

MIDLAND (G.B.)
POSTAL HISTORY
SOCIETY 1975



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REMINDERS

Members are invited to submit to the Editor details of any postal history items they require for their own collections or any items they wish to dispose of. Similarly, requests for information will be published. Make use of this FREE membership service. Editor, 13 Station Road, Hinckley, Leics.

Date of Next Meeting : Saturday, 5th December 2 pm.
Bass Museum of Brewing at
Burton on Trent. (Full display
by a guest speaker).

Subscriptions £2.50 per annum now due. If you
have not already paid - send now
to Treasurer (see above).

New Members We are always anxious to welcome
new members. Please make the effort
to introduce more members to the
Society. Telephone any of the
Officers of the Society with details
of potential new members.

ADVERTISING As you will see from the rear page of this Bulletin we
accept 'commercial' advertising. This has been done in an
endeavour to reduce our overhead costs and keep the present
subscription down. If you know of any Postal History
Dealer who would like to avail himself of this service -
contact Richard Farman for details. (124 Henhurst Hill,
Burton on Trent).

CONTENTS

Selling Postmarks	Pages 1 + 8
Comments from Chairman	Page 2
Undated Circle Handstamps of Birmingham	Page 2/3
New members	Page 3
Introduction Postal Services in Shropshire 1660/1940	Pages 4 to 8

SELLING POSTMARKS

.... an occasional series on dealers in GB postal history
No. 1 MICHAEL GOODMAN PFS

In the past decade, collecting of postal markings and the study of postal history have developed hand in hand at a tremendous pace. Not surprisingly, "postal history" dealers have proliferated to match the new demand. Even twenty years ago there were very few dealers who specialised in postmarks in preference to stamps. But one of those who decided many years earlier that his interest lay in postal markings was Michael Goodman of Edgware.

continued on page 8

Dear Member,

Our first meeting of the season, arranged to discuss the listing of Warwickshire undated circles, was very poorly attended with only 10 members present, two of these being new members. We were very pleased to welcome them to the society and hope that we shall have the pleasure of seeing them at future meetings.

Apart from a selection of Birmingham undated circles, a list of which appears in this Bulletin, no Warwickshire material was brought to the meeting as those present were not collectors of Warwickshire.

As you will see from your programme it is intended to continue with Warwickshire at the January meetings and at the same time to include straight line local handstamps of the 1840 to 1860 period in addition to the undated circles. These will be under a group heading of "The Undated Name Stamps from 1840" of Warwickshire. Please bring any Warwickshire undated circles with you to the meeting. The other counties covered by our society will be dealt with in a similar way in following years.

Please list your Warwickshire material and let the Bulletin Editor have details for publication in the near future. Apart from other towns there must be other Birmingham U.D.C's. not on the list in this Bulletin and of course the dates can be considerably extended, again please forward details in order that the list can be amended accordingly.

Thank You

Elizabeth Lewis
(Chairman)

UNDATED CIRCLE HANDSTAMPS

BIRMINGHAM

<u>Sub-Office</u>	<u>Diameter</u>	<u>Colour</u>	<u>Dates.</u>	<u>Notes.</u>
ASTON	25 mm	Blue	1853	
BALSALL-HEATH	25 mm	Blueish Black	1858	
do	25 mm	Blue	1858	
BIRCHFIELDS	25 mm	Blue	1854	
do	25 mm	Blueish Green	1855	
CAPE-OF-GOOD-HOPE	25 mm	Black	1854/7	
do	19 mm	Green	1860	
EDGBASTON	25 mm	Black	1847	The 1847 item is different shaped lettering to the 1857 item.? New stamp or a recut.
do	25 mm	Green	1857	
FIVE-WAYS R.O.	19 mm	Black	1859	
Gt.HAMPTON St.	25 mm	Blueish Black	1857/8	
HARBORNE	29 mm	Black	1848	This is in seriffed letters and is most unusual.
HARBORNE HEATH	25 mm	Black	1850	
HANDESWORTH	25 mm	Black	1854	
HAMPSTEAD-ROAD	25 mm	Black	1859	
do	25 mm	Green	1856	
HOCKLEY-HILL	25 mm	Green	1846	
do	25 mm	Black	1847	

<u>Sub-Office</u>	<u>Diameter</u>	<u>Colour</u>	<u>Dates</u>	<u>Notes</u>
HOCKLEY-HILL R.O.	19 mm	Black	1858	
HOCKLEY-HEATH	25 mm	Greenish Black	1857	
do	25 mm	Blue	1852	
do	25 mm	Red	1855	
HIGHGATE	25 mm	Blue	1847	
do	25 mm	Blue	1852/8	
d6	25 mm	Green	1858	
KINGS HEATH	25 mm	Blue	1859	
CHE-LOVELLS	25 mm	Blue	1853	
do	25 mm	Black	1854	
MOSELEY	25 mm	Blue	1848	
SHIRLEY BIRMINGHAM	25 mm	Brownish Black	1853/5	} Two types;-i.e. With and with- out B'ham in the namestamp.
SHIRLEY	25 mm	Blue	1857	
do	25 mm	Green	1857	
SMALL-HEATH	25 mm	Black	1854	
SUMMER-LANE	25 mm	Black	1851	
SPARKBROOK	25 mm	Blue	1855	
do	25 mm	Red	1850	
WINSON GR. (Winson Green)	25 mm	Green	1858	
do	25 mm	Blue	1859	
YARDLEY	25 mm	Red	1844	
do	25 mm	Green	1857	
PENNS	25 mm	Red	2850	

Warwickshire Undated Circles

If members could prepare a list of similar items they may have on the same format as the above it would be appreciated.

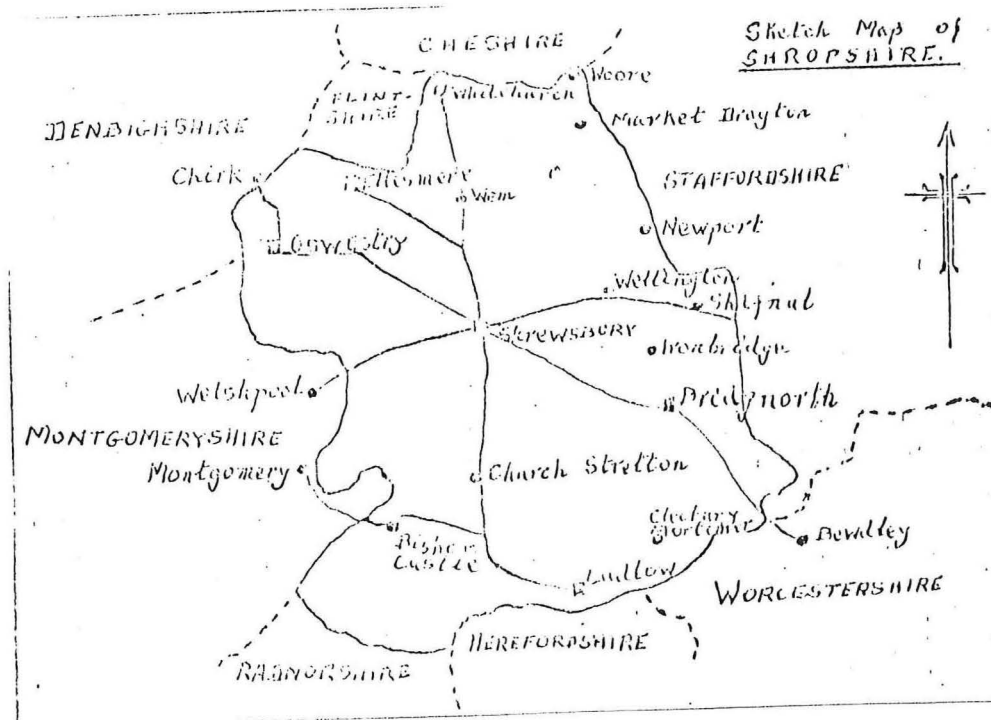
Elizabeth Lewis.

New Members : Since the last issue of Bulletin the following have joined the Society :

David Harding of 5 St. Annes Grove, Knowle, Solihull
and
David Hardwick of Rugby now located at Box 648
Riyadh, Saudi Arabia

Prices Realised

Thanks to our Secretary a list of prices realised at the Society Annual Auction held on 11 April 1981 is enclosed with this issue of Bulletin. It is not too early to start sorting out unwanted material for our next Auction.



Published in "The British Mailcoach" No.20
March 1979.

An Introduction to the Postal Service in Shropshire 1660 - 1940

In 1677, according to Thomas Gardiner's Survey of that year, Shropshire was served by two Bye Posts, both from the Chester Road at Coleshill. The one went via Birmingham, Stourbridge, Kidderminster, Bewdley and Tenbury to Ludlow. The other via Birmingham, Wolverhampton and Shifnal, to Shrewsbury, and thence via Welshpool to Aberdovey. The posts left London every Tuesday, Thursday and Saturday, and arrived in Ludlow and Shrewsbury on the Thursday, Saturday and Monday following.

One of the earliest successful Cross Posts was set up by Joseph Quash, the Postmaster of Exeter, from Exeter to Bristol in 1696. In 1699 this Cross Post was extended to Wotton-under-Edge for the convenience of the clothing trade and Shrewsbury petitioned for a further extension to serve its own trade. In 1700 authority was given to extend this Cross Post with a thrice weekly service via Gloucester, Tewkesbury, Worcester, Kidderminster, Bridgnorth, Shrewsbury and Whitchurch to Chester.

It was Joseph Quash who in 1697 introduced the first provincial Town Stamps, date stamps for Exeter and Bristol after the style of the London Bishop Marks. Quash required these stamps to identify the letters being carried by the Cross Post which he farmed. A few straight-line Town Stamps are known incorporating the letter X, indicating that they are Cross Post stamps. The earliest normal English straight-line Town Stamps were introduced in 1701, and the earliest known example of a Shropshire stamp is "SALOP" used in 1709. (Figs. 1,2 and 3).

In 1720 the posts still left London every Tuesday, Thursday and Saturday, but arrived back in London from Ludlow and Shrewsbury the following Friday, Monday and Wednesday. It was in 1720 that Ralph Allen, who had been Postmaster at Bath since 1712, first farmed the Bye and Cross Posts of the country, and it was his aim to extend and improve these, and at the same time avoid the loss to the Revenue which was occurring through misappropriation of the postal charges on letters not passing through London. He continued to farm the Bye and Cross Posts under successive contracts until his death in 1764. But by 1755 the post from London to Shrewsbury had been increased to an Every-day Post, i.e. daily except Sunday. The route was now via Oxford to Worcester, Birmingham and Wolverhampton, and thence to Shrewsbury.

In 1760 new Cross Posts were set up between the trading parts of Yorkshire, and Shropshire, Staffordshire, Cheshire, North Wales, Lancashire, Westmorland and Cumberland.

With the revised postage rates introduced in 1784, the first type of mileage stamp was introduced, showing the distance in miles from London. Post Towns in Shropshire issued with such stamps were Bridgnorth, Ellesmere, Ludlow, Oswestry and Shifnal. (Fig.3A) As far as is known Shrewsbury was never issued with a mileage stamp of this type, and all these mileage stamps were withdrawn a few years later because of their inaccuracy.

The first Mail Coach ran from Bristol to London on 2 August 1784, and during 1785 mail coaches started running from London to Norwich, Dover, Portsmouth, Exeter, Leeds, Manchester, Liverpool, Birmingham and Shrewsbury, Chester and Holyhead, Worcester, South Wales and Milford Haven. It was Robert Lawrence, the proprietor of the Lion Inn at Shrewsbury, who was responsible for the establishment of the first mail coach to Shrewsbury as is recorded on his monument in St. Julian's Church, Shrewsbury. The first mail coach to Shrewsbury left London on 5th September 1785. (See "A history of Shrewsbury" by Owen & Blakeway, Vol. 1 page 519).

The time-bills of 1797 show that the Shrewsbury Mail, which left the G.P.O. London at 8.0 p.m. each evening, travelled via Uxbridge, Wycombe, Oxford, Shipston, Stratford-on-Avon, Hockley Heath, Birmingham, Wolverhampton. Shifnal and arrived at Shrewsbury at 7.47 p.m. The whole journey was 165½ miles and took just under 24 hours including stops. In winter the mail coach was frequently an hour late at Birmingham and Shrewsbury. Robert Lawrence horsed the mail between Shifnal and Shrewsbury. In 1805 some improvement was made in the times of the Shrewsbury Mail, largely due to the enterprise of Lawrence.

Lawrence was also instrumental in opening the Great Road through Wales to Holyhead and Ireland, which by then was part of the United Kingdom. The Shrewsbury Chronicle of 9th September 1803 reported "Tuesday evening (i.e. 6th September 1808) soon after 6 o'clock the Irish Mail from London reached the Post Office in this Town for the first time, and then went on to Oswestry". From there it left the County of Chirk, and continued via Pentrevoelas and Chapel Curig to Bangor, thus avoiding the Conway Ferry.

Thomas Telford came to Wales in 1810 to carry out a survey for the Holyhead Road Commissioners, and began work on this undertaking in 1815. The road was made by a number of Turnpike Truists, and included the building of Waterloo Bridge at Bettws-y-Coed which was opened in 1817, and the road through the Pass of Nant Ffrancon at 1000 feet above sea level.

In 1817 the Commission decided to eliminate the Bangor Ferry, and instructed Telford to prepare plans for a bridge over the Menai Straits. With the opening of the road from Shrewsbury to Bangor, and ultimately the opening of the Menai Bridge on 30th January 1826, the time taken by the mail coach from London to Holyhead was reduced from 44 hours 50 minutes in 1797 to 26 hours 55 minutes.

Between 1790 and 1800 some Post Towns were issued with so-called "Horseshoe" stamps, and an example of Bishops Castle is shown here.(Fig.4)

In 1801, following a survey of every post road by John Cary, a new type of mileage stamp was issued. (Fig.5). In 1804 two new types of mileage stamp appeared, one similar to the 1801 stamp but with the mileage figure between horizontal lines instead of boxed, and the other circular and incorporating the date as well as the mileage issued to the more important offices. (Figs. 6 and 7). The mileages shown on these stamps were amended from time to time, sometimes due to remeasurement, but sometimes to a change of route. Thus when the Shrewsbury Mail started to run through Daventry instead of via Oxford, Shifnal 146 and Shrewsbury 165 were amended to 135 and 153 respectively. (Figs. 8,9 and 10). In 1829 Postmasters were instructed to erase the mileage from all their stamps. (Figs. 11,12 and 13). From 1837 onwards all Post Towns and some larger



SALOP

Fig. 1

SHREWS
BURY

Fig. 2

BRIDGE
NORTH

Fig. 3

142 BRIDGE
NORTH

Fig. 3A

BISHOPS CASTLE

Fig. 4

CHURCH STRETTON

153

Fig. 5

LUDLOW

149

Fig. 6

SHREWSBURY
8 JU 8
1814
165

Fig. 7

SHREWSBURY
AU 13
1826
153

Fig. 8

ELLESMERE
170

Fig. 9

LUDLOW
AP 7
1823
148

Fig. 10

SHREWSBURY
SE 9
1831

Fig. 11

NEWPORTS

Fig. 12

E

Fig. 13

WOORE

Fig. 14

Newcastle
5" Cls. Post

Fig. 15

SHIFFNALL
Penny Post

Fig. 16

Iron Bridge
Penny Post

Fig. 17

Oswestry
py Post

Fig. 18

Shrewsbury
Penny Post

Fig. 19

Cleobury
Penny Post

Fig. 20

Westbury Salop
Penny Post

Fig. 21

4

Fig. 22

sub-offices were issued (as replacements were required) with date stamps, and only the smaller sub-offices were issued with undated stamps. One of these smaller offices, Woore, a sub-office of Market Drayton, was issued with a rare "fleur-de-lis" design of undated circular stamp at this time (Fig.14)

All that has been said so far relates to the General Post, whereby the Post Office carried the mail to the nearest Post Town. If no arrangement existed for the delivery of the mail to the addressee's address, he had to collect it from the Post Town, and would likewise have to despatch his reply from a Post Town. By an Act of Parliament passed in 1765 the Postmaster General was given powers to establish Penny Posts anywhere in Great Britain and Ireland on similar lines to those which had existed in London since 1680, and Penny Posts were set up in Dublin in 1773, Edinburgh in 1793, followed by Manchester, Birmingham and Bristol also in 1793, and Liverpool in 1801.

By Clause 5 of another Act of Parliament passed in 1801, the Postmaster General was authorised to establish village posts, which later came to be known as "Fifth Clause Posts", to serve villages and other places which were not Post Towns. Arrangements were frequently made by the Postmaster at the Post Town concerned with the inhabitants of the neighbouring villages, for the delivery and collection of their mail at agreed extra charges, which varied considerably. These arrangements worked well, as they were better suited to local requirements and were more flexible than the Penny Posts. But in 1808 certain legal difficulties arose, and most of the new local posts established from then onwards were Penny Posts.

But before the passing of the 1801 Act, and probably even before the 1765 Act, many local posts existed in the country between Post Towns and neighbouring villages. Some were handled by private carriers, and others organised by the local Postmaster. Little is known about these services but in Shropshire they existed before 1800 at both Shrewsbury and Oswestry, and in 1820 at Ludlow, and probably at other places. At Shrewsbury this local service extended to a large number of neighbouring villages.

There was no Fifth Clause Post in Shropshire, but the Newcastle-under-Lyme (Staffordshire) which is only a few miles from Woore in Shropshire (Fig. 15) had a Fifth Clause Post, and one of its stamps is illustrated (Fig.15).

The first official Penny Post to be established in the country after 1801 was at Shifnal in Shropshire in 1806. (Fig.16). This had Receiving Houses at Ironbridge, Broseley and Wenlock. Later Ironbridge itself became a Penny Post (Fig.17). Other Penny Posts in Shropshire were at Bridgnorth, Ludlow, Oswestry, Shrewsbury and Whitchurch. (Figs. 18 and 19) The official Penny Post was established at Shrewsbury in 1833, but the name-stamp appears to have been used only on letters addressed to another Post Town, and purely local letters were marked with a manuscript "ld" only. This official Penny Post took over a very small part only of the existing unofficial Local Post, which otherwise continued at Shrewsbury until 1840 or later. There was a Receiving House for Bewdley (in Worcestershire) at Cleobury Mortimer, a small town in the south-east of Shropshire serving a large rural area. Most of the Receiving Houses in Shropshire were identified by handstruck numeral stamps, the Penny Post name-stamp being struck at the Post Town, but after 1837 Receiving Houses were issued with "village type" Penny Post Stamps or undated circular stamps. "Cleobury Penny Post" (used at Cleobury Mortimer) illustrated here is one such village type stamp (Fig.20) and in 1838 Penny Post similar name-stamps were issued to three of Shrewsbury's

Receiving Houses, namely Easchurch, Ruyton and Westbury (Salop). (Fig.21.) The Penny Posts and Fifth Clause Posts finally disappeared with the introduction of Uniform Penny Post on 10th January 1840, though some villages continued to use their Penny Post name-stamps long after that date merely to indicate the place of origin.

For a brief period of five weeks, from 5th December 1839 to 9th January 1840, an experimental Uniform Fourpenny Post was introduced for letters whose postage would previously have been 4d. or more. A few towns were issued with handstruck "4" stamps, the only one in Shropshire being Whitchurch (Fig.22). They are exceedingly rare, and a Whitchurch cover with a handstruck "4" was sold at auction for £800 in March 1978.

With the introduction of Uniform Penny Post on 10th January 1840 and the adhesive label on 6th May 1840, the period covered by this short account could still be made in cash over the counter and the letter marked with a handstruck stamp or in manuscript. Or the payment of the postage could be left to the recipient, as had previously been usual, but from the 10th January 1840 the recipient had to pay double postage for a letter not prepaid. On 10th February 1859 the prepayment in stamps of all Inland Letters was made compulsory. Many handstamps were issued to indicate the prepayment of postage before the use of adhesive stamps was made compulsory, mostly at 1d or sometimes 2d (struck in red), and unpaid or postage due stamps at 2d. (struck in black). As far as is known few of these were issued in Shropshire, but they are known at Bridgnorth and Whitchurch (Salop).

Editors Note

We have to thank Dennis Salt for the above article. For members who are interested in following this subject you can join the Shropshire P.H. Society on application to the Secretary, J.W. Roberts, 50, Lythwood Rd. Bayston Hill, Shrewsbury. Annual subscription is £3. They publish a very interesting Bulletin.

Selling Postmarks contd.

Michael Goodman admits to an interest in stamps since his schooldays. It was as early as 1945 that postal markings, and particularly Transorma marks, first caught his attention. However his real introduction to postmarks was in the mid- 1950's when he was given a copy of C.W.Wards book of TPO cancels by a Midlander (of course!), Mr D.Avery of Beeston, sometime president of Nottingham PS. From that time, stamps had to take a back seat to postmarks and he set about studying their useage and occurrence. Even today he is unsure that an encyclopaedic knowledge of postmarks qualifies him as a postal historian !

Mr.Goodman became a professional dealer in 1963. He has never wanted to open a shop and, to this day, prefers to work from home. He began attending Stampex in the mid-1960s and BPE in the early '70s. His stock covers the world and it is an education to hear him discussing the finer points of English skeleton marks one minute and, moments later, an obscure postal marking of Palestine. No one could ever doubt that Michael Goodman knows his subject.

He quotes his own interest as GB machine cancels and the postal markings of NW London and he is one of the editors of the London Postal History Group Encyclopaedia which he hopes will come to fruition in the late 1980s. For the past two years he has been Chairman of the GB Group of the Postal History Society. As a dealer he is unusually reticent. "Don't describe my stock" he said recently "or people will start writing to me .." Doubtless he will be found at Stampex in the Spring and, notwithstanding his reluctance to make use of a little free advertising, be more than happy to display his (Edg?)wares.

by courtesey of John Calladine.

NEWSFLASH

Unfortunately our Saturday meeting (7th November) in Coventry has been cancelled by members who could not attend because they think that nobody else would. They may well be correct in this assumption. This is not right from either point of view.

Editor

MICHAEL JACKSON (PHILATELISTS) LTD.

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PRE 1840

POST 1840

TO WHAT DATE ?

LONDON

SCOTLAND

IRELAND N.

IRELAND S.

WALES

AIRMAILS

REGISTERED

PARCEL POST

RAILWAY

MARITIME

TRANSATLANTIC

ACCOUNTANCY/

RATE MARKS

BERKS.

BUCKS.

BEDS.

CAMBS.

WARWICK.

CHESHIRE

CORNWALL

CUMBERLAND

DERBY.

DEVON

DORSET

DURHAM

ESSEX

GLOUCS.

BRISTOL

KENT

HANTS.

HEREFORD.

HERTS.

HUNTS.

LANCS.

LIVERPOOL

WORCS.

YORKS.

MANCHESTER

LEICS

LINCS.

MDDSEX.

NORTHANTS.

NORTHUMBERLD.

NOTTS.

NORFOLK

OXON.

RUTLAND

SHROPS.

SOMERSET

SURREY

STAFFS.

SUFFOLK

SUSSEX

WILTS.

WESTMORLD.

OTHER SUBJECT OR THEMES

WE TRY TO MAINTAIN AN ACCURATE RECORD OF YOUR REQUIREMENTS, AND WILL SEND YOU FUTURE
LISTS AS NEEDED.