A inverted, and an A with the centre-bar missing. Is the V an inverted A with centre bar missing?

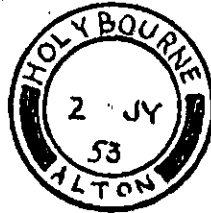


HOLYBOURNE
HOLLYBOURN

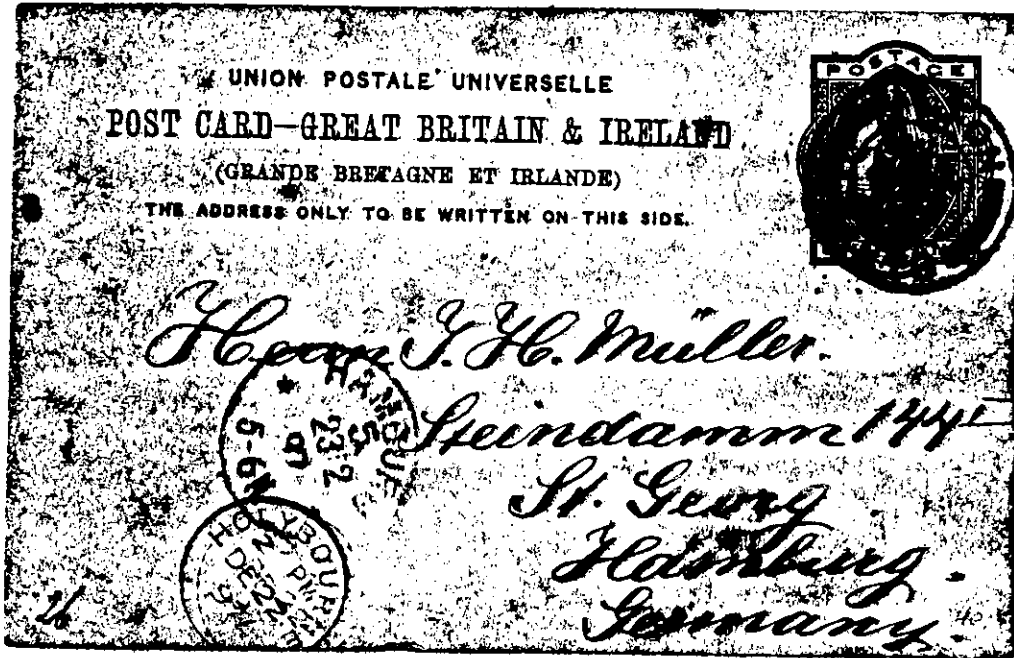
Is now a town sub-office.



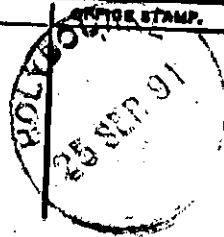
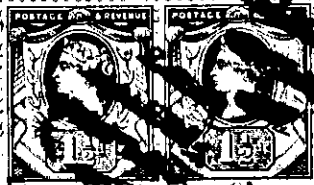
From a letter dated 11th. November 1845.



HOLYBOURNE



PARCEL POST. HOLYBOURNE (Under Alton)	X LIST. <small>Letter & Number</small>		S.	D.
				3
FOR POSTAGE STAMPS.		FOR THE STAMP.		



KINGSLEY

Kingsley was for a short time a sub-office to Alton.
It is now a sub-office to Bordon.



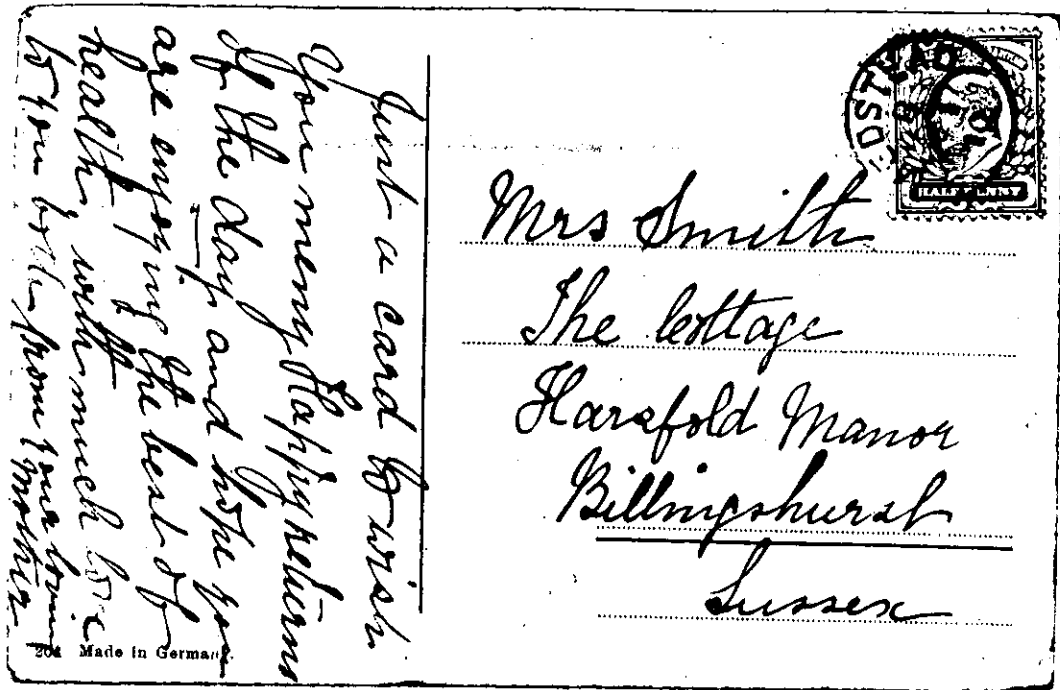
LASSAM
LASHAM



MEDSTEAD

Until 1910 Medstead was a sub-office to Alresford, then transferred to Alton.

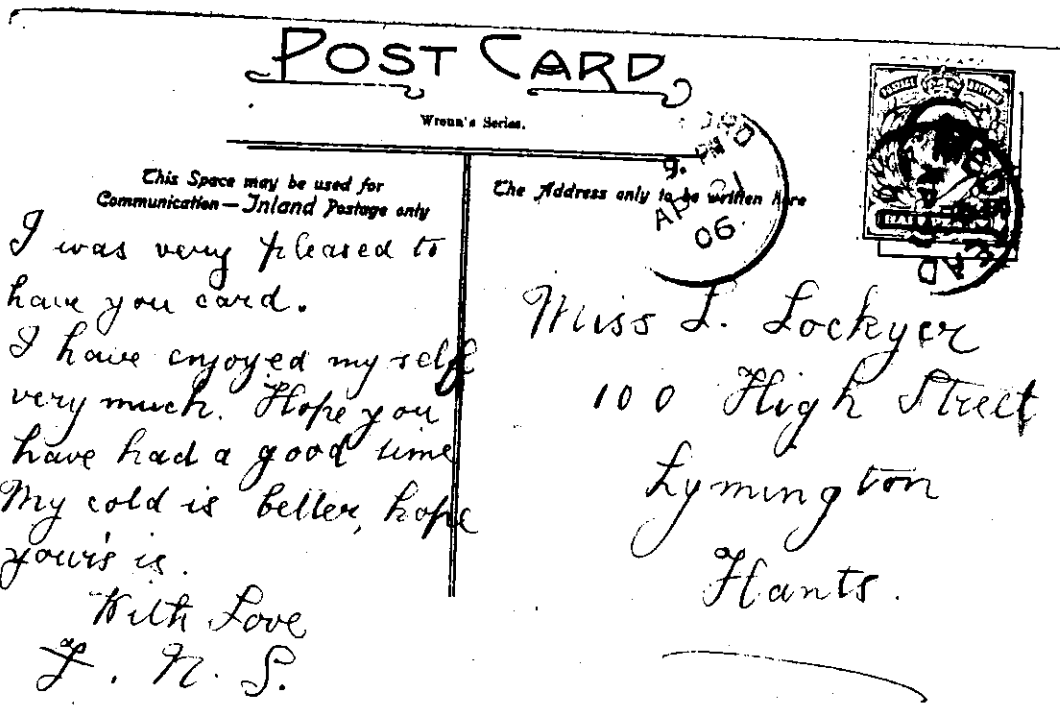




Just a card to wish
 you many happy returns
 of the day and hope you
 are enjoying the best of
 health with much love
 from your mother

Mrs Smith
 The Cottage
 Clarefold Manor
 Billingshurst
 Sussex

17th. December 1910



This Space may be used for
 Communication - Inland Postage only

The Address only to be written here

I was very pleased to
 have your card.
 I have enjoyed myself
 very much. Hope you
 have had a good time
 My cold is better, hope
 yours is.

With Love
 J. N. S.

Miss L. Lockyer
 100 High Street
 Lymington
 Hants.

21st. April 1906

PRIVETT



SELBORNE



This date-stamp was used in the village from 16th. to 25th.
May 1963, during National Nature Week.

SELBORNE

A special handstamp was used to cancel first day of issue covers for the Insects issue on 12th March 1985



The same (?) cancellation was used in 1988 for the Linnean Society First Day Cover, but intriguingly the Registration Label is inscribed "Basingstoke" – where presumably the cancellations were applied?



In 1993, a hand cancellation was produced to commemorate the 200th anniversary of the death of Gilbert White, the Selborne naturalist.



Two special handstamps, for First Day of Issue of Endangered Species in 1998; one is inscribed "Selborne / Alton" – but NO "Hants".

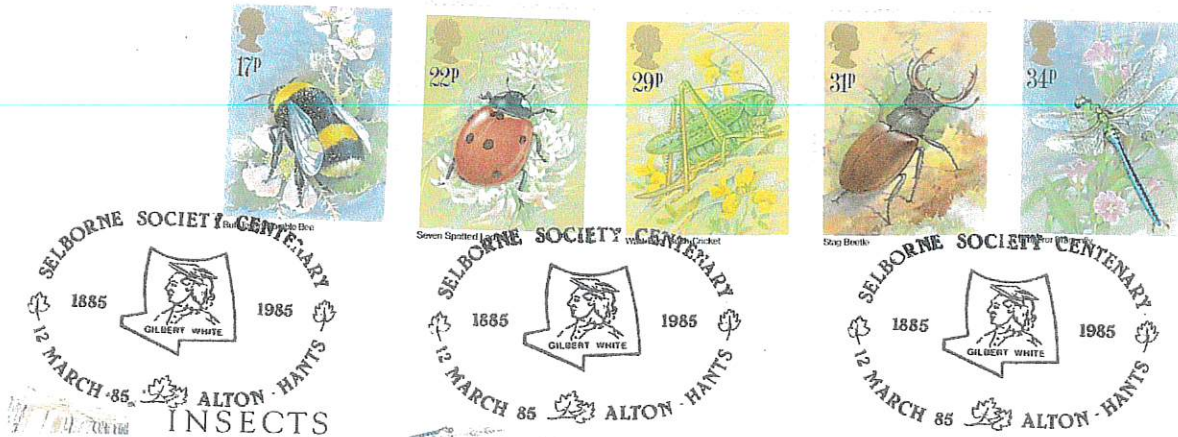


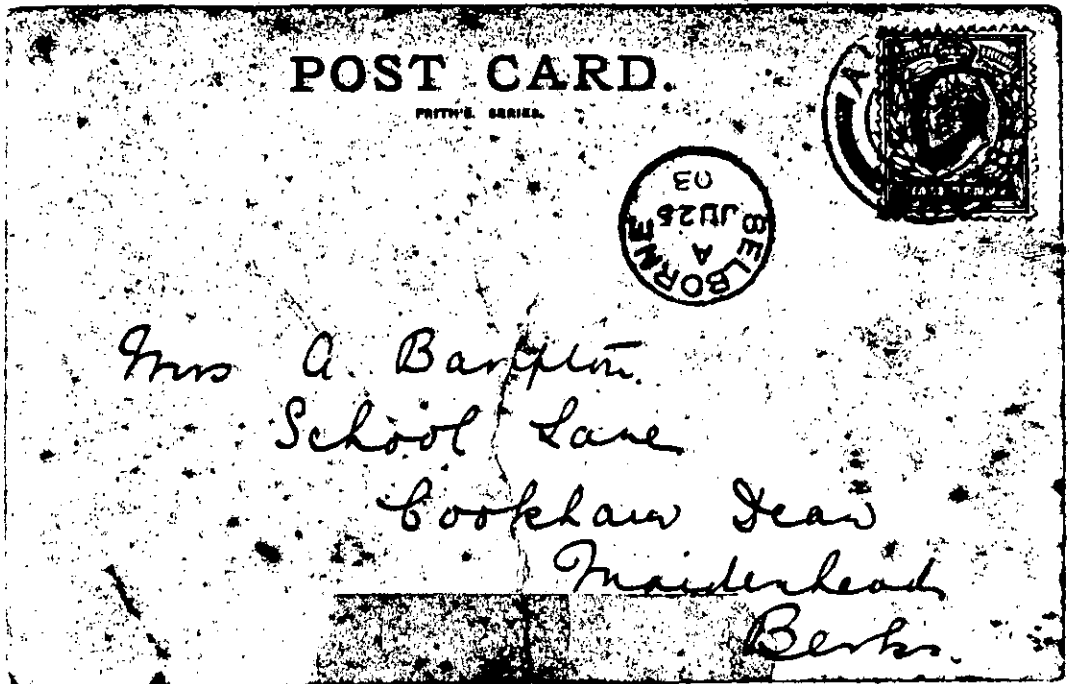
SELBORNE

A special handstamp was produced to mark the 250th anniversary of the birth of Gilbert White, the Selborne naturalist.

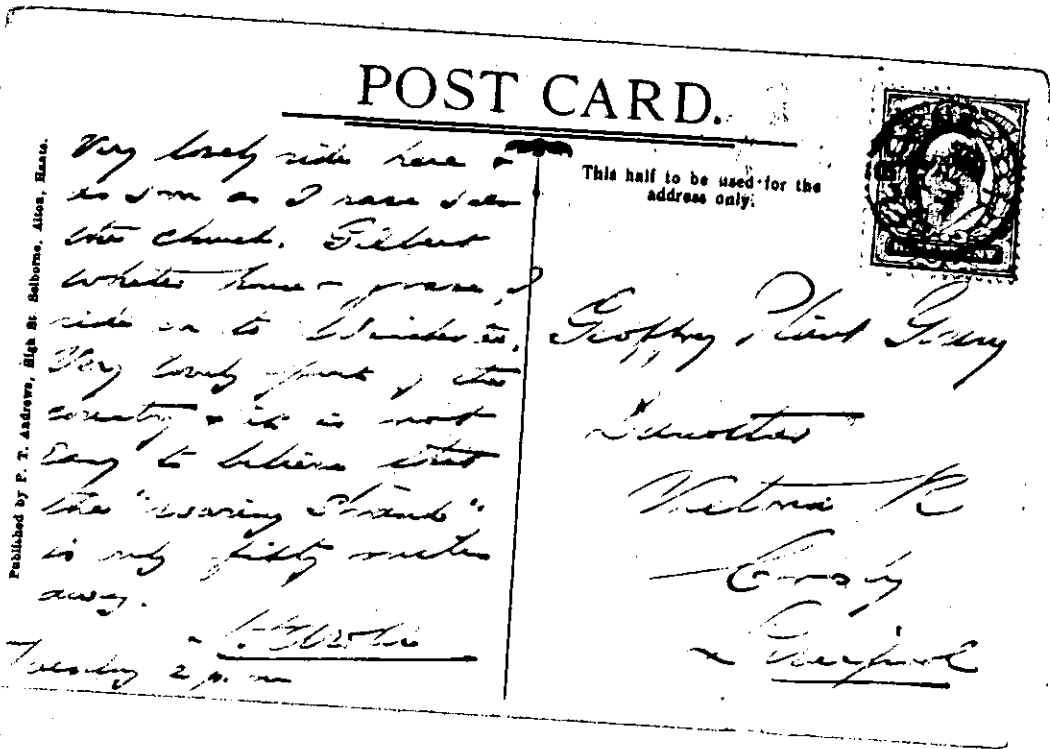


Fifteen years later, when another special handstamp was commissioned, this time for the Centenary of The Selborne Society, the cancellation was "ALTON HANTS" – might one assume that the Post Office would no longer permit special handstamps for a Sub-Office?





25th. June 1903



6th. June 1911

UNION POSTALE UNIVERSELLE
POST CARD—GREAT BRITAIN & IRELAND

(GRANDE BRETAGNE ET IRLANDE)

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



*Hans Schukowsky Esq.
26 Renter Strasse
Poppelsdorf, near Bonn & Rhein
Germany*



Single-line circle date stamp of 20th. August 1894
with Alton squared-circle.

UPPER FROYLE

